



SAN FRANCISCO PLANNING DEPARTMENT

Case Report Adopting the Better Streets Plan and Related Actions

HEARING DATE: OCTOBER 28, 2010

Date: **October 14, 2010**
Case No.: **2007.1238EMRTU**
Project: **Better Streets Plan**
Block/Lot: **Various – Citywide**
Staff Contact: **Adam Varat – (415) 558-6045**
adam.varat@sfgov.org
Recommendation: **Approval**

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ADOPTING ACTIONS RELATING TO THE BETTER STREETS PLAN INCLUDING: FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AMENDMENTS TO THE GENERAL PLAN; GENERAL PLAN CONSISTENCY FINDINGS; PLANNING CODE SECTION 101.1 CONSISTENCY FINDINGS; RECOMMENDING APPROVAL OF THE BETTER STREETS PLAN AS AN OFFICIAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO; AMENDMENTS TO THE PLANNING CODE; AND AMENDMENTS TO THE ADMINISTRATIVE CODE.

BACKGROUND

The Better Streets Plan ("The Plan") creates a unified set of guidelines to govern the design of streetscape and pedestrian features in the public right-of-way. The Plan carries out the intent of San Francisco's Better Streets Policy (San Francisco Administrative Code Section 98.1), adopted by the Board of Supervisors on February 6, 2006.

The Better Streets Plan process brings together staff of multiple City agencies to comprehensively plan for streets. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The Plan reflects the understanding of existing City policy that the pedestrian environment is about much more than just transportation – that streets serve a multitude of social, recreational and ecological needs that must be considered when deciding on the most appropriate design.

The Better Streets Plan Draft for Public Review was released in June 2008, in conjunction with several public meetings to gather feedback on the Plan. Staff also received over 100 written comments on the Plan. Since that time, staff has developed plan revisions based on public and agency comment, and conducted environmental review under CEQA. Plan revisions were published in October 2009, and the Better Streets Plan Final Draft was published in July 2010. The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft

MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010.

The Better Streets Plan is the product of a significant public outreach program. City staff held over 100 public meetings, including neighborhood meetings, walking tours, focus groups, and tabling events in public spaces, to develop content and receive feedback on the plan, and received over 1,000 responses to two surveys. In addition, staff met monthly with a 15-member Community Advisory Committee to garner directed feedback into the plan development.

The following documents were provided to the Commission as part of the Case Report sent to the Planning Commission on September 30, 2010 for the public hearing on October 7, 2010. Please refer to that Case Report for the following products:

- Better Streets Plan Final Draft Executive Summary
- Better Streets Plan Final Draft (CD)
- List of Better Streets Plan Community Meetings

ABOUT THE BETTER STREETS PLAN

The Better Streets Plan describes a vision for the future of San Francisco's pedestrian environment and is intended to result in adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Plan seeks to balance the needs of all street users. Accordingly, the Plan identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian environment in San Francisco.¹

The Plan describes a Vision and Objectives ("10 Elements of Better Streets") for the improvement of the city's pedestrian environment. The Plan's vision is as follows:

The Better Streets Plan will result in a street system designed to promote human needs. It will prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life following San Francisco's General Plan, Transit First Policy, and Better Streets Policy. The Better Streets Plan will result in streets where people walk and spend time out of choice—not just necessity—because streets are memorable, engaging, safe, accessible, healthy, attractive, fun, and convenient. The Better Streets Plan will result in streets that improve pedestrian connections and linkages among the City's nodes, hubs, destinations, transit system, and major land use centers. The Better Streets Plan will result in a green network that enhances the City's long-term ecological functioning and peoples' connection to the natural environment. Finally, the Better Streets Plan will result in improved street-based social opportunities, community life, access, and mobility for all San Franciscans, regardless of cultural identity, income group, neighborhood identity, or mobility level.

¹ The Plan does not focus on roadway or vehicle travel characteristics. The pedestrian environment is generally defined as areas of the street where people walk, shop, sit, play, or interact; that is, street areas that do not include moving vehicles. Pedestrian areas primarily include sidewalks and crosswalks, but in some instances also include portions of the roadway such as the parking lane or curb medians.

The 10 Elements of Better Streets are “Streets should (be): Memorable; Support Diverse Public Life; Vibrant Places for Commerce; Promote Human Use and Comfort; Promote Human Health; Safe; Convenient Connections; Ecologically Sustainable; Accessible; and Attractive, Inviting and Well-Cared For.” Each of the 10 Elements is accompanied by associated policies, guidelines, and next steps for the City to realize the vision of the Better Streets Plan.

The Plan describes a framework for the design of streetscape improvements. The Plan categorizes the city’s streets based on existing land use and transportation designations from the San Francisco General Plan and Planning Code. For example, streets may be considered “neighborhood residential,” “downtown commercial,” or “mixed use.” For each street type, the Plan describes a minimum and recommended sidewalk width. Newly-created streets would be required to meet or exceed recommended sidewalk width for the appropriate street type; existing streets would not require changes to meet minimum widths, but future street changes would evaluate opportunities to widen sidewalks over time to meet recommended widths. The Plan also describes a set of sidewalk zones, including the frontage zone, throughway zone, furnishings zone, edge zone, and extension zone. The sidewalk zones are intended to align planting and furnishings and provide sufficient clear pedestrian circulation width.

For each street type, the Plan recommends a set of “standard improvements” and “case-by-case additions”. Newly-created streets would be required to include all standard improvements for the relevant street type. Case-by-case additions would be included as dimensions, budgets, and neighborhood preferences allow. Standard improvements include such elements as street trees, curb ramps, crosswalks, stormwater features, curb extensions, street lighting, and site furnishings. Case-by-case additions include such elements as mid-block crosswalks, center medians, transit boarding islands, and traffic calming features. The Plan provides guidelines for the location, design, and use of each of the standard improvements and case-by-case additions.

REQUESTED COMMISSION ACTIONS AT THIS HEARING

The public process to legislate and adopt the Better Streets Plan has already been initiated. At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Administrative Code, Planning Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan. The Mayor also introduced an ordinance amending the Urban Design and Transportation Elements of the General Plan relating to the Better Streets Plan, and an ordinance urging the Planning Commission to initiate the proposed amendments to the General Plan.

- **Attachment 1:** Summary of Proposed General Plan and Municipal Code Amendments

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

At this public hearing, the Planning Commission will consider taking the following actions:

1. Adopt CEQA Findings

The Planning Commission will consider adopting the Final Mitigated Negative Declaration (FMND) and approving CEQA Findings on Case 2007.1238EMTRU (Better Streets Plan), including adopting the Mitigation Monitoring and Reporting Program (MMRP), prior to taking action on related cases. The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010.

- **Attachment 2:** Final Mitigated Negative Declaration (FMND)
- **Attachment 3:** Draft Mitigation Monitoring and Reporting Program
- **Attachment 4:** Draft Motion to Adopt CEQA Findings

2. Adopt a Resolution Amending the General Plan

Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City's General Plan, and calls for the General Plan to contain "goals, policies and programs for the future physical development of the City and County of San Francisco." The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental, or legislative conditions.

The proposed General Plan amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would revise Objectives, Policies, and text to the Urban Design and Transportation Elements of the General Plan.

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

The goals of the Better Streets Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of Objectives, Policies and figures that do not fully reflect the proposed goals and measures that may be used to implement the Better Streets Plan. Staff therefore recommends that the Planning Commission consider adopting a Resolution Amending the General Plan.

- **Attachment 5:** Draft Board of Supervisors Ordinance Amending the General Plan
- **Attachment 6:** Draft Proposed General Plan Amendments
- **Attachment 7:** Draft Resolution to Approve General Plan Amendments

3. Adopt a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

The Better Streets Plan creates a comprehensive set of policies and guidelines for the design of pedestrian and streetscape features in the public right-of-way. The Plan represents a collaborative effort between agencies with jurisdiction over portions of the right-of-way, and is the product of a significant outreach program.

At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Municipal Code, including the Planning Code, Administrative Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan, and referred the proposed Planning Code amendments to the Department for review. The proposed Planning Code amendments would amend Sections 132, 135, 138.1, 249.1, 428, 825, and 827 of the Planning Code, to establish and describe requirements for street improvements for new development, and consolidate existing requirements for street improvements into a unified section of the Planning Code.

Per Board of Supervisors Rule of Order 5.41, any legislation containing significant amendments to the Administrative Code involving issues related to planning or land use shall be referred to the Planning Department for review and comment. The Draft Board of Supervisors ordinance introduced on September 21, 2010 contains amendments to the Administrative Code relating to the Better Streets Plan and requirements for the design and management of public right-of-ways, and would incorporate the Better Streets Plan by reference into the Administrative Code. These amendments have been referred to the Planning Commission for their review and consideration.

- **Attachment 8:** Draft Board of Supervisors Ordinance Amending the Administrative Code, Planning Code, Public Works Code, and Subdivision Code
- **Attachment 9:** Draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

RECOMMENDATION:	Approve a Motion to Adopt CEQA Findings; Approve a Resolution to Adopt General Plan Amendments; Approve a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan
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Attachments

Note: The following attachments provided to the Commission as part of the Case Report sent to the Planning Commission on September 30th for the public hearing on October 7, 2010. Please refer to that Case Report for the following products:

- Better Streets Plan Final Draft Executive Summary
- Better Streets Plan Final Draft (CD)
- List of Better Streets Plan Community Meetings

The following Attachments are provided with this Case Report:

1. Summary of Proposed General Plan and Municipal Code Amendments
2. Final Mitigated Negative Declaration (FMND)
3. Mitigation Monitoring and Reporting Program
4. Draft Motion to Adopt CEQA Findings
5. Draft Board of Supervisors Ordinance Amending the General Plan
6. Draft General Plan Amendments
7. Draft Resolution adopting General Plan Amendments
8. Draft Board of Supervisors Ordinance Amending the Administrative Code, Planning Code, Public Works Code, and Subdivision Code
9. Draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

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CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 1
SUMMARY OF PROPOSED GENERAL PLAN
AND MUNICIPAL CODE AMENDMENTS

Attachment 1

SUMMARY OF PROPOSED CHANGES TO THE GENERAL PLAN AND MUNICIPAL CODE RELATED TO THE BETTER STREETS PLAN

General Plan

Urban Design Element

- Adds Policy 1.10 for City to develop a citywide streetscape plan, identifying street types and appropriate streetscape elements. Incorporates Better Streets Plan by reference.
- Other changes for consistency with Better Streets Plan guidelines

Transportation Element

- States that design of pedestrian and streetscape elements in the public right-of-way should follow Better Streets Plan principles and guidelines. Incorporates Better Streets Plan by reference.
- Amends objectives and policies regarding pedestrian and streetscape amenities to reflect best practices per the Better Streets Plan

Planning Code

Section 132: Front Setback Areas

- Allows that if the front yard area is fully taken up by permitted obstructions, the existing front yard landscaping requirement can be modified by the Zoning Administrator to allow sidewalk landscaping instead.
- Moves language from existing Section 428 regarding front yard landscaping in Planned Unit Developments into this section for consistent organization.

Section 135: Usable Open Space

- Requires that streetscape improvements that are provided to meet publicly-accessible open space requirements must conform to Better Streets guidelines and other applicable neighborhood streetscape plans per Section 138.1 (as amended by this proposed legislation).

Section 138.1: Streetscape and Pedestrian Improvements

- Changes section title from "Pedestrian Streetscape Improvements in C-3 Districts" to "Streetscape and Pedestrian Improvements," and expands section to include all code requirements pertaining to street improvements.
- Requires that pedestrian and streetscape elements included as part of development projects must follow the principles and guidelines of the Better Streets Plan.
- Describes required base streetscape improvements:
 - Street trees: generally same as existing requirements; some requirements (2-inch caliper, 80" branching, 16 sf basin, edging treatment) expanded from C-3 and DTR to additional districts (RC, C, NC, and MU)
 - Other streetscape and pedestrian elements for large projects (projects that involve new construction, > 20% addition, or > 50% alteration, on lots that are > 1/2 acre, have more than 250' of lot frontage, or have lot frontage on an entire

block face); requires Planning Department to consider, but need not require, standard streetscape elements or sidewalk widening per the Better Streets Plan.

Sections 249.1 (Folsom and Main SUD); 428 (Street Trees); 825 (DTR districts); 827 (Rincon Hill DTR)

- Moves language relating to streetscape improvements from these sections to proposed Section 138.1. Language relating to in-lieu street tree fee remains in Section 428.

Administrative Code

Section 98.1: Better Streets Policy

- Adds section (e) describing the Better Streets Plan.
- Requires that all streetscape and pedestrian improvements on public right-of-ways must conform to BSP guidelines, and be consistent with approved palettes of materials and neighborhood character
- Requires that new publicly-accessible right-of-ways shall meet or exceed recommended sidewalk width and include all standard streetscape elements for the appropriate street type per the Better Streets Plan, and stormwater facilities per Article 4.2 of the Public Works Code
- Provides process for amendments to the Better Streets Plan: Board of Supervisors action; Board may delegate minor (non-material) amendments to the Directors of Planning, DPW, MTA, and PUC, in consultation with the Mayor's Office on Disability. Affected agencies may approve amendments after a public hearing.

Public Works Code

Section 2.4.13: Transit, Pedestrian, Bicycle, and Stormwater Improvements ("Complete Streets Policy")

- Amends section to state that roadway construction projects should include stormwater and other pedestrian and streetscape improvements per the Better Streets Plan to the extent feasible.

Section 703.1: Sidewalk Surfaces

- Amends section to allow sidewalk surfaces to be constructed of any commonly used paving material with the approval of the Department of Public Works

Section 723.2: Minor Sidewalk Encroachments.

- Waives annual assessment fee for sidewalk encroachment permits that would be required for elements required per proposed Planning Code Section 138.1.

Section 703.1 (Sidewalk Surfaces); 807 (Urban Forest Program)

- Minor changes for code consistency and consistency with the Better Streets Plan.

Subdivision Code

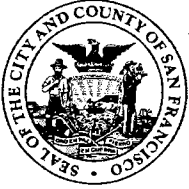
Sections 1335 (Public Facilities); 1336 (Utilities); 1337 (Beautification)

- Requires new publicly accessible streets to conform with the Better Streets Plan

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 2
FINAL MITIGATED NEGATIVE DECLARATION (FMND)



SAN FRANCISCO PLANNING DEPARTMENT

PMND Date: September 17, 2010
Case No.: 2007.1238 E
Project Title: **Better Streets Plan Project**
BPA Nos.: NA
Zoning: Various
Block/Lot: Various
Lot Size: Various
Project Sponsor: Adam Varat – San Francisco Planning Department
(415) 558-6405
Lead Agency: San Francisco Planning Department
Staff Contact: Devyani Jain – (415) 575-9051, devyani.jain@sfgov.org
Monica Pereira – (415) 575-9107, monica.pereira@sfgov.org

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To Interested Parties Regarding the Attached Final Amended Programmatic Mitigated Negative Declaration (PMND):

A Final Mitigated Negative Declaration is being sent to you because you either submitted comments or have expressed an interest in the Better Streets Plan Draft PMND. Where applicable, edits have been incorporated to the PMND. New and revised text is presented as underlined text in the PMND. Deleted texts have been ~~stricked through~~. Please note that comments related to the merits of the project and/or to the City's processes are not part of the environmental review under CEQA and therefore not addressed in the PMND.

The preparation or finalization of a Mitigated Negative Declaration does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the Mitigated Negative Declaration.

If you have any questions concerning the attached materials or this process, please contact the planner identified as the "Agency Contact Person" on the Preliminary Mitigated Negative Declaration cover page.



SAN FRANCISCO PLANNING DEPARTMENT

Mitigated Negative Declaration

PMND Date: July 28, 2010
Case No.: **2007.1238 E**
Project Title: **Better Streets Plan Project**
BPA Nos.: NA
Zoning: Various
Block/Lot: Various
Lot Size: Various
Project Sponsor Adam Varat – San Francisco Planning Department
(415) 558-6405
Lead Agency: San Francisco Planning Department
Staff Contact: Devyani Jain – (415) 575-9051, devyani.jain@sfgov.org
Monica Pereira – (415) 575-9107, monica.pereira@sfgov.org

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PROJECT DESCRIPTION:

The Better Streets Plan ("Proposed Project") describes a vision for the future of San Francisco's pedestrian environment and would involve adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, San Francisco Metropolitan Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the proposed project, on behalf of the City and County of San Francisco. The proposed project seeks to balance the needs of all City street users. The proposed project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. For the proposed project, pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The proposed project does not focus on roadway or vehicle travel characteristics. The project would involve implementation of the proposed standard and optional streetscape improvements. Major project concepts related to streetscape and pedestrian improvements include: (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or mid-block curb extensions, pedestrian countdown and priority signals, and traffic calming features; (2) universal pedestrian-oriented streetscape design incorporating street trees, sidewalk planting, furnishing, lighting, efficient utility location for unobstructed sidewalks, shared single-surface for small streets/alleys, sidewalk and median pocket parks, and temporary and permanent street closures to vehicles; (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands; (4) enhanced usability of streetscapes for social purposes with reuse of excess street area, creative use of parking lanes, and outdoor restaurant seating; and (5) improved ecological performance of streets and streetscape greening with incorporation of stormwater management techniques and urban forest maintenance. It is anticipated that the Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City.

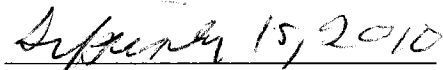
FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 171 through 180.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.



BILL WYCKO
Environmental Review Officer



Date of Adoption of Final Mitigated
Negative Declaration

cc: Adam Varat, Neighborhood Planner



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

Date: July 28, 2010
Case No.: 2007.1238E
Project Address: San Francisco Better Streets Plan
Zoning: Various
Block/Lot: Not Applicable
Lot Size: Not Applicable
Staff Contact: Devyani Jain – (415) 575-9051, devyani.jain@sfgov.org
Monica Pereira – (415) 575-9107, monica.pereira@sfgov.org

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To Whom It May Concern:

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is a Preliminary Mitigated Negative Declaration, containing information about the possible environmental effects of the proposed project. The Preliminary Mitigated Negative Declaration documents the determination of the Planning Department that the proposed project could not have a significant adverse effect on the environment. Preparation of a Mitigated Negative Declaration does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description: The Better Streets Plan ("Proposed Project") describes a vision for the future of San Francisco's pedestrian environment and would involve adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, San Francisco Metropolitan Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the proposed project, on behalf of the City and County of San Francisco. The proposed project seeks to balance the needs of all City street users. The proposed project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. For the proposed project, pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The proposed project does not focus on roadway or vehicle travel characteristics. The project would involve implementation of the proposed standard and optional streetscape improvements. Major project concepts related to streetscape and pedestrian improvements include: (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or mid-block curb extensions, pedestrian countdown and priority signals, and traffic calming features; (2) universal pedestrian-oriented streetscape design incorporating street trees, sidewalk planting, furnishing, lighting, efficient utility location for unobstructed sidewalks, shared single-surface for small streets/alleys, sidewalk and median pocket parks, and temporary and permanent street closures to vehicles; (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands; (4) enhanced usability of streetscapes for social purposes with reuse of excess street area, creative use of parking lanes, and outdoor restaurant seating; and (5) improved ecological performance of streets and streetscape greening with incorporation of stormwater management techniques and urban forest maintenance. It is anticipated that the Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City.

If you would like a copy of the Preliminary Mitigated Negative Declaration or have question concerning environmental review of the proposed project, contact the Planning Department staff contact listed above. Within 20 calendar days following publication of the Preliminary Mitigated Negative Declaration (i.e., by close of business on August 17, 2010 any person may:

- 1) Review the Preliminary Mitigated Negative Declaration as an informational item and take no action.
- 2) Make recommendations for amending the text of the document. The text of the Preliminary Mitigated Negative Declaration may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below. -OR-
- 3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for \$500 payable to the San Francisco Planning Department.¹ An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **The letter must be accompanied by a check in the amount of \$500.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on August 17, 2010** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the Preliminary Mitigated Negative Declaration.

¹ Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: July 28, 2010
Case No.: 2007.1238E
Project Address: San Francisco Better Streets Plan
Zoning: Various
Block/Lot: Not Applicable
Lot Size: Not Applicable
Staff Contact: Devyani Jain – (415) 575-9051, devyani.jain@sfgov.org
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FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See pp. 169-174.

cc: Distribution List
Master Decision File
Sue Hestor

INITIAL STUDY
SAN FRANCISCO BETTER STREETS PLAN
PLANNING DEPARTMENT CASE NO. 2007.1238E

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GLOSSARY

Bioretention: A soil and plan-based retention practice that captures and biologically degrades pollutants as water infiltrates through subsurface layers containing microbes that treat pollutants. Treated runoff is then slowly infiltrated and recharges the groundwater.

Bollard: Short post or vertical element designed to separate or buffer pedestrians from vehicle areas.

Infiltration Boardwalk: Area of infiltration in the sidewalk that is covered with durable surface material to serve as clear pedestrian thoroughways.

Bulb-out: See **curb extension**.

Bus bulb: Curb extension housing a transit stop to allow transit vehicles to board without pulling in and out of traffic.

Channels and runnels: Concrete or stone lined pathway used to convey rainwater runoff along the surface to other stormwater control measures or the city collection system.

Civic boulevard: A street with significant design treatment that relates to the overall city pattern.

Chicane: A traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

Corner bulb, corner bulb-out: Curb extension at an intersection.

Crosswalk: Designated location for pedestrians to legally cross from one side of a roadway to the other; may be marked or unmarked.

Curb extension: Location where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space. Also called a bulb-out.

Curb radius: Sharpness of the curb edge as the sidewalk turns a corner.

Extended bulb-out: Curb extension that continues significantly beyond the typical corner area, to allow space for landscaping or public use.

Flexible parking zone: Parking lane that is used temporarily for other uses such as café or public sitting.

Green alley: An alley with substantial sidewalk landscaping.

Green connector: A street designed to significantly calm and/or divert traffic, prioritize pedestrian and bicycle travel, and connect to larger open spaces.

Green gutter: A narrow landscape system in the roadway adjacent to the curb to capture and slow stormwater flow.

Infiltration: The process by which water penetrates into soil from the ground surface.

Infiltration trench: Shallow subsurface linear stormwater facilities that provide on-site stormwater retention by collecting and recharging stormwater runoff into the ground.

Living alley: An alleyway designed to prioritize the entire right-of-way for pedestrian and public space use while retaining limited local vehicular circulation. Living alleys are limited to alleys (generally <40' wide).

Living street: Are treatments applied to streets' excess right-of-way (e.g. triangular plaza spaces) for public space use.

Median: The portion of the roadway separating opposing directions of the traveled way, or local lanes from through travel lanes. Medians are generally linear and continuous through a block, and may be depressed, raised, or flush with the road surface.

Median extension: An extension of an existing median towards an intersection along the axis of the existing median (the median is lengthened, rather than widened into the adjacent travel lanes.)

Median island: An area between traffic lanes used for control of traffic movements; differentiated from medians by being generally not linear or continuous throughout the block.

Mid-block crosswalk: Marked crosswalk at a mid-block (non-intersection) location.

Mixed-use street: A street that accommodates all modes of travel with particular emphasis on supporting pedestrian, bicycle and transit movements.

Multi-use path: Pathway that may be used for a variety of non-motorized, recreational uses, including walking, jogging, biking, and the like.

Paseo: A right-of-way closed to motorized vehicles, either permanently or at specific times of the day.

Permeable paving: Paving material that provides pervious surface for stormwater to drain to sub-surface materials. May infiltrate to soil and groundwater or provide an underdrain where infiltration is not possible.

Pedestrian signals: Traffic signals specifically aimed at directing pedestrian movement, such as 'walk/don't walk' or the international pedestrian symbol signal (red hand, walking man).

Pork chops: Excess paved areas where roadways come together at odd angles.

Rain garden: Landscaped detention or bio-retention features in a street designed to provide initial treatment of stormwater runoff.

Raised crosswalk or intersection: Area where the level of the crosswalk or intersection is raised to the sidewalk grade.

Road diet: Reduction of travel lanes.

Runoff: Water from rainfall that flows over the land surface that is not absorbed into the ground.

Right turn/bus queue jump lanes: Right-turn-only with physical configuration and signage that allow transit vehicles to use the lane for travelling forward. A transit vehicle using the lane to go forward can thus “jump” ahead of non-transit vehicles that may be queuing at the intersection in a non-turning lane.

Shared street¹: Public right-of-way that is designed as a single surface with no grade differentiation between street and sidewalk areas, and where roadway space is shared between pedestrians and slow-moving vehicles.

Stormwater treatment planters: See **rain garden**

Swales: Long narrow landscaped depressions primarily used to collect and convey stormwater and improve water quality.

Thumbnail: See **median extension**

Traffic calming: Practice of designing streets to encourage vehicles to proceed slowly through neighborhoods, by the use of visual or actual roadway narrowing, horizontal or vertical shifts in the roadway, or other features.

Traffic calming elements: Physical improvements to the roadway designed to encourage vehicles to proceed slowly through neighborhoods.

Traffic circle: Generally circular raised areas in the center of a standard intersection that provide space for landscaping, and slow traffic by visually shortening the roadway and forcing vehicles to slow to go around them.

Vegetated buffer strip: Sloping planted areas designed to treat and infiltrate sheet flow from adjacent impervious surfaces.

Vegetated gutter: Narrow landscape systems along street frontages that capture and slow stormwater flow.

¹ The BSP includes guidelines for shared public ways to address concerns for differentiation of a ‘pedestrian-only zone’ from a ‘shared roadway zone’ such that there is a pedestrian-only space; guidelines also address concerns for people with visual impairments, such as paving differentiation between the shared and pedestrian-only zones. Per the BSP, shared public ways would be implemented on low-traffic streets without transit, except at ‘transit malls’ where transit right-of-way would be clearly delineated.

INITIAL STUDY

Case No. 2007.1238E - Better Streets Plan

A. PROJECT DESCRIPTION

A-1. Introduction

The Better Streets Plan (“Proposed Project”) presents a vision for improving San Francisco’s pedestrian environment in the future. The Plan would involve the adoption of a set of citywide streetscape and pedestrian policies and guidelines² to help accomplish this vision. The Proposed Project seeks to balance the needs of all City street users. Accordingly, the Proposed Project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian environment in San Francisco. For purposes of the project, the pedestrian environment is generally defined as areas of the street where people walk, shop, sit, play, or interact. The pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway.³ The Proposed Project however does not focus on any particular roadway or section of roadway in the City. Nor does it focus on the reconfiguration of vehicular travel lanes of City roadways.

The Planning Department, San Francisco Municipal Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the Proposed Project, on behalf of the City and County of San Francisco.⁴ According to the project sponsors, if fully realized, the Proposed Project is anticipated to confer multiple benefits to San Francisco, including promotion of public safety; promotion of the City’s transit-first objectives (in particular supporting Muni and walking); reduction of sewer/stormwater overflows into the Bay; enhancement of day-to-day quality of life for San Francisco residents; and retention of families in the City due to increased livability for all street users. If the San Francisco Better Streets Plan were to be adopted, the standard and optional streetscape improvements outlined in the Plan are anticipated to be implemented as part of the City’s ongoing and future site-specific streetscape improvement efforts, as well as part of proposed private developments that include streetscape changes. Major project concepts related to envisioned streetscape and pedestrian improvements can be grouped under

² The BSP is a policy document that directs City departments in their plans, programs, and projects. BSP Policies will be implemented over time by various City agencies. The City goes through a public process to determine appropriate streetscape improvements on a case-by-case basis. Additionally, the City implements test pilots of proposed new ideas.

³ The public right-of-way includes sidewalk, curb, gutter, on-street parking area, roadway or vehicular travel lanes, and medians.

⁴ The Plan also involved collaboration with other City agencies, such as the Department of Public Health (DPH), Mayor’s Office on Disability (MOD), Mayor’s Office on City Greening, and the San Francisco County Transportation Authority (SFCTA). These agencies however are not considered sponsors for this project.

the following categories: (i) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or mid-block curb extensions, pedestrian countdown and accessible pedestrian signals, and traffic calming features; (ii) universal pedestrian-oriented streetscape design with incorporation of street trees, sidewalk planting, streetscape furnishing, street lighting, efficient utility location for unobstructed sidewalks, curb ramps suitable for all users, shared single-surface for small streets/alleys, temporary or permanent street closures to vehicles, and sidewalk/median pocket parks; (iii) improved access to transit using bus bulb-outs and boarding islands; (iv) enhanced usability of streetscapes for social purposes/neighborhood gatherings with the reuse of excess street area, generous curb extensions for seating and landscaping, creative use of parking lanes, and outdoor restaurant seating; and (v) improved ecological performance of streets and streetscape greening with incorporation of stormwater management techniques and urban forest maintenance. Implementation of the above-noted streetscape and pedestrian improvements is dependent upon street characteristics. It is anticipated that the above-mentioned Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing and future streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects for the City.

A-2 Project History

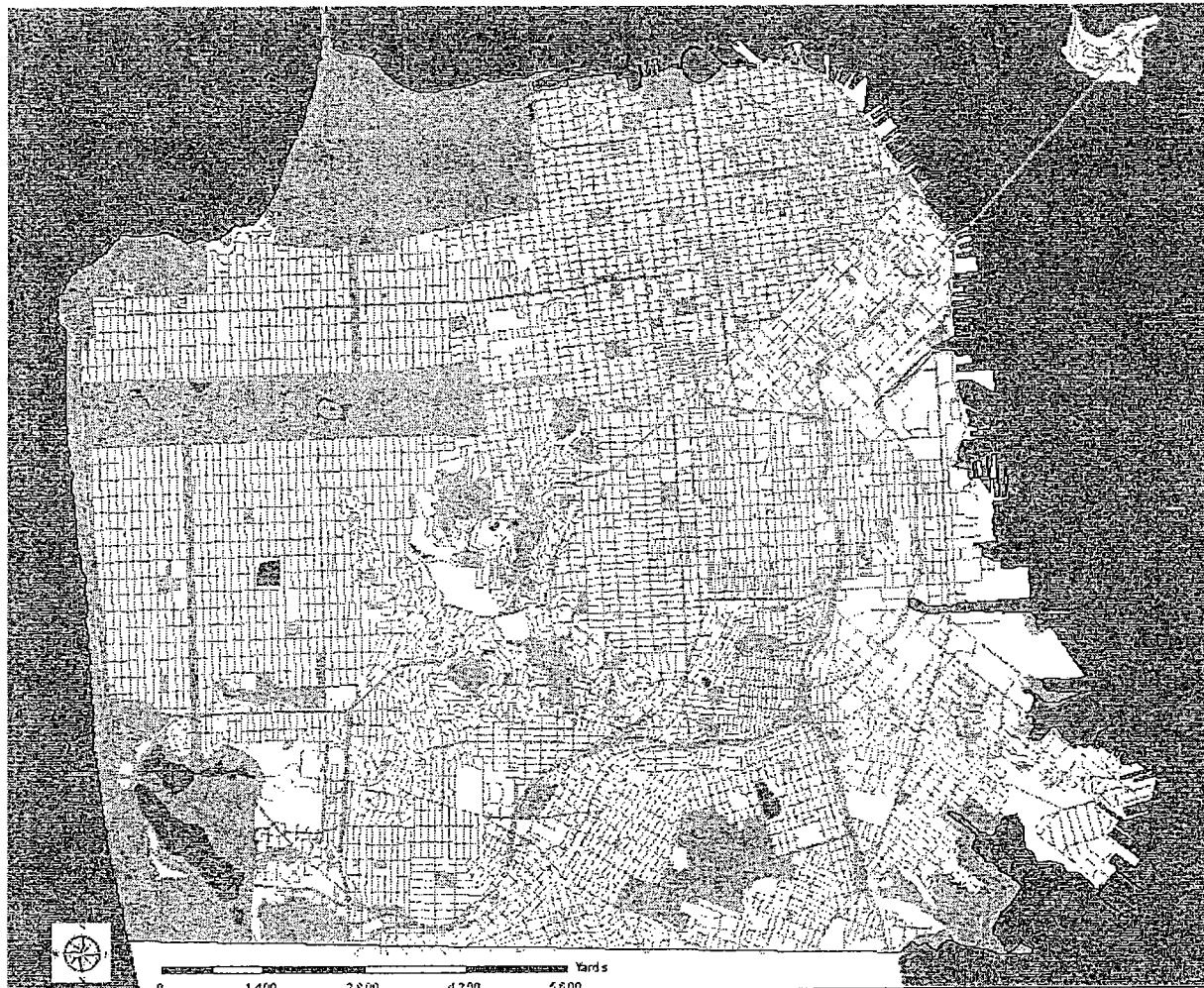
The San Francisco Better Streets Plan is an outgrowth of the Better Streets Policy, which was adopted on February 6, 2006 by the Board of Supervisors and Mayor.⁵ According to the Better Streets Policy, City streets are corridors for all types of transportation, walking and transit operations in particular. (See Figure 1: Street Map of San Francisco.) In addition, the Better Streets Policy establishes that City streets are meant to serve more than just transportation needs. The Better Streets Policy requires that City agencies coordinate their activities to promote more coherent street design throughout San Francisco, such that City streets serve a variety of roles, including safe and accessible movement of all travel modes (with an emphasis on pedestrians and transit operations), social and recreational purposes, as well as ecological functions.

The San Francisco Better Streets Plan (Proposed Project) was initiated in Fall 2006. The Proposed Project brought together two separate planning efforts that were simultaneously underway at that time: (1) the Pedestrian Master Plan led by SFMTA; and (2) the Streetscape Master Plan led by the Mayor's Office of Greening.⁶ These related efforts were combined to develop the Proposed Project, which has a broader focus of improving various aspects of the pedestrian environment. Development of the

⁵ See San Francisco Administrative Code Chapter 98.

⁶ The Streetscape Master Plan also involved input of the Planning Department, DPW, and SFPUC.

Figure 1: Street Map of San Francisco



Proposed Project also involved input from other pertinent City agencies, monthly meetings over a two-year period with a 15-member Community Advisory Committee (CAC), as well as a substantial public outreach process. Four rounds of public outreach and notification were conducted and over 75 community meetings were held between April 2007 and June 2008, in order to solicit initial ideas and receive feedback on draft Plan concepts and proposals. The Draft San Francisco Better Streets Plan document was published and distributed for public review in June 2008.

A-3. Objectives of the Project Sponsors

i) Project Vision

The Planning Department, SFMTA, DPW, and SFPUC, on behalf of the City and County of San Francisco, are the joint sponsors for the Proposed Project. The overall objective of the project sponsors is to realize the vision of the Better Streets Plan, which states:

The Better Streets Plan will result in a street system designed to promote human needs. It will prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life following San Francisco's General Plan, Transit First Policy, and Better Streets Policy. The Better Streets Plan will result in streets where people walk and spend time out of choice—not just necessity—because streets are memorable, engaging, safe, accessible, healthy, attractive, fun, and convenient. The Better Streets Plan will result in streets that improve pedestrian connections and linkages among the City's nodes, hubs, destinations, transit system, and major land use centers. The Better Streets Plan will result in a green network that enhances the City's long-term ecological functioning and peoples' connection to the natural environment. Finally, the Better Streets Plan will result in improved street-based social opportunities, community life, access, and mobility for all San Franciscans, regardless of cultural identity, income group, neighborhood identity, or mobility level.

The Better Streets Plan contains a comprehensive set of goals that link to objectives, policies, specific guidelines, and potential future steps in the planning process to accomplish those goals. The policies provide a guiding framework for making decisions about streetscape design and maintenance in the near-term, as well as long-term planning. With respect to the near-term, the Plan establishes priorities for City agencies to help them make immediate decisions about streetscape design, improvements, usage, and maintenance on current proposals. The Plan defines potential steps and recommendations for City agencies for realizing the vision of the Plan;⁷ for instance, initiating site-specific streetscape projects in the future, identifying potential funding sources, creating criteria for prioritization of capital projects, supporting the continuation of successful pedestrian programs, streamlining the

⁷ Most of these steps are part of the Controller's Office functions.

management/maintenance of streetscape facilities, and identifying appropriate enforcement and education strategies related to the pedestrian environment.

Through the Better Streets Plan process, the project sponsors intend to develop a set of implementation recommendations for delivering streetscape improvements related to realizing the vision of the Plan. Strategies for improving street delivery would include identifying potential funding sources, creating criteria for prioritization of capital projects, streamlining the City's institutional delivery of streetscape improvement projects, maintenance of these streetscape improvements, and identifying appropriate enforcement and education strategies related to the pedestrian environment.

ii) Project Objectives

The central focus of the Plan is to create a pedestrian environment in San Francisco that:

- Gives City neighborhoods a recognizable image, and provides orientation and better spatial understanding of the City;
- Provides opportunities for diverse experiences and encourages users to engage in social and recreational activities;
- Encourages residents, workers, and visitors to walk to and patronize local shopping areas, rather than drive to regional shopping centers;
- Prioritizes the everyday needs of people, and supports human comfort and enjoyment;
- Promotes healthy lifestyles by encouraging pedestrian activity (that is, walking daily to frequent and occasional destinations), thereby minimizing pedestrian injuries and helping decrease major chronic diseases related to vehicular traffic;
- Supports a high level of pedestrian safety and security;
- Facilitates safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers;
- Enhances the City's long-term ecological functioning;
- Facilitates street use and access to destinations for all populations, particularly those with visual or mobility impairments; and
- Creates an engaging visual impression, appeals to all human senses (sight, smell and sound), and encourages a sense of ownership and civic pride that is reflected in the City streets' physical appearance and level of activity.

A-4 Project Components

i) Major Concepts

The Proposed Project includes program-level concepts for improvement of San Francisco's pedestrian environment that are intended to be considered as part of the

City's ongoing and future streetscape improvement efforts. (See Figure 2: Typical Pedestrian Environment Diagram.) The Proposed Project does not however identify any site-specific projects.

Major concepts⁶ include:

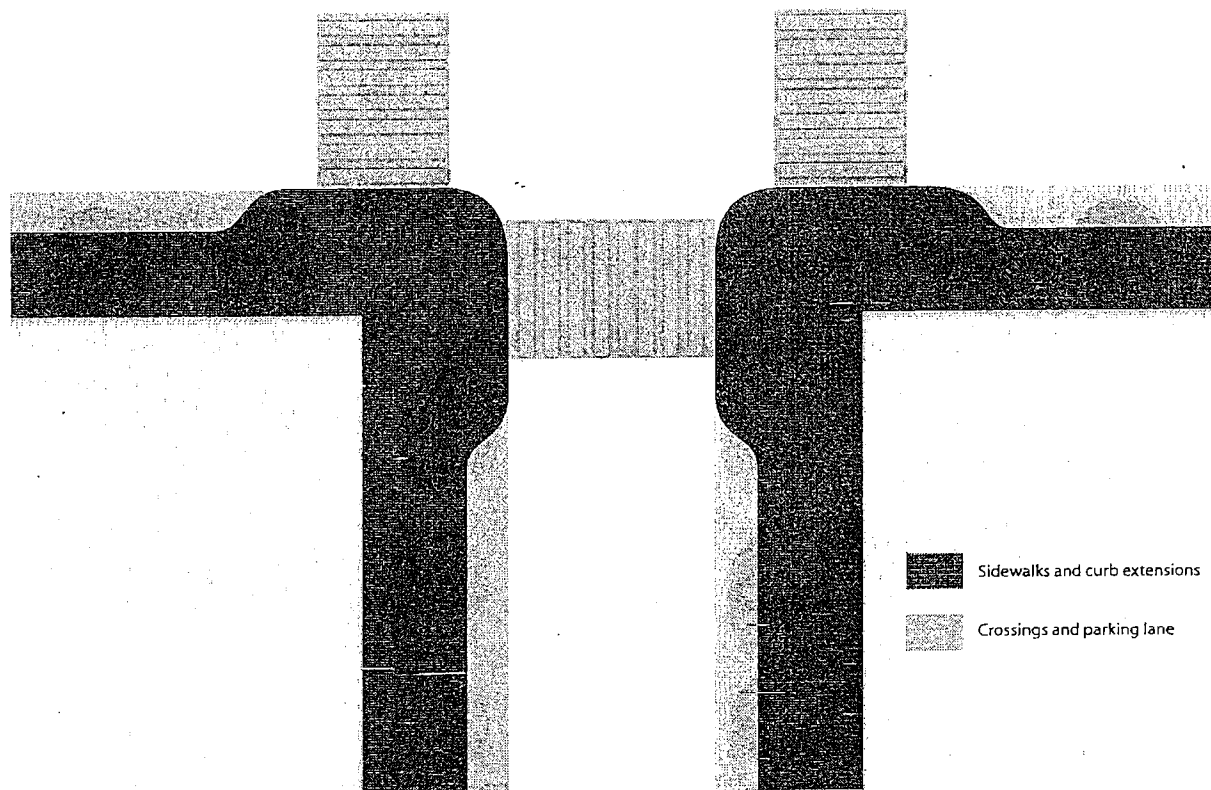
- **Distinctive, unified streetscape design:** Street trees that help define the streetscape rhythm; integrated site furnishings; regular pedestrian-oriented lighting; and minimizing cluttering elements.
- **Space for public life:** Safe, useable public seating for neighborhood gatherings; generous curb extensions for seating and landscaping; reclaiming of excess street space for public use; and space for outdoor café and restaurant seating.
- **Enhanced pedestrian safety:** Safe, convenient pedestrian crossings; curb radii and curb extensions that slow traffic, shorten crossing distance, and enhance visibility; and pedestrian countdown signals and priority signals, such as pedestrian head-start⁷ and pedestrian scramble.⁸
- **Improved street ecology:** On-site stormwater management to reduce combined sewer overflows; the use of resource-efficient elements and materials; and design of streets as green corridors and habitat connectors.
- **Universal design:** Generous, unobstructed sidewalks; curb ramps suitable for all users; and accessible pedestrian signals.
- **Integrating pedestrians with transit:** Transit rider amenities at key stops; safe, convenient pedestrian routes to transit; and pedestrian safety/comfort and transit operations features, such as bus bulb-outs and boarding islands.

⁶ Descriptions of various street elements begin on page 18.

⁷ Pedestrian head-start (leading pedestrian interval): signal timing that gives pedestrians a green light before giving vehicles a green light, allowing pedestrians to be more visible to turning vehicles.

⁸ Pedestrian scramble: An exclusive pedestrian signal phase that allows pedestrians to cross any leg of an intersection (including the diagonal) at once, while restricting traffic movements.

Figure 2: Typical Pedestrian Environment Diagram.



- **Creative use of parking lanes:** Permanent curb extensions with seating and landscaping; landscape planters in the parking lane; and flexible, temporary use of the parking lane for restaurant seating and other uses.
- **Traffic calming to reduce speeding and enhance pedestrian safety:** Raised crossings and speed tables; landscaped traffic circles; and chicanes.
- **Pedestrian-priority designs:** Small streets and alleys designed as shared, single-surface streets; temporary or permanent street closures to vehicles; and sidewalk and median pocket parks.
- **Extensive greening:** Healthy, well-maintained urban forests; expanded sidewalk planting; and efficient utility location to provide more space for tree planting and other amenities.

ii) **Project Policies**

The Proposed Project policies are grouped as follows:

1. *Create Memorable Streets*

Policy 1.1 Create a distinctive, unified streetscape environment for San Francisco that contains commonalities, but can be customized to individual neighborhoods.

Policy 1.2 Provide distinctive design treatment for streets with important citywide functions.

Policy 1.3 Design streets to reflect and strengthen a sense of neighborhood identity.

Policy 1.4 Ensure that streetscape improvements complement and are consistent with significant features that provide a link to the city's past.

2. *Support Diverse Public Life*

Policy 2.1 Design streets with comfortable spaces for interaction and gathering.

Policy 2.2 Use excess portions of rights-of-way (such as overly wide lanes, unused street space, or spaces created by streets coming together at odd angles) to create landscaped and/or usable areas.

Policy 2.3 Design sidewalks to maximize the amount of pedestrian space and usable open space.

Policy 2.4 Facilitate and encourage residents and businesses to make streetscape improvements (using landscaping or other aesthetic elements) adjacent to their sites that promote street use and activity.

Policy 2.5 Facilitate and encourage temporary community use of street space for public activities, such as street fairs, performances, and farmer's markets.

3. Create Vibrant Places for Commerce

- Policy 3.1 In commercial districts, facilitate and encourage adjacent businesses to use street space for outdoor seating and merchandise displays, while maintaining adequate pedestrian access.
- Policy 3.2 In commercial districts, balance the need for short-term parking for shoppers and loading for businesses with the need for pedestrian-oriented design.

4. Promote Human Use and Comfort

- Policy 4.1 Create streetscapes that have a variety of seating opportunities to accommodate a range of users.
- Policy 4.2 Design streets with comfortable buffer spaces or sense of separation from passing traffic.
- Policy 4.3 Design streets with a comfortable micro-climate for walking, sitting, or interacting.
- Policy 4.4 Make residential and small streets more tranquil and relatively free of noise and visual over-stimulation.
- Policy 4.5 Enable opportunities to create shared spaces on small streets that prioritize pedestrians, but accommodate limited vehicles at slow speeds.
- Policy 4.6 Minimize the impact of driveway curb-cuts on pedestrian through-travel and the ability to provide streetscape amenities.

5. Promote Healthy Lifestyles

- Policy 5.1 Enable opportunities to create active recreational spaces on streets, such as paths or pocket parks.
- Policy 5.2 Emphasize improvements to streets that link to schools, parks, recreation centers, and other community uses
- Policy 5.3 Develop and continue programs and policies that encourage the use of pedestrian facilities for physical activity
- Policy 5.4 Use quantitative methods to measure pedestrian health, safety, and walking quality
- Policy 5.5 Design streets to have generous pedestrian facilities and amenities that encourage safe walking as a travel choice, and encourage alternatives to driving alone, in order to improve ambient air quality
- Policy 5.6 Design streets that encourage activity, social interaction and eyes on the street, in order to promote social cohesion and to reduce social isolation and street-based violence

6. Promote Safe Streets

- Policy 6.1 Design pedestrian crossings to maximize pedestrian safety and comfort.
- Policy 6.2 Employ traffic control devices to maximize pedestrian safety and comfort.
- Policy 6.3 Design intersections so that their layout (geometry) and traffic operations maximize pedestrian safety and comfort.
- Policy 6.4 Enforce traffic and parking violations to promote pedestrian safety, comfort and accessibility.
- Policy 6.5 Conduct education and awareness activities to promote pedestrian safety.
- Policy 6.6 Prioritize pedestrian safety in school zones.
- Policy 6.7 Design streets to maximize personal safety/security.¹¹
- Policy 6.8 Design streets to calm traffic and reduce speeding.

7. Provide Convenient Connections

- Policy 7.1 Provide generous unobstructed sidewalks for all streets.¹²
- Policy 7.2 Increase connectivity and access to reduce barriers to pedestrian travel.
- Policy 7.3 Design transit walking areas for comfort, accessibility and ease of use.
- Policy 7.4 Improve streets that link to major transit nodes and transfer points.
- Policy 7.5 Design streetscape and pedestrian facilities to support transit operations.
- Policy 7.6 Create convenient, safe pedestrian conditions at transit waiting areas and transfer points.

8. Promote Ecologically Sustainable Streets

- Policy 8.1 Maximize opportunities for on-site stormwater retention and infiltration within streetscapes.
- Policy 8.2 Use sustainable materials in streetscape designs, taking into account the life-cycle energy costs of such materials
- Policy 8.3 Minimize energy use in street lighting and other energy-requiring streetscape elements

¹¹ The BSP includes guidelines for shared public ways to address concerns for differentiation of a 'pedestrian-only zone' from a 'shared roadway zone' such that there is a pedestrian-only space; guidelines also address concerns for people with visual impairments, such as paving differentiation between the shared and pedestrian-only zones. Per the BSP, shared public ways would be implemented on low-traffic streets without transit, except at 'transit malls' where transit right-of-way would be clearly delineated.

¹² The guidelines for shared public ways are intended to create generous, safe pedestrian space that expands the pedestrian realm beyond a standard sidewalk, particularly on alleys and small streets where there is not sufficient right-of-way to have a sufficient sidewalk.

Policy 8.4 Use streetscape landscaping to increase the ecological value of public streets for people and wildlife

Policy 8.5 Plantings in the public right-of-way should emphasize water conservation.

9. *Promote Accessible Streets*

Policy 9.1 Where appropriate, encourage streetscape and pedestrian projects to follow universal design principles.

Policy 9.2 Ensure that streetscape and pedestrian projects meet legally-mandated accessibility requirements for public rights-of-way

Policy 9.3 Maintain accessibility around construction zones per city standards

10. *Encourage Attractive, Inviting, and Well-Cared For Streets*

Policy 10.1 Maximize opportunities for street trees and other plantings.

Policy 10.2 Use urban forest elements to impart design definition and neighborhood identity.

Policy 10.3 Provide an orderly and efficient streetscape environment that minimizes visual clutter.

Policy 10.4 Ensure consistency and continuity in the design of streetscape elements.

Policy 10.5 Ensure adequate light levels and quality for pedestrians and other sidewalk users; minimize light trespass and glare to adjacent buildings.

Policy 10.6 Use high quality, durable materials in the design of streetscapes.

Policy 10.7 Include and integrate public art into street improvement projects.

Policy 10.8 Balance desired design treatments with the ability to provide adequate maintenance.

iii) Project Framework: Categorization of Street and Sidewalk Areas

The Proposed Project categorizes streets into different typologies for the purposes of streetscape design and improvements. (See Table 1: List of Proposed Street Types.) The proposed street types are based on the land use characteristics of its location; that is, whether a given street is in a residential, commercial, industrial or mixed-use area of the City, based on the City's existing Zoning Maps. They are also based on the kind of transportation role a given street would play; for instance, either as a downtown throughway, or neighborhood street, based on existing maps in the Transportation Element of the *San Francisco General Plan*. The Proposed Project also includes special street types, including parkways, park edge streets, boulevards and ceremonial (civic) streets, as well as small street types such as alleys, shared public ways and pedestrian-only streets.

Table 1: List of Proposed Street Types

Category	Street Type ¹³	Examples
Commercial	Downtown Commercial	Grant, Kearny, <u>Geary Boulevard</u>
	Commercial Throughway	Van Ness, Divisadero
	Neighborhood Commercial	Clement, Taraval
Residential	Downtown Residential	Beale (in Rincon Hill), Brannan (in South Beach)
	Residential Throughway	Guerrero, California
	Neighborhood Residential	Noe, 21 st Ave.
Other	Industrial	Evans, Loomis
	Mixed-Use	Folsom, Harrison (in SoMa)
Special	Parkway	Dolores, Park Presidio
	Park Edge	Lincoln, Fulton
	Boulevard	Octavia
	Ceremonial (Civic)	Market
Small	Alley	Jessie, Linden
	Shared Public Way	Hotaling, Trinity
	Paseo	Ecker, Annie

The street types proposed under the project are not intended to replace functional transportation street classifications, but rather they are meant to help direct decisions about the pedestrian environment and streetscape design. For each proposed street type, the Proposed Project lists standard improvements and optional or case-by-case improvements that could be applicable to that particular street type. This is described in more detail below under the Proposed Streetscape Improvements discussion. The Proposed Project also provides a framework for locating the proposed streetscape improvements within a right-of-way, which would be applicable to all street types.

As shown in Figure 3: Sidewalk Zones, City sidewalks are divided into five zones for purposes of this project:

- **Frontage Zone:** The transitional area adjacent to the property line, located between the building/property and the sidewalk/public space.
- **Throughway Zone:** The portion of the sidewalk used for unobstructed pedestrian movement along the street.
- **Furnishings Zone:** The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and streetscape furnishings.
- **Edge Zone:** The sidewalk area adjacent to the curb used by people getting in and out of vehicles.

¹³ Street type is determined by zoning district and general plan designation. Street types vary throughout a neighborhood.

- **Extension Zone:** The area where pedestrian space may be extended into the parking lane; for example, with the use of landscaped bulb outs and other such features.

The Proposed Project provides direction regarding appropriate placement of typical streetscape elements along the length of a block. For example, street trees should be used to define the rhythm of the streetscape and be placed at regular intervals, interspersed with street lighting and site furnishings. The Proposed Project also indicates special areas of the pedestrian realm where streetscape elements need to be limited or sited differently; for instance, on street corners, transit stops, disabled parking/passenger loading zones, and driveways. (See Figure 4: Special Sidewalk Zones.) It also discusses appropriate design treatments for non right-angle intersections.

In addition, the Proposed Project provides direction regarding appropriate sidewalk widths by proposed street type; that is, 'minimum' and 'recommended' sidewalk widths are indicated for each street type. Existing sidewalks below minimum width would be considered deficient, and should be prioritized for widening as opportunity, funding, and conditions allow. (See Table 2A: Sidewalk Widths by Street Type.) Recommended widths would be wide enough to allow for all desired streetscape amenities. According to project guidelines, sidewalks on new streets must be built to recommended widths. (See Table 2A: Sidewalk Widths by Street Type.) Sidewalk width on new streets could be decreased by the appropriate width of the frontage zone (generally two feet) where consistent setbacks are provided; this would be considered on a case-by-case basis. The Better Street Plan also specifies guidelines for sidewalk zones. (See Table 2B: Guidelines for Sidewalk Zones.)

Figure 3: Sidewalk Zones

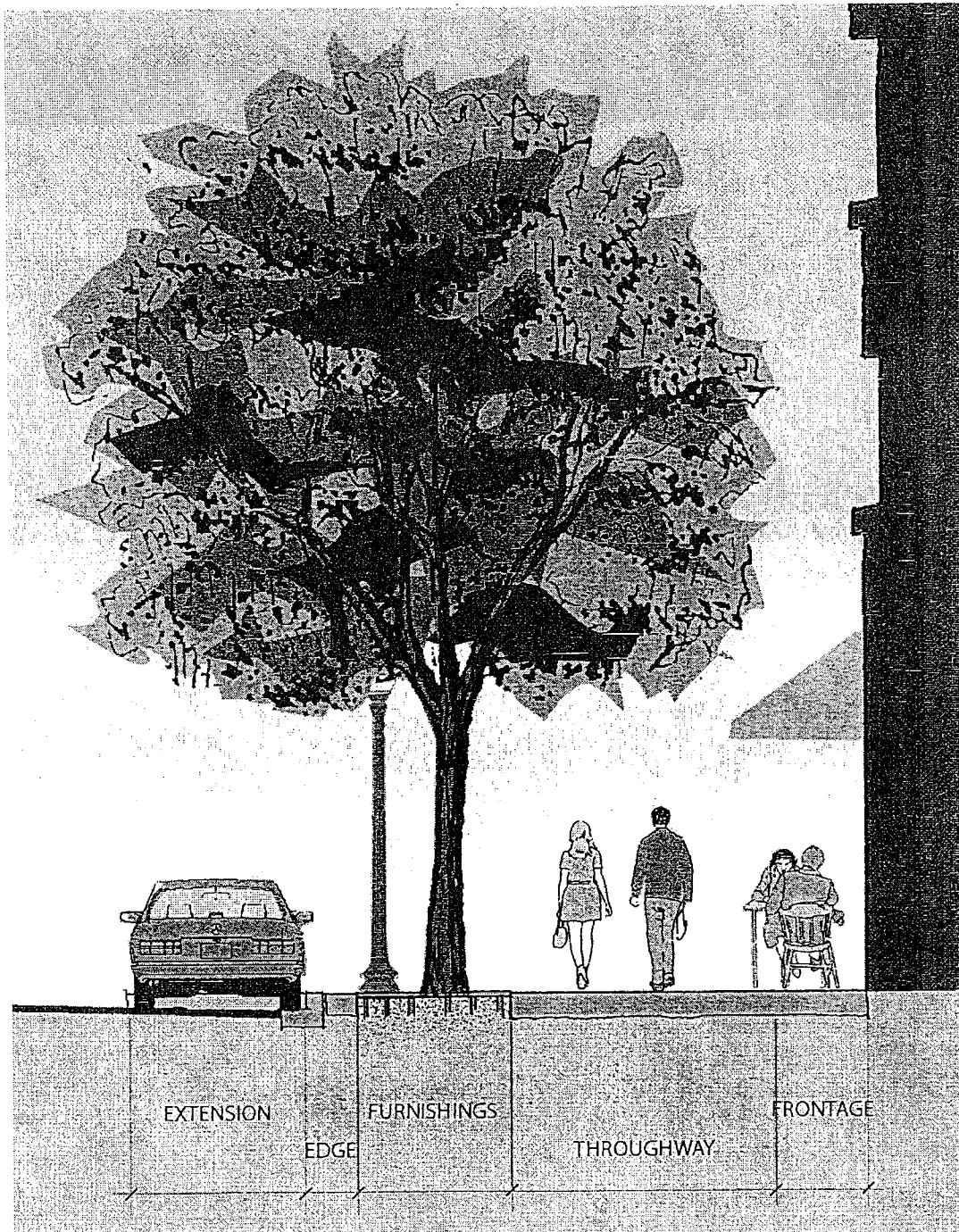


Figure 4: Special Sidewalk Zones

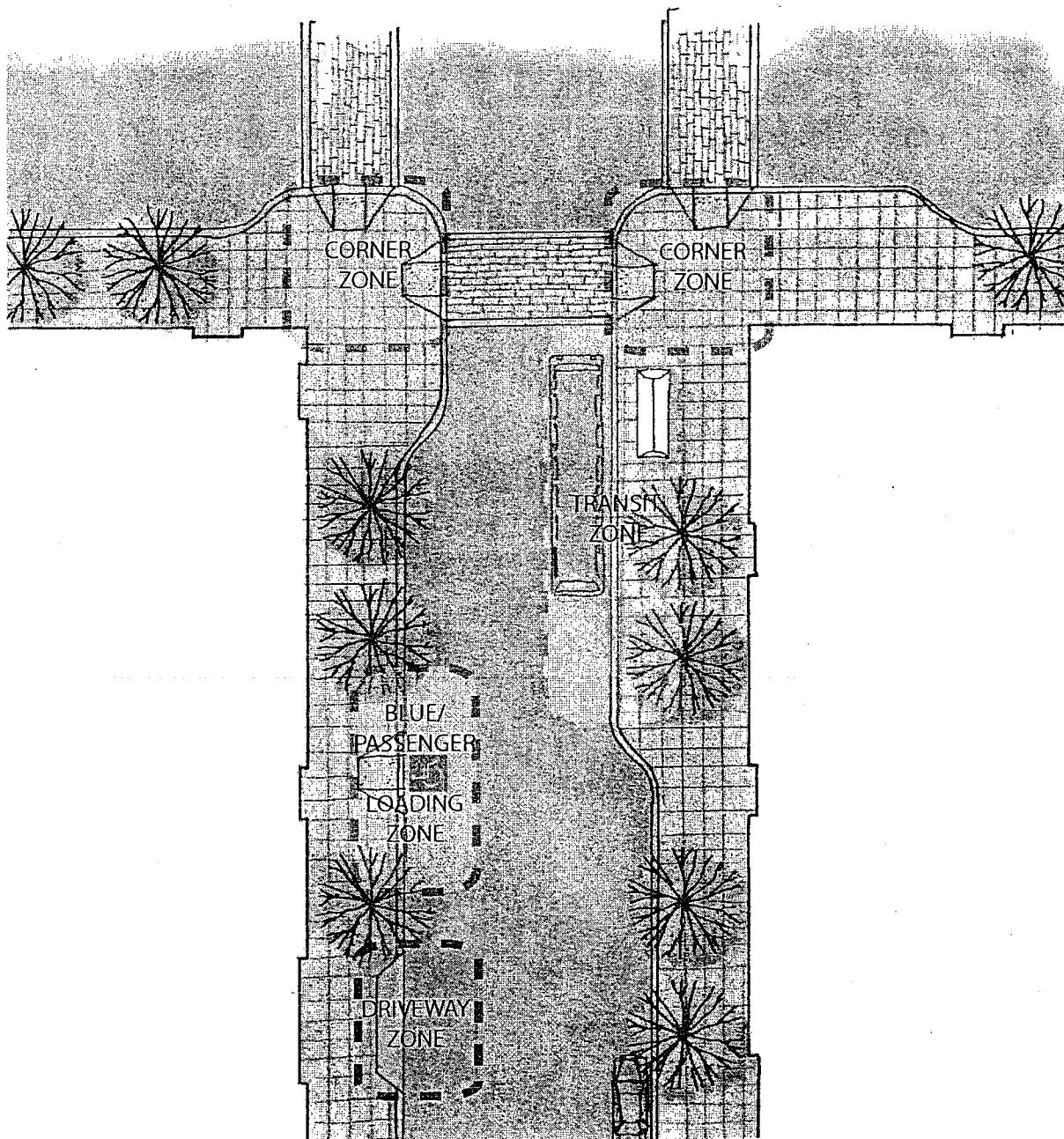


Table 2A: Sidewalk Widths by Street Type

	Street Type	Minimum Width	Recommended Width**
Commercial	Downtown commercial	see BSP	see BSP
	Commercial thoroughway	12'	15'
	Neighborhood commercial	12'	15'
Residential	Downtown residential	12'	15'
	Residential thoroughway	12'	15'
	Neighborhood residential	10'	12'
Industrial/Mixed-Use	Industrial	8'	10'
	Mixed-use	12'	15'
Special	Parkway	12'	17'
	Park edge (if multi-use path)	12'	25'
	Multi-way boulevard	12'	15'
	Ceremonial	varies	varies
Small	Alley	6'	9'
	Shared Public Way	n/a	n/a
	Paseo	varies	varies

* Dimensions do not include the width of the curb (generally 6").

** May be greater.

Table 2B: Guidelines for Sidewalk Zones

ZONE	EXTENSION	EDGE	FURNISHINGS	THROUGHWAY	FRONTAGE
Width*	<ul style="list-style-type: none"> • Width of parking lane 	<ul style="list-style-type: none"> • 0' (where no parking lane, or no continuous planting) • 1' (where parking lane and continuous planting) 	<ul style="list-style-type: none"> • 3' (where trees or landscaping are provided) • 4' (+ 1' for every 5 mph increment over 25 mph) • Wider (as needed for site furnishings/public space) 	<ul style="list-style-type: none"> • 4' minimum per ADA • 6' (except for alleys, neighborhood residential, and industrial streets) • Wider (to accommodate expected pedestrian volumes) 	<ul style="list-style-type: none"> • 18" • 2' (commercial and mixed-use streets) • Less (where continuous setback is provided)
Use	<ul style="list-style-type: none"> • All site furnishings, trees and landscaping, street lighting, and utilities • Flexible use of parking lane 	<ul style="list-style-type: none"> • Walkable surface • Non-continuous vertical elements such as light poles, parking meters, etc. • Street trees and basins, with non-continuous planting 	<ul style="list-style-type: none"> • All site furnishings, trees and landscaping, street lighting, and utilities 	<ul style="list-style-type: none"> • Clear of obstacles; accessible surface • Overhanging elements (>80") • Tree grates (not preferred) 	<ul style="list-style-type: none"> • Displays, cafe seating • Furnishings aligned with frontage • Planters (surface or above-ground) • Overhanging elements

* Dimensions do not include the width of the curb (generally 6").

iv) Proposed Streetscape Improvements

The project includes a number of proposed streetscape improvements that are intended to enhance the pedestrian environment. Implementation of these streetscape improvements would vary by street type (street types summarized in Table 2A on pp. 16 above, and Table 5A: Standard Improvements by Street Type and Table 5b: Case-By-Case Improvements by Street Type on pp. 32-34 below). In addition, improvements are grouped into 'Standard Improvements' and 'Optional or Case-by-Case Improvements.' If the Better Streets Plan were to be adopted, standard improvements for a particular street type would typically be required to be included in any future site-specific streetscape project or proposed development (that includes streetscape improvements) on any street within that particular street typology. Optional or case-by-case streetscape improvements recommended for particular street types would not be mandatory for future site-specific streetscape projects or proposed developments in that street type, but should be considered for implementation as budgets, physical conditions, and/or neighborhood preferences permit.

The proposed streetscape improvements are expected to occur in the near-term to long-term future, as site-specific streetscape projects or proposed developments (that include streetscape improvements) occur on City streets.

The City already implements several of the Plan-proposed streetscape improvements as part of its on-going streetscape improvement efforts; therefore, they are not entirely new to the City. However, the Better Streets Plan tries to establish clear guidelines for their applicability and design with respect to street type. The proposed streetscape improvements include the following:

Standard Improvements:

Standard Improvement SI-1 (Better Streets Plan [BSP] page 121): Accessible curb ramps are expected to facilitate access to sidewalks at crossings by lowering the level of the curb to that of the roadway. This improvement would be appropriate on all street types. (See Figure 5: Examples of Proposed Standard Improvements.)

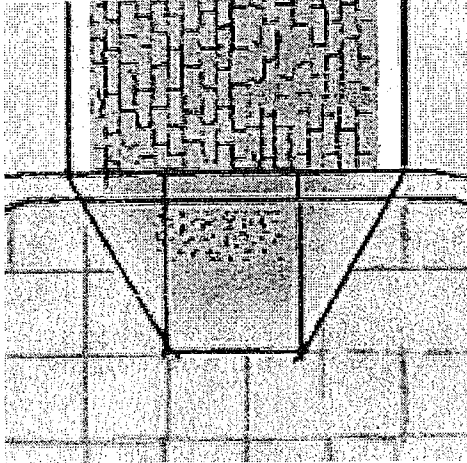
Standard Improvement SI-2 (BSP page 113): Marked crosswalks⁹ may be considered at most crossings, according to project guidelines. High-visibility crosswalks would be appropriate in certain circumstances, such as mid-block crossing locations or uncontrolled intersections (See Case-by-Case Improvement CBC-1: High-visibility Crosswalks, page 23).

Standard Improvement SI-3 (BSP page 115): Pedestrian Signals Timing would include pedestrian countdown signals, accessible pedestrian signals, and signal timing strategies that benefit or prioritize pedestrian movement. Such timing strategies could include leading pedestrian intervals, which give pedestrians a WALK signal several seconds before giving vehicles a green light, or pedestrian scrambles, where vehicles on all approaches must stop and pedestrians may cross any leg of an intersection (including the diagonal). These strategies would be appropriate on all street types where traffic signals exist.

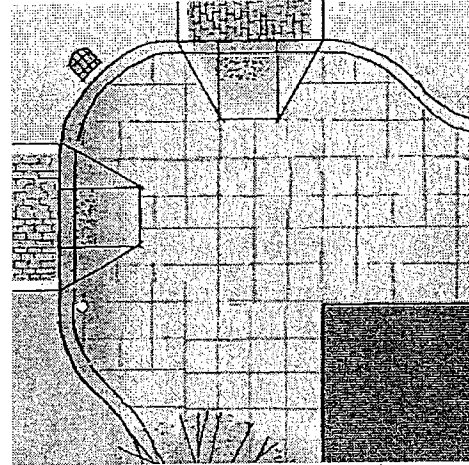
Standard Improvement SI-4 (BSP page 118): Curb radius guidelines are expected to confer a substantial benefit related to pedestrian safety and quality. Under the Proposed Project, curb radii on all streets would be designed to maximize pedestrian space and shorten crossing distance, while allowing for necessary vehicle turn

⁹ Whether marked or unmarked, crosswalks exist by law at all intersections that meet at approximately right angles, unless specifically prohibited.

Figure 5: Examples of Proposed Standard Improvements



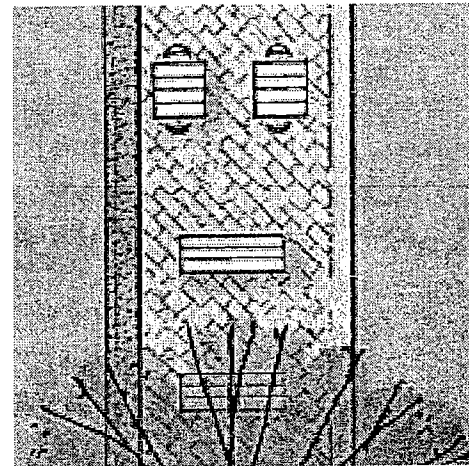
Curb Ramp



Corner Curb Extension



Sidewalk Planter



Site Furnishings

movements, including appropriate turn movements by emergency vehicles, transit vehicles, and freight vehicles. This improvement would be appropriate at all intersections, according to project guidelines.

Standard Improvement SI-5 (BSP page 127): Corner curb extensions or bulb-outs would extend the sidewalk space into the parking lane at intersections. These would narrow the vehicular roadway and provide additional pedestrian space by eliminating parking spaces, while allowing for necessary vehicle turn movements. Corner curb extensions would not reduce roadway capacity. Corner curb extensions would be appropriate as a standard improvement for most street types. (See Figure 5, page 51)

Standard Improvement SI-6 (BSP page 176): Street trees would help define the character and rhythm of the streetscape and are anticipated to provide economic and ecological benefits. Street trees would be appropriate as a standard improvement for all street types.

Standard Improvement SI-7 (BSP page 179): Tree basin furnishings, such as tree grates,¹⁵ tree guards, and railings are considered to be a functional as well as an aesthetic element of streetscape design; however, they would be costly to install and maintain. These would be appropriate on more heavily-traveled street types which have a defined streetscape plan, such as for certain segments of Downtown Commercial or Ceremonial streets.

Standard Improvement SI-8 (BSP page 181): Sidewalk planters are expected to add landscaped, permeable areas to sidewalks, such that these areas extend beyond the typical tree basin. They could be combined with stormwater facilities so as to contribute to ecological benefits. Sidewalk planters would be appropriate as a standard improvement on most street types. (See Figure 5, page 51)

Standard Improvement SI-9 (BSP page 187): Stormwater management tools would encompass a range of strategies to detain, retain, infiltrate and/or convey stormwater, reduce flooding, and improve water quality. Specific stormwater management tools include permeable paving, bioretention facilities swales, channels and runnels, infiltration and soakage trenches, infiltration boardwalks, vegetated buffer strips, and vegetated gutters. (See Table 3: Best Fit for Stormwater Facilities by Street Type on page 21, and Table 4: Stormwater Facilities by Location in the Right-of-Way on page 22)

¹⁵ Per the BSP, tree grates are generally discouraged for tree health and maintenance reasons. In some locations, they are necessary due to high levels of pedestrian traffic.

Table 3: Best Fit for Stormwater Facilities by Street Type

Street Type		Permeable Paving	Bioretention Facilities	Swales	Infiltration Boardwalks	Infiltration and Soakage Trench	Channels and Runnels	Vegetated Buffer Strip	Vegetated Gutter
Commercial	Downtown Commercial	x				x	x		
	Commercial Throughway	x	x		x	x	x		
	Neighborhood Commercial	x	x		x	x	x		
Residential	Downtown Residential	x	x	x		x	x		x
	Residential Throughway	x	x	x		x	x		x
	Neighborhood Residential	x	x	x		x	x		x
Industrial and Mixed-Use	Industrial	x	x	x		x	x		
	Urban Mixed-Use	x	x		x	x	x		
Special	Parkway	x	x	x		x	x	x	x
	Park Edge	x	x	x		x	x	x	x
	Multi-Way Boulevard	x	x	x		x	x	x	x
	Ceremonial (Civic)	x				x	x		
Small	Alley	x	x			x	x		
	Shared Public Way	x	x			x	x		
	Paseo	x	x		x	x	x		

X = treatment is appropriate

- = treatment is not appropriate

Table 4: Stormwater Facilities by Location in the Right-of-Way

Placement	Permeable Paving	Bioretention Facilities	Swales	Infiltration Boardwalks	Infiltration and Soakage Trench	Channels and Runnels	Vegetated Buffer Strip	Vegetated Gutter
Private Driveways or Yards	x	x			x			
Sidewalk	x	x		x	x	x		
Curb Extension	x	x		x	x	x		
Parking Lane/Gutter	x		x		x	x - covered		x
Bike Lane								
Through Lane								
Median	x	x*	x*		x*	x	x	
Traffic Circles	x	x*			x*			

* Site conditions such as street grading may require special engineering

X = treatment is appropriate

- = treatment is not appropriate

Standard Improvement SI-10 (BSP page 205): Street lighting would include pedestrian and roadway lighting to enhance safety, security, pedestrian comfort, and environmental performance, and would be appropriate on most street types. Historic street light standards such as the Path of Gold (Market Street) lights and Golden Triangle (Mason/Powell) lights, would be preserved, and restored according to the Secretary of the Interior's Standards as funding allows.

Standard Improvement SI-11 (BSP page 211): Special paving would include a range of sidewalk/roadway paving treatments and is intended to give character to the area it is applied in. Special paving could include permeable paving, and this would have associated stormwater management and hydrology/water quality benefits. Special paving would be appropriate as a standard treatment in certain areas of the sidewalk and roadway on many street types, particularly those with a special commercial and civic character, or in the entire right-of-way on small streets such as alleys.

Standard Improvement SI-12 (BSP page 217): Site furnishings would include functional and aesthetic streetscape elements such as benches and seating, bicycle racks, bollards, flower stands, kiosks, newsracks, parking meters, public art, sidewalk restrooms, traffic and parking signs, trash receptacles, wayfinding signage and gateways, utilities, subway entrances, and other miscellaneous furnishings. Site furnishings would also include temporary public use of the pedestrian realm, such as outdoor café and restaurant seating, merchandise displays, and food vendors. In the event that streetscape improvements are proposed on historically significant streets, interpretative signage, plaques, or markers should be installed to convey their significance. Site furnishings are recommended to be designed and located to minimize visual clutter. They would be appropriate on most street types. (See Figure 5, page 51.)

Optional or Case-by-Case Improvements

Case-by-Case Improvement CBC-1 (BSP page 114): High-visibility crosswalks would employ additional striping to make pedestrian crossings more visible, primarily at locations where crosswalks may be unexpected such as at mid-block crossings or uncontrolled intersections. High-visibility crosswalks should be considered on a case-by-case basis, under certain conditions. These would be appropriate on most street types under certain conditions.

Case-by-Case Improvement CBC-2 (BSP page 115): Special crosswalk treatments would enhance visibility and safety at crosswalks, similar to High-visibility crosswalks. Special crosswalk treatments include a range of facilities such as pedestrian warning signs, advance stop and yield signs, parking restrictions at crosswalks, special intersection paving, in-roadway flashing lights, and flashing beacons. These would be appropriate on most street types under certain conditions.

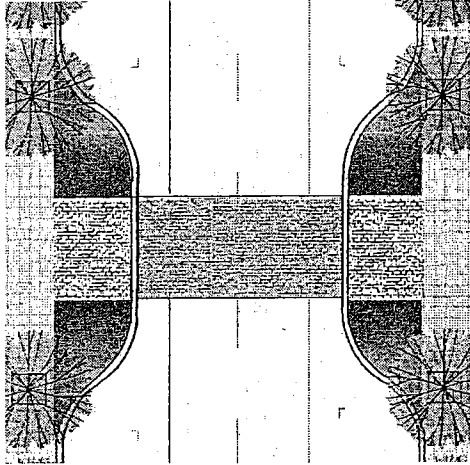
Case-by-Case Improvement CBC-3 (BSP page 119): Vehicle turning movements at crosswalks: The Plan provides guidance on right turn on red and multiple-turn lane restrictions. The proposed improvements to vehicle turning movements at crosswalks would be appropriate on most street types under certain conditions. For intersections where right-turning volume currently exceeds 300 vehicles per hour, additional site-specific environmental review would be required prior to implementation of a prohibition of right turn on red. In addition, a proposed reduction in the number of turn lanes would require further site-specific environmental analysis.

Case-by-Case Improvement CBC-4 (BSP page 120): Removal or reduction of permanent crosswalk closures: Crosswalk closures force pedestrians to travel out of their way to cross the street. According to the Plan, no new crosswalk closures should be instituted, and existing closed crosswalks should be evaluated for re-opening. This improvement should be considered on a case-by-case basis, under certain conditions. Prior to the reopening of a closed crosswalk, site-specific environmental analysis would be required.

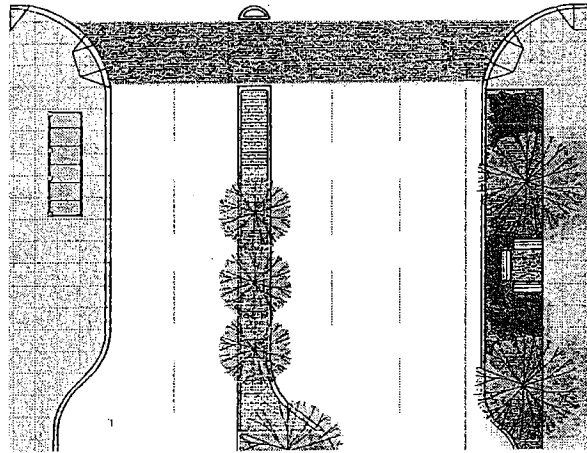
Case-by-Case Improvement CBC-5 (BSP page 114): Mid-block crosswalks would allow pedestrians to legally cross the street in the middle of the block. Under the Plan, they are recommended to be marked with supplementary treatments to enhance visibility. (See Figure 6: Examples of Proposed Case-by-Case Additions.) This improvement should be considered on a case-by-case basis, under certain conditions. On a one-way street with coordinated traffic signals, a signalized mid-block crossing would be appropriate. On lower volume streets (fewer than 500 vehicles per hour in either direction), a signalized or unsignalized crosswalk would be appropriate. For locations with greater than 500 vehicles per hour on an approach, subsequent site-specific environmental analysis would be required.

Case-by-Case Improvement CBC-6 (BSP page 117): Raised crosswalks would continue the level of sidewalks across intersections, prioritizing pedestrians and forcing vehicles to slow. Raised crosswalks would be appropriate on some street types, on a case-by-case basis, particularly where major and minor streets intersect.

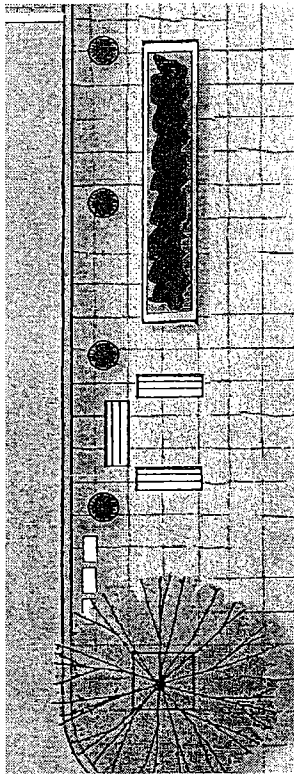
Figure 6: Examples of Proposed Case-by-Case Additions



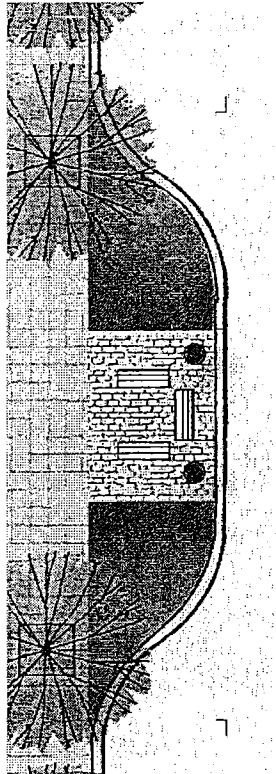
Mid-Block Crosswalk



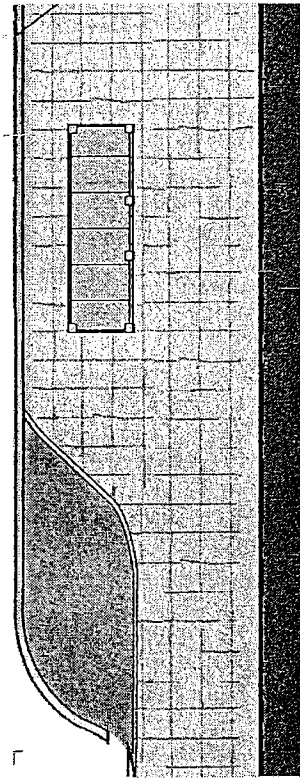
Center Median and Pedestrian Refuge Island



Extended Bulb-Out

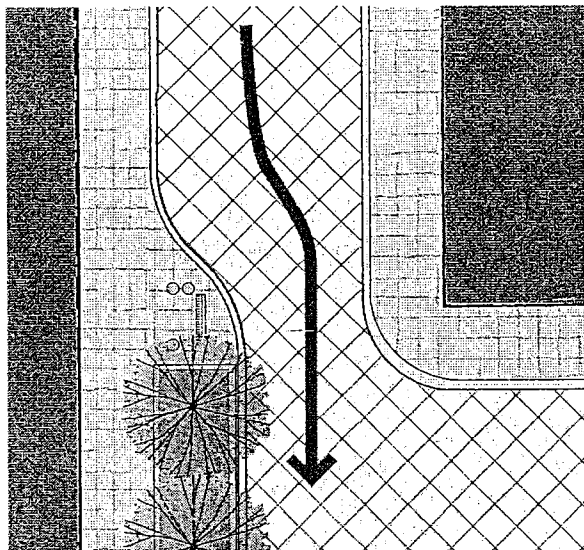


Mid-Block Bulb-Out

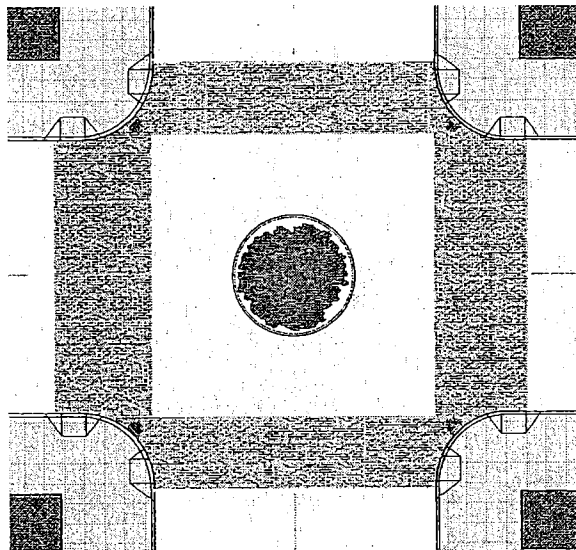


Transit Bulb-Out

Figure 6: Examples of Proposed Case-by-Case Additions (continued)



Chicane



Traffic Calming Circle

Case-by-Case Improvement CBC-7 (BSP page 131): Extended bulb-outs would continue curb extensions further along the sidewalk, usually by removing one or more parking spaces, and provide space for seating, landscaping, or stormwater facilities, while allowing for necessary vehicle turn movements. (See Figure 6, page 25) This improvement should be considered on a case-by-case basis, under certain conditions.

Case-by-Case Improvement CBC-8 (BSP page 131): Mid-block bulb-outs would provide curb extensions in a mid-block location (often in combination with a mid-block crossing), by removing one or more parking spaces. They could also provide space for seating, landscaping, stormwater facilities and/or other amenities. (See Figure 6, page 25) This improvement should be considered on a case-by-case basis, under certain conditions.

Case-by-Case Improvement CBC-9 (BSP page 133): Center or side medians would help separate portions of the roadway, control vehicle access, and create space for landscaping, pedestrian refuges, and other amenities. This improvement would be appropriate on major streets on a case-by-case basis, under certain conditions. (See Figure 6, page 25) They would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-10 (BSP page 135): Pedestrian refuge islands would provide waiting areas for pedestrians in the center of the roadway, buffered from passing traffic by raised concrete or landscaped areas; they are often combined with a median. This improvement would be appropriate on major streets on a case-by-case basis under certain conditions. On streets with a concrete or planted median, pedestrian refuge islands can be installed as a continuation of the median into the crosswalk. (See Figure 6, page 25) They would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-11 (BSP page 144): Transit bulb-outs would provide curb extensions at transit stops and are intended to improve transit operations and provide transit rider amenities. This improvement would be appropriate on most street types where transit is present, on a case-by-case basis under certain conditions. (See Figure 6, page 25)

Case-by-Case Improvement CBC-12 (BSP page 144): Transit boarding islands would facilitate transit operations (similar to transit bulb-outs) by allowing transit vehicles to avoid pulling in and out of traffic at stops, and provide transit rider amenities. Transit boarding islands would be expected to be located in the middle of the roadway, and be typically used with transit that runs in center lanes. Transit boarding islands would be appropriate on most street types where transit is present, on a case-by-case basis under certain conditions. (See Figure 6, page 25) They would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-13 (BSP page 148): Perpendicular or angled parking lanes would provide additional parking spaces while narrowing the vehicular travel-way. It is anticipated that this would have a substantial traffic calming effect on the roadway. This improvement would also help provide opportunities for creating public open space with the addition of curb extensions at either end of perpendicular or angled parking lanes. This improvement is appropriate on most street types where roadway space allows, on a case-by-case basis under certain conditions.

Case-by-Case Improvement CBC-14 (BSP page 149): Flexible use of the parking lane would allow for the parking lane to be used for other uses such as café seating on a temporary basis. Parking spaces could be used as parking for certain portions of the day or year, and public space areas at other times; this would also necessitate special design treatments for the parking lane. This improvement would be appropriate on streets such as Commercial and Mixed-Use streets and alleys, on a case-by-case basis under certain conditions, where accommodations could be made to slow traffic and buffer seating areas.

Case-by-Case Improvement CBC-15 (BSP page 148): Parking lane planters would be placed in landscaped areas in the parking lane between parking spaces for aesthetic and traffic calming effect. This improvement could be combined with provision of stormwater facilities to provide associated stormwater management and hydrology/water quality benefits. Provision of parking lane planters could increase street maintenance costs. This improvement would be appropriate on most street types, on a case-by-case basis.

Case-by-Case Improvement CBC-16 (BSP page 154): Chicanes are traffic calming devices; they slow traffic by forcing vehicles to travel a convoluted path (i.e., shift from side to side) along a street. (See Figure 6: Examples of Proposed Case-by-Case Additions (Continued).) Chicanes could be combined with provision of pedestrian amenities such as landscaping and seating. This improvement could also be combined with provision of stormwater facilities to provide associated stormwater management and hydrology/water quality benefits. This improvement would be appropriate on streets such as Neighborhood Residential streets and Alleys, on a case-by-case basis under certain conditions. Chicanes would not be implemented on streets with transit, and would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-17 (BSP page 155): Traffic calming circles are traffic calming devices that slow traffic by adding a raised island within an intersection that vehicles must go around. Traffic calming circles could be combined with provision of amenities such as landscaping. This improvement could also be combined with provision of stormwater facilities to provide associated stormwater management and hydrology/water quality benefits. This improvement would be appropriate on streets such as Neighborhood Residential

on a case-by-case basis, per project guidelines. They would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-18 (BSP page 157): Roundabouts are traffic control devices, occasionally used at complicated, high-volume intersections. Roundabouts could be difficult for pedestrians and cyclists to navigate, particularly pedestrians with visual impairments. Due to this reason as well as space constraints, this improvement would have limited applicability in San Francisco.

Case-by-Case Improvement CBC-19 (BSP page 159): Pocket parks are recreational areas that may be placed in sidewalk or median areas, as space constraints allow. This improvement could involve the widening of sidewalks or construction of new medians in the roadway. Pocket parks would be appropriate on most street types, on a case-by-case basis under certain conditions.

Case-by-Case Improvement CBC-20 (BSP page 160): Reuse of 'pork chops' and excess right-of-way: This treatment involves the creation of new parks, plazas, landscaped areas, or stormwater facilities in roadway areas that are unnecessary for traffic or parking movements, such as triangles left over where two streets come together at an odd angle. These left-over spaces may currently be striped areas in the roadway or built up with a concrete median. This improvement would be appropriate on all street types where such left-over spaces exist, on a case-by-case basis.

Case-by-Case Improvement CBC-21 (BSP page 162): Boulevard treatments would include construction of side medians on major streets and the separation of through traffic from local access, thereby creating a pedestrian-friendly zone from the side median all the way to the property line. A range of public space, landscaping, stormwater, and urban design amenities would be appropriate with boulevard treatments. This improvement would be appropriate on a case-by-case basis on street types such as major commercial, residential, and special street types, where street width would allow implementation. They would be designed to ensure adequate access by emergency vehicles.

Case-by-Case Improvement CBC-22 (BSP page 164): Shared public ways are streets designed as a single surface where the entire right-of-way is shared among pedestrians, cyclists, and motor vehicles. Shared public ways should be designed to force vehicles to proceed very slowly to access adjacent properties. Shared space may be used for public space areas, landscaping, stormwater facilities, parking, and other uses. This improvement would be appropriate on small-scale street types such as Alleys (or other local access lanes), on a case-by-case basis under certain conditions. They would be designed to ensure adequate access by emergency vehicles. Prior to implementation of a shared public way, site-specific environmental analysis would be required.

Case-by-Case Improvement CBC-23 (BSP page 168): Pedestrian-only streets close the street to vehicular traffic. Pedestrian-only streets would include temporary closures, pedestrian malls, or transit malls (which allow transit vehicles). Pedestrian-only streets could be created in new development or redevelopment areas, and would also be appropriate for certain designated street types such as Ceremonial streets and Alleys (see page 12 for description of street types), on a case-by-case basis under certain conditions. They would be designed to ensure adequate access by emergency vehicles. Prior to implementation of a pedestrian-only street, site-specific environmental analysis would be required.

Case-by-Case Improvement CBC-24 (BSP page 169): Public stairs exist in many locations throughout the city. They are considered a special type of pedestrian-only street, where topography does not allow for an at-grade path.

Case-by-Case Improvement CBC-25 (BSP page 85): Multi-use paths could be used by a variety of non-motorized users, such as walkers, joggers and cyclists. This improvement would be appropriate on street types, such as Parkway and Park Edge streets. The Plan, however, does not provide specific guidelines for development of multi-use paths, and subsequent site-specific environmental analysis would be required prior to implementation.

Case-by-Case Improvement CBC-26 (BSP page 184): Above-ground landscaping would include container plantings and hanging baskets. These types of planting are considered to be resource-intensive, and their use should be limited.

A-5 Project Approvals

After completion and approval of the environmental review by the San Francisco Planning Commission (CPC), approvals required for the Proposed Project would be considered in the future by various City decision-makers. These potential approvals are listed here, as follows:

- Approval of the San Francisco Better Streets Plan by the CPC, SFMTA Board of Directors, SFPUC Commissioners, and the Board of Supervisors (BOS).
- Amendments to the Administrative Code and Regulations of various City Departments. (For instance, the Proposed Project would likely require amendments to the San Francisco General Plan; Planning Code; Public Works Code, and Transportation Code; specific amendments have not yet been drafted. The Proposed Project would however not require any variances, special authorizations, or changes to the City zoning maps.)
- Interdepartmental Memorandum of Understanding (MOU) among various City Departments, regarding Plan implementation and jurisdiction.

- Potential future encroachments for work within public rights-of-way from Department of Public Works (DPW) and/or approval from San Francisco Municipal Transportation Agency (SFMTA).

Table 5A: Standard Improvements by Street Type

Improve- ment (Applicable Policy)	Downtown Commercial	Commercial Throughway	Neighborhood Commercial	Downtown Residential	Residential Throughway	Neighborhood Residential	Industrial	Urban Mixed- Use	Parkway	Park Edge	Boulevard	Cerem onial	Alley	Shared Public Way
Curb Ramps (5.1)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y - prefer shared public way or raised xing	n/a
Marked Crosswalks (5.1)	Y	Y	Y	Y	Y	M	M	Y	Y	Y	Y	Y	M	n/a
Ped signals -countdown and APS (5.1)	Y	Y	Y	Y	Y	M	M	Y	Y	Y	Y	Y	n/a	n/a
Corner curb extensions (5.2)	Y	Y	Y	Y	Y	M	N	Y	Y	Y	Y	Y	N	n/a
Street Trees (6.1)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Tree Grates (6.1)	Y	M	M	M	N	N	N	M	N	N	M	Y	M	M
Sidewalk Planters (6.1)	Y - planter box	Y - planter box	Y - planter box	Y	Y	Y - planter strip	N	Y	Y - planter strip	Y - planter strip	Y	N	Y	Y
Stormwater Control (6.2)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Pedestrian Lighting (6.3)	Y	Y	Y	Y	Y - at corners	Y - at corners	N	M	Y	Y	Y	Y	Y	Y
Special Paving (6.4)	Y	Y - furnishings zone	Y - furnishings zone	Y - furnishings zone	N	N	N	Y - furnishing s zone	N	N	Y - furnishing s zone	Y	Y - entire r.o.w.	Y - entire r.o.w.
Site Furnishings (6.5)	Y	Y	Y	Y	M	N	N	Y	Y	Y	Y	Y	M	Y

Table 5B: Case-By-Case Improvements by Street Type

	Downtown Commercial	Commercial Throughway	Neighborhood Commercial	Downtown Residential	Residential Throughway	Neighborhood Residential	Industrial	Urban Mixed-Use	Parkway	Park Edge	Boulevard	Ceremonial	Alley	Shared Public Way	Pa
High-visibility crosswalk (5.1)	Y	Y	Y	Y	Y	M	M	Y	Y	Y	Y	Y	N	n/a	n/ε
Special crosswalk treatment (5.1)	Y	Y	Y	Y	Y	M	M	Y	Y	Y	Y	Y	N	n/a	n/ε
Mid-block crossing (5.1)	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N	Y	N	n/a	n/ε
Raised crossing (5.1)	N	N	Y	N	N	Y	N	N	N	N	Y - local lanes	N	Y	n/a	n/ε
Extended bulb-out (5.2)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	n/a	n/ε
Mid-block bulb-out (5.2)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	n/a	n/ε
Center median (5.4)	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	N	n/a	n/ε
Pedestrian refuge island (5.4)	Y	Y	Y	Y	Y	M	M	Y	Y	Y	Y	Y	N	n/a	n/ε
Transit bulb-out/boarding island (5.5)	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y - side median	Y	N	n/a	n/ε
Perp/angled parking (5.6)	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	n/ε
Flex use of parking lane (5.6)	Y	Y	Y	N	N	N	N	Y	N	N	Y	N	N	N	n/ε
Parking lane planters (5.6; 6.1)	N	Y	Y	Y	Y	Y	N	Y	N	N	Y	N	Y	Y	n/ε

Table 5B: Case-By-Case Improvements by Street Type (continued)

	Downtown Commercial	Commercial Throughway	Neighborhood Commercial	Downtown Residential	Residential Throughway	Neighborhood Residential	Industrial	Industrial Mixed-Use	Parkway	Park Edge	Boulevard	Ceremonial	Alley	Shared Public Way	Pa
Chicane (5.7)	N	N	N	N	N	Y	N	N	N	N	N	N	Y	Y	n/ε
Traffic circle (5.7)	N	N	N	N	N	Y	N	N	N	N	N	N	N	N	n/ε
Pocket park (5.8)	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y
Boulevard treatments (5.8)	Y	Y	N	Y	Y	N	N	Y	Y	Y	n/a	Y	N	n/a	n/ε
Shared street (5.8)	N	N	N	N	N	Y	N	N	N	N	Y - local lanes	N	Y	Y	n/ε
Ped-only street (5.8)	N	N	N	N	N	N	N	N	N	N	N	Y	Y	N	Y
Multi-use path	N	N	N	N	N	N	N	N	Y	Y	N	N	N	N	Y

Y = Yes

M = Maybe

N = No

As noted above, long-term standard and optional/case-by-case streetscape improvements are evaluated in this initial study at a program-level. Site-specific impacts of these improvements are evaluated with regard to the footprint of future proposed projects, and may require further project-level analysis in a separate environmental review process in the future, upon development of site-specific projects.

A-6 Future Steps

Through the Better Streets Plan process, the project sponsors intend to develop a set of implementation recommendations related to realizing the vision of the Plan. Strategies for delivering street improvements would include identifying potential funding sources, creating criteria for prioritization of capital projects, streamlining the City's institutional delivery of street improvement projects, maintenance of these improvements, and identifying appropriate enforcement and education strategies related to the pedestrian environment.

B. PROJECT SETTING

Should the San Francisco Better Streets Plan be adopted, Plan policies and guidelines could be used to guide future site-specific streetscape projects in the public right-of-ways in the City and County of San Francisco. (See Figure 1: Street Map of San Francisco, page 3) Plan-proposed standard improvements would apply where feasible, while optional or case-by-case improvements could be considered for implementation as budgets, physical conditions, and/or neighborhood preferences permit. Areas for project implementation would include right-of-ways under the jurisdiction of DPW, SFMTA, SFPUC, the San Francisco Redevelopment Agency, the San Francisco Recreation and Parks Department, the Port of San Francisco, and other City agencies. It would also apply to State Routes on surface arterial roadways that are in the City but under the jurisdiction of the California Department of Transportation (Caltrans) jurisdiction; for instance, portions of Hwy 1 (Junipero Serra Boulevard/19th Avenue/Park Presidio Avenue), US-101 (Van Ness Avenue/Lombard Street/Richardson Avenue), Route 35 (Skyline Boulevard) and Route 82 (San Jose Avenue).¹⁶ The Plan policies and guidelines would apply to improvements proposed by the City, private property owners and developers, community groups, third-party utilities, and others. The policies and guidelines would also be applicable to new streets created as part of major new public or private development or redevelopment projects in the City.

The Plan area encompasses the public right-of-ways in San Francisco; that is, the City's pedestrian areas including sidewalks and crosswalks, but in some instances also portions of the City's roadways. As discussed above, the Proposed Project however does not focus on roadway or vehicle travel characteristics; nor does it focus on any particular roadway or section of roadway in the City.

¹⁶ Email communication with Heath Maddox, San Francisco Municipal Transportation Agency, Livable Streets Section, November 2008. Any proposed improvements to these State Route roadways would require Caltrans approval, per the Caltrans-San Francisco Highway Maintenance Agreement, dated 1955. See the Caltrans Maintenance Contract, June 2006. This document is available for review at the Planning Department, 1650 Mission Street, San Francisco, as part of the project file.

B-1 Existing Conditions

San Francisco's neighborhoods are generally conducive to pedestrian activity. Opportunities for pedestrian access to various City neighborhoods, major recreational resources, employment, schools and public services throughout the City are generally provided by a combination of transit and walking. Unique City resources, such as Golden Gate Park, Crissy Field, the Presidio, Ocean Beach, Lake Merced, Candlestick Point Recreation Area, John McLaren Park, and the Golden Gate Bridge, provide "walkable" recreational opportunities for City residents, workers, and visitors. Commercial activities and employment districts are scattered across the City, and these create many work-related "walkable" opportunities for City workers. Major public buildings, such as the City Hall and the Main Library, are located near the City center where traffic and parking are difficult; consequently, a well-planned pedestrian environment in combination with available transit services would increase viable options for accessing these public services.

B-2 Pedestrian Context

Current Pedestrian Research. According to the 1995 National Personal Transportation Survey (NPTS), in the U.S. approximately 40 percent of all trips are less than two miles in length, which represents a 30-minute walk.¹⁷ In addition, more than a quarter of all trips or about 28 percent of all trips in U.S. metropolitan areas are about one mile in distance or less, a distance considered easily covered by foot. However, about 65 percent of trips of this length (one mile or less) are generally made by automobile.¹⁸ According to a national survey of pedestrian attitudes and behaviors, one in five (21.3 percent) persons age 16 and older reported that they never walk; this represents roughly 44 million individuals in the U.S. The reasons most cited for not walking were:¹⁹

¹⁷ See: http://www.walkinginfo.org/why/benefits_transportation.cfm

¹⁸ See <http://www.completestreets.org/documents/CSfactsheet-gasprices.doc>. According to research done by this group, automobile is the preferred mode of transportation for short trips, because incomplete or improperly planned streets make it dangerous or unpleasant to walk, bicycle, or take transit.

¹⁹ Bureau of Transportation Statistics's 2002 *National Survey of Pedestrian & Bicyclist Attitudes and Behaviors - Highlights Report*. According to this, one in five (21.3%) persons age 16 and older reported they never walk or had not done so during a 30-day period over the summer of 2002. Persons age 65 and older who did not walk cited disabilities and health impairments as the primary reason (49.2 percent). See website: http://www.bts.gov/programs/omnibus_surveys/targeted_survey/2002_national_survey_of_pedestrian_and_bicyclist_attitudes_and_behaviors/survey_highlights/entire.pdf

See also San Francisco Department of Public Health (SFDPH), *Draft The Pedestrian Environmental Quality Index (PEQI): An assessment of the physical condition of streets and intersections*, Fall 2008. According to this report, recent research shows that whether or not people walk is determined by a number of factors including the physical environment, perceptions of and actual safety, proximate destinations and climate. Barriers that discourage walking include the physical separation of work, home, and shops; high traffic speeds; narrow or nonexistent sidewalks; unsafe intersections or poor lighting. The SFDPH began developing the Pedestrian Environmental Quality Index (PEQI) to evaluate existing barriers to walking and assess the quality of the physical pedestrian environment in San Francisco. http://www.sfphes.org/HIA_Tools/PEQI_Methods_2008.pdf

- Disabilities and health impairments (24.5 percent);
- Climatic or weather conditions (22.0 percent);
- Lack of opportunity (18.8 percent);
- Preference for faster transportation modes (6.5 percent);
- Lifestyle/choice issues (7.4 percent);
- Safety issues (3.0 percent); and
- Miscellaneous other reasons (17.8 percent).

Trip purpose is another element of a person's decision whether or not to walk.²⁰ Trips for social/recreational purposes are often made on foot, especially shorter trips (one mile or less); for instance, between 39-43 percent of these trips are pedestrian trips. However, according to the 2001 National Household Travel Survey (NHTS) results, people are much less likely to walk short distances (one mile or less) for medical visits (7 percent) or to shop (13 percent). The average length of nearly half of all travel trips related to shopping and other utilitarian purposes is 4.8 km (3 miles) or less.²¹ The share of walking trips decreases below its overall mode share (9 percent), when the trip length is three or more miles.

Local Pedestrian Context. San Francisco is the central city (and most urban place) in the Bay Area. The City has approximately 780,000 residents within approximately 47 square miles and an average population density of 16,500 persons per square mile. It is a pedestrian-oriented city as a result of its high density of development, relatively low level of automobile ownership, widespread availability of transit, open space/recreational opportunities, and provision of pedestrian facilities. In addition, the City's temperate climate makes year-round walking possible. The average San Francisco resident travels 10 miles to work in 29 minutes and three out of four residents live and work in the City. According to a recent survey, about 9.6 percent of all San Francisco residents walk to work, two times the national average for major U.S. cities (4.5 percent).²² Of all major U.S. cities (that is cities with at least 250,000 people), San Francisco

has the third highest percentage (9.6 percent) of commuters that walk to work; it ranks third after Boston and Washington D.C.²³

²⁰ See http://www.bts.gov/publications/transportation_statistics_annual_report/2004/html/chapter_02/daily_travel_by_walking_and_bicycling.html

²¹ See Federal Highway Administration University Course on Bicycle and Pedestrian Transportation Publication No. FHWA-HRT-05-133 July 2006. Available online at: <http://www.fhrc.gov/safety/pedbike/pubs/05085/pdf/combinedlo.pdf>

²² Thunderhead Alliance 2007 Benchmarking Report's "Current Status of Walking/Percentage of Trips to Work by Foot in Largest U.S. Cities" graph ranked 50 major U.S. cities, using the American Community Survey. According to this, 4.5% of trips to work in major cities are pedestrian trips. Workers in the 50 most populous U.S. states are 1.3 times more likely to walk to work than their counterparts nationwide. The Census reports on the main mode to work; therefore, work trips to and from transit or a parked car are not counted if the transit or car trip is the longest leg of the trip. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2007.1238E.

²³ United States Census. 2005. 2005 American Community Survey. Walk to Work, 50 Cities with The Most Workers Age 16 and Over, by Percentage. Online at http://www.census.gov/Press Release/www/2007/Pub_Trans_Tables.xls [Accessed August 25, 2008.].

There are few locations throughout the City where sidewalks are not provided. Sidewalks and walkways vary, but generally range from 7 to 15 feet in width. Some boulevards such as The Embarcadero have widths up to 25 feet. Market Street also has wider than average sidewalk for much of its length. A number of roadways include street trees and planting strips between the sidewalk and curb to separate pedestrians from vehicular traffic and provide aesthetic benefit. Crosswalks and pedestrian signals exist at most of the City's major intersections. Over 50 intersections have Accessible Pedestrian Signal (APS)²⁴ installed.²⁵ In addition, 740 of 1155 signalized intersections (65%) have pedestrian countdown signals for all crosswalks.²⁶ There are approximately 5,300 square blocks of sidewalks citywide. Maintenance for a majority of these (97%) is the responsibility of the fronting private property owners. In 2007, the Department of Public Works (DPW) implemented the Sidewalk Inspection and Repair Program (SIRP) with a goal of inspecting and repairing approximately 200 square blocks each year. This ongoing facility maintenance and management process will systematically evaluate the City's sidewalks for hazardous conditions such as vertical displacement, cracks or voids among other conditions.²⁷ Work areas will be prioritized and needed work will be scheduled under SIRP.²⁸

The City's topography and high traffic volumes are among the existing obstacles to further improving pedestrian activity. San Francisco's densely-built urban environment sometimes constrains the ability to provide exclusive right-of-way to many competing transportation modes, including pedestrians, motor vehicles, transit operations, and bicyclists. When transportation-related improvements are proposed, the effects on other modes must be taken into consideration and balanced with the overall transportation system of the City.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

²⁴ An Accessible Pedestrian Signal (APS) is a pedestrian pushbutton that communicates when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces.

²⁵ San Francisco Municipal Transportation Agency. 2008. Accessible Pedestrian Signals. Online at <http://www.sfmta.com/cms/wproj/aps.htm> [Accessed August 25, 2008].

²⁶ San Francisco. Draft Better Streets Plan. 2008. Online at http://www.sfgov.org/site/uploadedfiles/planning/Citywide/Better_Streets/index.htm [Accessed August 25, 2008].

²⁷ San Francisco Department of Public Works. 2008. *Good Neighbor Guidelines for the Repair of Sidewalk Defects* (DPW Order 177, 526) and *Guidelines for Inspection of Sidewalk Defects* (DPW Order 177,525). These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File 2007.0347E.

²⁸ San Francisco Mayor's Office on Disability and Department of Public Works. 2008. *Americans with Disabilities Act Transition Plan for Curb Ramps and Sidewalks, Updates and Revisions, 2007-2008*. Online at <http://www.sfgov.org/site/uploadedfiles/mod/RampSidewalk08.pdf>. [Accessed August 25, 2008].

Planning Code and Zoning

The San Francisco *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. The Proposed Project would not require variances, special authorizations, or changes to the Zoning Maps. However, incorporation of the San Francisco Better Streets Plan policy framework and design guidelines would include changes to the *Planning Code*, primarily related to requirements for pedestrian realm and streetscape facilities,²⁹ such as pedestrian safety features including corner or mid-block curb extensions, street trees and sidewalk planting, streetscape furnishings, street lighting, sidewalk and median pocket parks, and stormwater management facilities.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City's *Planning Code* to establish eight *Priority Policies*. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the Proposed Project or legislation is consistent with the Priority Policies.

The consistency of the Proposed Project with the environmental topics associated with the Priority Policies is discussed in Section E, Evaluation of Environmental Effects, which provides information for use in the case report for the Proposed Project. The case report and approval

motions for the Proposed Project will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the Proposed Project with the Priority Policies.

Local Plans and Policies

General Plan. The City's *General Plan* provides general policies and objectives to guide land use

²⁹ Streetscape improvements do not typically count towards residential open space requirements. Where property owners or others make such improvements, they are required to receive a City permit, and the area of the public right-of-way remains publicly-owned and publicly-accessible.

decisions. Any conflict between the Proposed Project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the Proposed Project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision regarding whether to approve the Proposed Project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the Proposed Project. As described in Checklist Item 1, Land Use and Land Use Planning, page 43, the Proposed Project would amend the *General Plan* to reflect the goals and objectives of the San Francisco Better Streets Plan.³⁰

San Francisco Bicycle Plan and Other Future SFMTA Transportation Planning Efforts.

The proposed San Francisco Bicycle Plan project is a separate ongoing effort undertaken by the San Francisco Municipal Transportation Agency (SFMTA), also one of the joint project sponsors for the Better Streets Plan. The San Francisco Bicycle Plan project consists of the adoption of a citywide bicycle transportation plan and the implementation of near-term, long-term and other minor improvements to the City's bicycle route network, as well as amendments to the *San Francisco General Plan* and the *San Francisco Planning Code*. The overall goal of the San Francisco Bicycle Plan is to make bicycling an integral part of daily life in the City. The 2009 San Francisco Bicycle Plan was adopted by the San Francisco Municipal Transportation Agency Board on June 26, 2009 and affirmed by the San Francisco Board of Supervisors on August 11, 2009. The 2009 Bicycle Plan is a refinement of the Bicycle Plan resulting from the 2002-2005 planning process. The 2002-2005 Bicycle Plan was, in turn, an update of the existing 1997 San Francisco Bicycle Plan. The proposed San Francisco Bicycle Plan is consistent with the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and would continue to be so following its approval and implementation. Adoption and implementation of the San Francisco Bicycle Plan qualifies the City for funding from the State Bicycle Transportation Account for bicycle facilities and programs.³¹

The Planning Commission certified the Final EIR for the Bicycle Plan project on June 25, 2009. Two appeals of the FEIR certification were filed July 15, 2009.³² The Board of Supervisors upheld the Planning Commission's decision to certify the FEIR and denied the appeals on August 4, 2009. ~~However, Implementation of the specific physical improvements proposed by the Bicycle Plan continues~~ continued to be enjoined by an injunction imposed as part of litigation initiated in 2006. On August 6, 2010, San Francisco Superior Court Judge Peter J. Busch issued an order finding the City in compliance with CEQA in seeking to implement its Bicycle Plan citywide; thus, lifting the injunction. The City is currently seeking relief from the injunction.

Although separate projects, the Better Streets Plan and the San Francisco Bicycle Plan project do have some goals in common, such as balancing the needs of all City street users. Both plans

³⁰ Proposed General Plan amendments will be available to the public and discussed at multiple public hearings prior to any adoptions, per City requirements.

³¹ For more information about the Bicycle Plan, please visit the Municipal Transportation Agency's Bicycle Program website at: www.sfmta.com/bikeplan.

³² See Case No. 2007.0347E: *San Francisco Bicycle Plan Project Final EIR* available at http://www.sfgov.org/site/planning_index.asp?id=80504

emphasize that City streets should serve a variety of roles, including safe and accessible movement of all transportation modes (particularly alternative modes such as walking and bicycling), social and recreational purposes, as well as ecological functions. Both plans call for facilitating and improving alternative modes of transportation in the City. The Better Streets Plan focuses on standard and optional/case-by-case streetscape improvements related to pedestrian use, while the San Francisco Bicycle Plan project focuses on near-term, long-term and other minor streetscape improvements related to bicycle use. The San Francisco Bicycle Plan project was designed to safely accommodate multi-modal transportation in the City. The near-term improvements proposed to be carried out under the San Francisco Bicycle Plan project take into account ongoing transportation planning efforts by SFMTA (such as the Transit Effectiveness Project, Traffic Calming Program, and the Better Streets Plan (Proposed Project)). Accordingly under the San Francisco Bicycle Plan project, particular attention was paid to designing streetscape improvements related to bicycle use that would support safe and smooth interaction between pedestrians, automobiles, and bicycles, at intersections where all three modes may collect.

The long-term improvements proposed under the San Francisco Bicycle Plan project identify areas where there are gaps or deficiencies in the bicycle route network. No specific project designs have yet been developed for these proposed long-term improvements, and therefore, these projects were analyzed in the Bicycle Plan project EIR at a program level. Each of the long-term improvements will go through a community planning process and take into account ongoing transportation planning efforts by SFMTA, such as the Transit Effectiveness Project, Traffic Calming Program, and the Better Streets Plan. Once specific project designs are known, subsequent project-level environmental review would be conducted. The policies, design guidelines, and streetscape improvements proposed under the Better Streets Plan would therefore be compatible with the San Francisco Bicycle Plan project and other ongoing SFMTA transportation planning efforts (Transit Effectiveness Project and Traffic Calming Program). In addition, the Better Streets Plan-proposed future streetscape improvements would be coordinated with the long-term improvements proposed to be carried out under the San Francisco Bicycle Plan project, as well as other ongoing SFMTA transportation planning efforts.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.³³ The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

³³ San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions*, September 2004.

The Better Streets Plan, in promoting walking as an alternative to driving, would be consistent with the goals of the Climate Action Plan for San Francisco.

Approvals and Permits. Approvals required for the Proposed Project are discussed under Project Approvals, page 30.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The Proposed Project could potentially affect (“Potentially Significant Impact” or “Less than Significant Impact with Mitigation Incorporated”) the environmental factors checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

<input type="checkbox"/> Land Use	<input checked="" type="checkbox"/> Air Quality	<input type="checkbox"/> Geology and Soils
<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Wind and Shadow	<input type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Recreation	<input type="checkbox"/> Hazards/Hazardous Materials
<input checked="" type="checkbox"/> Cultural & Paleontological Resources	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mineral/Energy Resources
<input checked="" type="checkbox"/> Transportation & Circulation	<input type="checkbox"/> Public Services	<input type="checkbox"/> Agricultural Resources
<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Signif.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

This Initial Study examines the project to identify potential effects on the environment. All items on the Initial Study Checklist that have been checked “Less than Significant Impact”, “No Impact” or “Not Applicable” indicates that, upon evaluation, staff has determined that the Proposed Project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked “Less than Significant Impact” and for most items checked with “No Impact” or “Not Applicable”. For all items checked “Not Applicable” or “No Impact” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department’s Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the Proposed Project both individually and cumulatively.

On the basis of this study, project-specific effects that have been determined to be potentially significant include: aesthetics, cultural and paleontological resources, transportation and circulation, biological resources and hazards/hazards materials. These issues are discussed in Section E below. For issues requiring mitigation to reduce the impact to a less-than-significant level, this Initial Study identifies mitigation measures which would reduce impacts to less-than-significant level. These mitigation measures are referred to in the environmental analysis, presented at the end of each individual Check List topic of discussion, and in Section F of this document, pp. 168-175.

For each checklist topic analyzed, the evaluation has considered the impacts of the Proposed Project both individually and cumulatively. Cumulative impacts are analyzed in each

individual Check List topic and summarized in Topic E-19 **Mandatory Findings of Significance**, pp. 165-168.

E.1 Land Use and Land Use Planning

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The land use impacts of a Proposed Project are considered to be significant if the Proposed Project would disrupt or divide the physical arrangement of an established community, conflict with local land use plans or policies as they relate to environmental effects, or have a substantial impact upon the existing character of the vicinity.

a, c) Community and Character. The Better Streets Plan would involve the adoption of a set of citywide pedestrian policies and guidelines to help improve San Francisco's pedestrian environment in the future. It would provide guidance for the implementation of standard and optional case-by-case streetscape improvements citywide. The Proposed Project presents a range of possible pedestrian/streetscape improvements to existing sidewalks, crosswalks, and roadways located within the public right-of-way in San Francisco.

The Proposed Project could potentially lead to physical changes within the public right-of-way in the future. However, no substantial above-ground structures are expected to be constructed within the public right-of-way, other than possibly changes in sidewalks, crosswalks, roadways and one-story transit shelters and other similar small-scale structures in certain City locations on a case-by-case basis if conditions permit. Construction activities related to the Proposed Project would be temporary and intermittent and would not divide or disrupt established neighborhoods. The Proposed Project would not disrupt or divide the physical arrangements of existing uses and surrounding activities. The Proposed Project would be built within the City's existing street network and would not be expected to create an impediment to the passage of persons or vehicles. Surrounding uses and activities would continue on their own sites and would interrelate with each other as they do presently, without significant disruption related to project implementation. The Proposed Project would therefore not physically divide or disrupt an established community and this impact would be less than significant.

New landscaping improvements are proposed in the BSP that could result in potentially beneficial changes to the neighborhood character.³⁴ The City is experiencing a trend towards adding landscaped surface to the public right-of-way to improve residents and visitors' experience. New landscape would be installed in the Project Area following City regulations and guidelines and would not be expected to be bulky or substantial. Because no substantial physical changes to the public right-of-way or surrounding land uses are anticipated under the BSP, and no substantial above-ground structures are expected to be constructed as a result of project implementation, the Proposed Project would have a less-than-significant impact on the existing character of the Project Area.

b) Land Use Plans, Policies, and Regulations. As discussed above in Project Description, page 5, the overarching vision of the Proposed Project is to prioritize the use of streets for walking and transit use, as well as facilitate the function of streets as public spaces for social interaction and community life, in accordance with the City's *Better Streets Policy*. The land use-related objectives of the project sponsors include (i) providing opportunities for diverse experiences and encouraging users to engage in social and recreational activities; and (2) facilitating safe, accessible, and convenient connections among major nodes, hubs, destinations, transit centers, and major land use and activity centers." The proposed policies, design guidelines, and future streetscape improvements called for under the Better Streets Plan are intended to confer these land use-related benefits to all City street users engaged in pedestrian activity.

The following Plan-proposed policies are relevant to the topic of Land Use and Planning (see page 43): Policy 2, which is related to supporting diverse public life through provision of comfortable spaces for interaction and gathering; conversion of excess portions of rights-of-way to landscaped usable areas; maximizing pedestrian and usable open space; facilitating privately sponsored streetscape improvements to promote street use and activity; and encouraging temporary community use of street space for public activities, such as street fairs, performances, and farmer's markets; and Policy 3, which is related to creating vibrant places for commerce through the facilitation of adjacent street space use for City businesses for outdoor seating and merchandise displays, while maintaining adequate pedestrian access.

Some Plan-proposed optional or case-by-case streetscape improvements are also relevant to the topic of Land Use and Planning (see page 43). These optional streetscape improvements include (i) the flexible use of parking lane, which would allow it to be used for other uses such as café seating on a temporary basis;³⁵ (ii) placement of pocket parks or recreational areas in sidewalk or median areas, as space constraints allow; and (iii) reuse of 'pork chops'³⁶ and excess public right-of-way to create new parks, plazas, landscaped areas, or stormwater facilities in the right-of-way areas that are determined to be unnecessary for traffic and/or parking movements.

As discussed in Section C: Compatibility with Existing Zoning and Plans, page 38, the Proposed Project would be consistent with local plans, policies and code requirements as they relate to

³⁴ The Plan does not call for tearing up and replacing mature trees. New plantings would be generally consistent with the overall character of a district. Trees planted would be appropriate to their context. In some areas, this could mean planting of smaller varieties of trees.

³⁶ Excess paved areas where roadways come together at odd angles.

environmental effects. Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The Proposed Project would not obviously or substantially conflict with any such adopted environmental plan or policy. The Proposed Project would not be expected to conflict with any zoning regulations, particularly because all future work related to Plan-proposed streetscape improvements would occur within the public right-of-way and substantial structures are not anticipated to be constructed. The Proposed Project would not conflict with any Elements of the *General Plan* and would be consistent with the principles found in the City's Transit-first Policy. The Proposed Project would serve to supplement, amend and implement policies from the *General Plan* that would reflect the San Francisco Better Streets Plan and promote alternative transportation modes (pedestrian and transit use). Thus, the Proposed Project would have less-than-significant adverse impacts related to land use plans, policies, and regulations.

Cumulative Effects. The Proposed Project would be consistent with zoning regulations and the *General Plan* and would not be expected to contribute to any cumulative land use impacts with any known past, present, or future projects in the City, such as the San Francisco Bicycle Plan. Therefore, the Proposed Project would not contribute to cumulatively considerable impacts related to conflict with applicable land use plan, policies, and regulations. The BSP does not propose the construction of substantial above-ground structures within the public right-of-way that would adversely affect surrounding land uses in the Project Area. Construction activities related to the Proposed Project would be temporary and intermittent; therefore, the Proposed Project would not contribute to cumulatively considerable impacts related to the division or disruption of an established community. The Project would result in incremental physical changes to the public right-of-way. For instance, new landscaping improvements are proposed in the BSP that could result in potentially beneficial changes to the neighborhood character. The Proposed Project, in combination with past, present and reasonably foreseeable projects in the Project Area, would not contribute to cumulatively considerable impacts related to a permanent change in the existing character of the Project Area.

Overall, effects related to land use would be less than significant. In the context of the overall citywide development, the Proposed Project, as discussed above and under Section C. Compatibility with Existing Zoning and Plans, would not result in or contribute to cumulatively considerable land use impacts.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for land use and planning.

E.2 Aesthetics

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS— Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct public scenic views or vistas, and its potential for light and glare. The Plan-proposed streetscape improvements' specific design and aesthetic would be considered in the future during the City's planning and design review process. A Proposed Project would, therefore, be considered to have a significant adverse environmental effect on visual quality if it would cause a substantial and demonstrable negative change. The Proposed Project as a citywide policy framework and plan would not be expected to cause such a change.

a) Views and Scenic Vistas. Project implementation is not expected to block or degrade scenic views or vistas; in addition, scenic resources in the City would not be adversely affected by project implementation. The majority of areas surrounding City streets are already densely developed with a mix of residential, commercial civic/institutional, and industrial structures interspersed with some open spaces, as well as vacant lots and parking lots. Views of particular sections of streets are generally limited to occupants and workers in nearby buildings, and occupants of vehicles, transit users, pedestrians, and bicyclists on adjacent roadways. Existing view corridors along City streets are primarily defined by often continuous streetwalls of buildings interspersed with some open landscaped spaces and/or vacant and surface parking lots. Any potential long-range views from corridors along City streets are therefore largely dominated by surrounding dense urban development, particularly high and mid-rise development. The Proposed Project could potentially lead to physical changes within the public right-of-way in the future. However, no substantial above-ground structures are expected to be constructed within the public right-of-way, other than possibly one-story transit shelters and other similar small-scale structures in certain City locations on a case-by-case basis if conditions permit. Therefore, no substantial physical changes to the public right-of-way or surrounding environment are anticipated as a result of project implementation.

Some portions of potential streetscape improvements could be along streets that have been identified in the General Plan as important to urban design and views or those that have

excellent or good views.³⁷ Implementation of Plan-proposed future streetscape improvements may include the addition of street signage, pedestrian signals, street trees, tree basin furnishings, sidewalk planters, street lighting, site furnishings, and parking lane planters along some of these streets, but such streetscape improvements would not be expected to be excessively large or dominating (tall and bulky), and would not substantially obstruct views or cast perceptible shadows.

Future streetscape improvements would be apparent to viewers, but would not constitute a substantial adverse physical change to existing street conditions, when seen in short- and mid-range views of such streets. The proposed future streetscape improvements would generally be indistinguishable in long-range views and would tend to blend into the dense urban character of the surrounding area. It is possible that public open spaces would be in the vicinity of streets (or section of streets) that have undergone Plan-proposed streetscape improvements. Views of these streetscape improvements from these public open spaces would likely be blocked by intervening buildings and billboards. Such improvements that would be visible would not be expected to be excessively large or dominating; nor to substantially obstruct views from surrounding public areas. Therefore, the Proposed Project would not degrade or obstruct public scenic views.

Instead, the Proposed Project may result in improved public scenic views. As shown in Table 1: List of Proposed Street Types, page 12, the Proposed Project categorizes streets into different typologies for the purposes of streetscape design. The proposed street types under the project are intended to direct decisions about the pedestrian environment, particularly streetscape design. For each proposed street type, the Proposed Project lists standard improvements and optional or case-by-case improvements that could be applicable to that particular street type. The Proposed Project provides a framework for the appropriate placement of typical streetscape elements along the length of a block, which would be applicable to all proposed street types. In addition, the project also indicates any special areas of the pedestrian realm where streetscape elements need to be limited or sited differently. The Plan-proposed streetscape improvements would likely result in increased street trees, greenery, and appropriate lighting on City streets in the future, and these improvements could visually enhance urban corridors as discussed in the Urban Design Element of the General Plan. Future implementation of Plan-proposed streetscape improvements within the recommended streetscape layout framework for the proposed street types could also potentially result in improved public scenic views. Therefore, the Proposed Project could result in overall improvement of public scenic views along City streets.

Figure 7: Existing and Proposed Streetscapes For Typical Downtown Commercial or Commercial Throughway Streets (page 49) illustrates how the Better Street Plan guidelines and streetscape improvements could be applied to large-scale streets with a mixed-use character to improve those streets' pedestrian environment. The proposed streetscape view in Figure 7 depicts streetscape elements that would be used to improve a typical Downtown Commercial or

³⁷ Urban Design Element of the *General Plan*. Maps titled: *Street Areas Important to Urban Design and Views and Quality of Street Views*. Accessed online November 8, 2007 at http://www.sfgov.org/site/planning_index.asp?id=41416.

Commercial Throughway Street. The elements depicted in the proposed streetscape view include improved transit stops, crosswalks, corner curb extensions, street trees, pedestrian lighting, sidewalk planters, and public seating. The recommended placement of these elements within the right-of-way for a typical Downtown Commercial or Commercial Throughway Street is also depicted in the proposed streetscape view.

Similarly, Figure 8: Existing and Proposed Streetscapes for Typical Neighborhood Residential Streets (page 50) illustrates how the Plan guidelines and streetscape improvements could be applied to smaller-scale residential streets to improve those streets' pedestrian environment. The proposed streetscape view in Figure 8 depicts streetscape elements that would be used to improve a typical Neighborhood Residential Street. The elements depicted in the proposed streetscape view include a median island, chicanes, street trees, sidewalk plantings, and permeable paving (also a stormwater management strategy). The recommended placement of these elements within the right-of-way for a typical Neighborhood Residential Street is also depicted in the proposed streetscape view.

The proposed streetscapes shown in the above-mentioned figures (Figures 7 and 8) are for visualization purposes only, and are not intended to show specific details or dimensions for particular sections of City streets. Furthermore as discussed on page 32 and 33, Plan-proposed streetscape improvements are not necessarily appropriate in all circumstances; for instance, zebra-striped crosswalks are only applied in limited circumstances.

If implemented in the future, Plan-proposed streetscape improvements would be visible from public and private lots in the vicinity. From nearby residences and businesses, the improved streetscapes could change views of surrounding streets. However, because no major large-scale (tall and bulky) above-grade structures or elements are proposed, substantial obstruction of views from nearby public and/or private lots is not anticipated. Although some reduced private views may be an unavoidable consequence of the Proposed Project and would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting. As discussed above, the Proposed Project would not substantially degrade or obstruct scenic views from public areas and project-related impacts on private views would be limited.

Overall, the Proposed Project would not adversely affect public views and scenic vistas, and would result in less-than-significant impacts with respect to public views and scenic vistas.

Figure 7: Existing and Proposed Streetscapes For Typical Downtown Commercial or Commercial Thoroughway Streets

Existing



Proposed

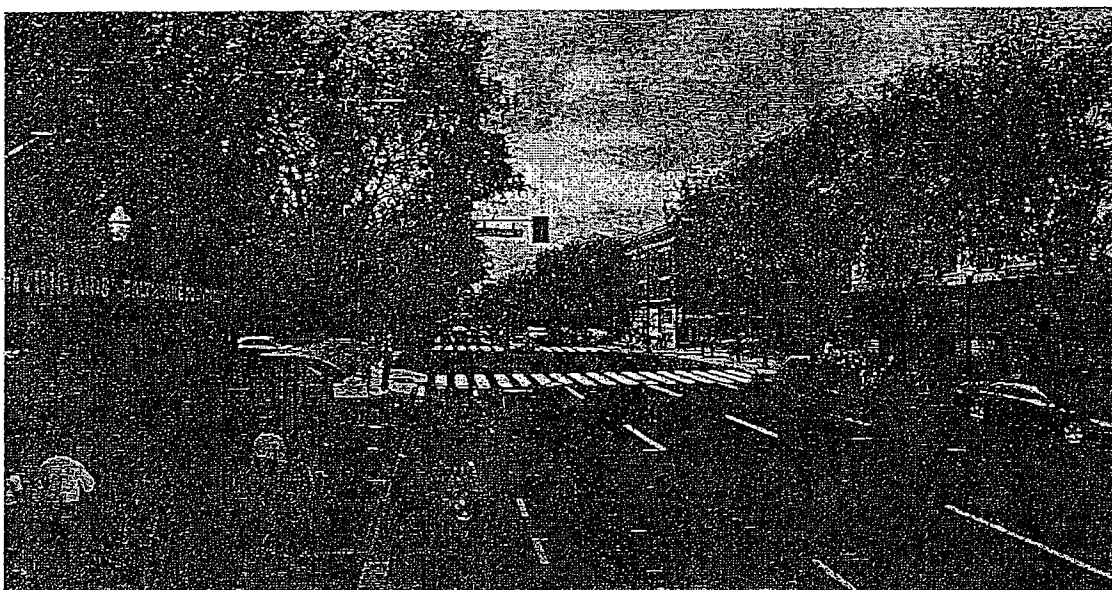
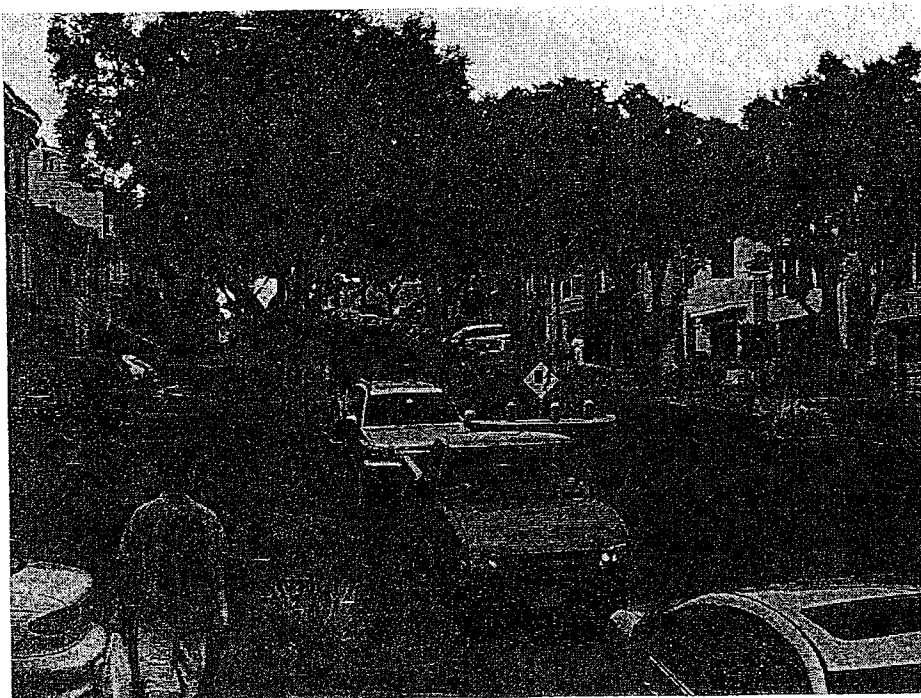


Figure 8: Existing and Proposed Streetscapes For Typical Neighborhood Residential Streets

Existing



Proposed



b) **Scenic Resources.** Implementation of Plan-proposed future streetscape improvements would occur entirely within the public right-of-way. Portions of State Highway 1, which includes 19th Avenue within San Francisco, are eligible for Scenic Highway Status.²⁸ However, 19th Avenue is not an Officially Designated Scenic Highway; nor are any specific streetscape facilities proposed within the 19th Avenue traffic right-of-way. The Proposed Project is not expected to involve removal or development of major above-grade structures along a scenic highway.

Article 6 of the *Planning Code* governs signs in the City. Section 603 exempts governmental traffic control signs from the provisions of Article 6. Some Plan-proposed future streetscape improvements may occur along designated scenic streets, which are identified in *Planning Code* Section 608.6. *Planning Code* Section 608.6 regulates the placement of signs along these designated scenic streets, and states that no general advertising sign and no other sign exceeding 200 square feet in area can be placed along such streets. Plan-proposed future streetscape improvements may include the addition of street signage. However, any new signs installed as a result of the Proposed Project would be smaller than those regulated under *Planning Code* Section 608.6. Therefore, the Proposed Project would have less-than-significant impacts with respect to scenic street resources.

No other scenic resources would be affected, with the possible exception of removal, relocation or replacement of street trees and sidewalk plantings, within the public right-of-way. As discussed in Project Description, page 5, the Plan encourages universal pedestrian-oriented streetscape design where appropriate and includes streetscape and pedestrian improvements related to this topic; for instance, calling for more street trees and sidewalk landscaping/planting. The following Plan-proposed policy is relevant to the topic of street trees: Policy 10.1, which is related to maximizing opportunities for street trees and other plantings.

As discussed on page 5, the Proposed Project also provides a framework for locating proposed streetscape improvements such as street trees, and landscaping within a public right-of-way, which would be applicable to all proposed street types. As shown in Figure 3: Sidewalk Zones, City sidewalks are divided into five zones for purposes of this project, and it is recommended that street trees and landscaping be located in the “Furnishings Zone.” The Proposed Project also provides direction regarding appropriate placement of typical streetscape elements including street trees along the length of a block. For instance, it is recommended that street trees be placed at regular intervals to define the rhythm of the streetscape, and that street trees should be interspersed with street lighting and streetscape furnishings. Some Plan-proposed standard streetscape improvements are also relevant to this topic (see page 51 above). These standard streetscape improvements include (i) encouraging street trees on all proposed street

²⁸ The status of a state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway.

types to help define the character and rhythm of the streetscape; and (ii) providing tree

basin furnishings (tree grates, tree guards, and railings) on more heavily-traveled street types. These tree basin furnishings are intended to serve functional as well as aesthetic purposes.

Implementation of certain streetscape improvement projects under the Better Streets Plan could result in the future removal, relocation, or replacement of select street trees and sidewalk plantings. However as described below, the Urban Forestry Ordinance in the *Public Works Code* would require that appropriate permits be acquired to remove and replace any trees.

Public Works Code Sections 801 et seq. requires a permit from DPW to remove any protected trees.³⁹ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character. A landmark tree must have been found worthy of landmark status after public hearings at both the Urban Forestry Council and the BOS. A significant tree is a tree: a) either on private property or DPW property, b) within 10 feet of a public right-of-way, and c) that has a diameter at breast height (DBH)⁴⁰ greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of any landmark, significant, or street tree requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards.

The Planning Department, Department of Building Inspection (DBI) and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement" accompany all permit applications that could potentially impact a protected tree whether the tree is on the site of Plan-proposed improvements or on adjacent sites.

In the future, streetscape improvements associated with the Proposed Project may include the removal, relocation, or replacement of significant street trees. Accordingly, the project sponsors or entities implementing the Plan-proposed streetscape improvements would be required to obtain a permit from DPW.⁴¹ In addition, the *Public Works Code* requires that another significant or street tree be planted in place of a removed tree, or that an in-lieu planting fee be paid. The

³⁹ Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801 et seq.

⁴⁰ Diameter at Breast Height is 4.5 feet above the ground surface surrounding the tree.

⁴¹ As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, a notice regarding the tree removal will be posted for a period of up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

project sponsors or entities implementing Plan-proposed streetscape improvements within the City's jurisdiction would be subject to the City's review and approval procedures; therefore, the Proposed Project would have less-than-significant impacts on scenic and biological street tree resources under DPW jurisdiction.

Trees on *Recreation and Park Department* (RPD) land outside of a DPW right-of-way may also be potentially affected by Plan-proposed streetscape improvements. Any tree removal on *Recreation and Park Department* (RPD) land would be carried out by RPD staff pursuant to *Recreation and Park Department Tree Removal Procedures*, which describe the circumstances for tree removal that would require public notification and a public comment period.⁴² RPD staff responsible for care and maintenance of the landscape are trained in maintaining the scenic quality of San Francisco public areas. Removal of trees on property maintained by the Port or the PUC would be subject to approval by those City agencies. Any tree removal on public areas (including sidewalks and crosswalks) under the jurisdiction of the National Park Service or the State of California would be subject to the regulations and procedures of the responsible agency. All non-DPW agencies would be expected to be sensitive to the removal of any tree that would otherwise be classified as a significant tree, but for lack of DPW jurisdiction. Thus, the Proposed Project would have less-than-significant impacts on scenic tree resources in areas outside of DPW's jurisdiction.

It is possible that implementation of the BSP would require minor excavation in the Project Area that could result in trimming of street tree roots. Implementation of Mitigation Measure M-AE-1: Tree Root Protection, below would reduce the impacts of the BSP to street trees to less-than-significant levels. Mitigation Measure M-AE-1 would require that if trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site to ensure that trimming does not cause an adverse impact to the trees.

Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine⁴³ (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

No other scenic resources besides those discussed above exist within the project area. Therefore, the Proposed Project would result in less-than-significant impacts with respect to scenic resources.

⁴² San Francisco Recreation and Park Department, *Tree Removal Procedures*. Adopted July 31, 1997. A copy of these procedures is available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2007.0347E.

⁴³ Motorized digging equipment produced by Vermeer or other brand name.

c) Visual Character. Similar to land uses within the City, the existing visual characteristics of the City are varied and reflect the changes that have occurred over the years in development patterns, land uses and architectural styles in the surrounding area. The Plan-proposed future streetscape improvements are intended to be based on or to complement their adjacent street and land use character. The prevalent City character (the majority of areas surrounding City streets) is defined by dense urban development typified by a mix of low-, mid-, and high-rise residential, commercial civic/institutional, and industrial structures, interspersed with some open spaces and vacant/parking lots.

As discussed in Project Description on page 5, the stated objectives of the project sponsors include giving City neighborhoods a recognizable image; providing orientation and better spatial understanding of the City; creating an engaging visual impression to appeal to all human senses (sight, smell and sound); and encouraging a sense of ownership and civic pride that is reflected in the City streets' physical appearance and level of activity. The policies and design guidelines, and streetscape improvements proposed under the Better Streets Plan are intended to visually enhance the City's pedestrian realm and confer multiple benefits for all City street users, in particular a visually pleasing civic environment.

As discussed on page 11, the following Plan-proposed policies are intended to help improve the visual quality of City streetscapes: Policy 1, which is related to creating memorable streets that help provide a unified yet distinct streetscape environment appropriate for individual City neighborhoods; and Policy 10, which is related to providing attractive, inviting, and well-maintained streets through the planting of street trees and landscaping, minimizing of on-street visual clutter, appropriate street lighting, use of high-quality, durable landscaping materials, integration of public art into street improvement projects, and adequate maintenance of such streetscape elements.

As discussed on page 17 above, several Plan-proposed standard and optional streetscape improvements are also intended to help improve the visual quality of City streetscapes. These standard streetscape improvements call for planting of more street trees; tree basin furnishings such as tree grates,⁴⁴ tree guards, and railings on certain street types; sidewalk planters; pedestrian and roadway lighting; special sidewalk/roadway paving treatments; and site furnishings incorporating elements such as benches and seating, bicycle racks, bollards, flower-stands, kiosks and gateway monuments, newsracks, parking meters, public art, sidewalk restrooms, traffic and parking signs, trash receptacles, wayfinding signage, and utilities.⁴⁵ The optional streetscape improvements include the provision of parking lane planters; pocket parks;⁴⁶ boulevard treatments such as side medians on certain street types; and above-ground landscaping in the form of container plantings and hanging baskets.

⁴⁴ Per the BSP, tree grates are generally discouraged for tree health and maintenance reasons. In some locations, they are necessary due to high levels of pedestrian traffic.

⁴⁵ Site furnishings are recommended to be designed and located to minimize visual clutter.

⁴⁶ Pocket parks can be useful open space for a neighborhood, or can help connect people to larger parks. They do not replace the need for larger parks and open space.

The Proposed Project could result in visual changes in the City's pedestrian environment with the future implementation of Plan-proposed streetscape improvements.⁴⁷ Implementation of the streetscape improvements would be expected to occur entirely within the public right-of-way. The Proposed Project would generally not involve construction of substantial above-ground structures other than possibly one-story transit shelters and other similar small-scale structures in the public right-of-ways in certain City locations on a case-by-case basis if conditions permit. It is possible that the project may result in increasing the scale of streetscape elements on affected sidewalks, crosswalks, and roadways. The placement of new larger streetscape elements in the public right-of-way would constitute a less-than-significant impact, because the size, scale and density of future streetscape elements in public right-of-ways would be designed to be consistent with the existing scale of surrounding development. Signs installed for identification of routes and traffic control measures would not be expected to be excessively large and would likely be similar in scale to those found currently on many urban streets. Provision of improved facilities may lead to additional pedestrians in the public right-of-way (sidewalks/crosswalks) and this may affect the visual character of the urban environment and how it is perceived. However as with all modes of traffic, such effects are transitory in nature and do not permanently alter the visual character of the environment. Overall, the visual character and quality of streets citywide would not substantially change or be adversely affected with implementation of the Proposed Project. Overall, there would be less-than-significant adverse impacts related to visual character resulting from the Proposed Project.

Considering all of the above the Proposed Project would not substantially degrade the existing visual character or quality of the project site or its surroundings. Since there would be no significant public view blocked or neighborhood character effects, the Proposed Project would not have a substantial, demonstrable negative aesthetic effect.

d) Light & Glare. Development surrounding City streets area generally include brightly lit buildings, storefronts, signs, bulletin boards, and street lighting. All of these contribute to existing nighttime lighting conditions in the project vicinity.

One of the main concepts of the Proposed Project includes implementation of universal pedestrian-oriented streetscape design, including provision of appropriate street lighting, where appropriate. The Plan calls for streetscape improvements related to implementation of universal pedestrian-oriented streetscape design; for instance, future project sponsors of site-specific streetscape improvement projects would be expected to incorporate street lighting and efficient location of other on-street utilities, as called for under the Better Streets Plan. Per Plan Policy 10.5, adequate light levels and quality should be ensured for pedestrians, and light trespass and glare to adjacent uses should be minimized.

The Proposed Project includes standard streetscape improvements related to street lighting, which would likely result in the future addition, removal or relocation of street lighting in the public right-of-way. Street lighting would be expected to be consistent with light produced by

⁴⁷ Sidewalk and street tree maintenance are generally the responsibility of the fronting property owner. On some streets, DPW maintains street trees. Street trees and sidewalk landscaping can be voluntarily installed by property owners who receive a City permit.

existing land uses and the existing street lighting in the neighborhood. The Plan- proposed streetscape street lighting improvements would be required to comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. Therefore, the Proposed Project would not have a substantial effect, nor would it create new sources of substantial light or glare. Overall, the Proposed Project would have less-than-significant impacts with respect to light or glare.

Cumulative Effects. The Proposed Project would not involve any substantial changes to above-ground structures and would not contribute to any substantial degradation of the existing visual character along the Project Area. The Project Area is already a densely developed urban area. No scenic vistas, public views or scenic resources would be affected by construction and operation of the Proposed Project; The Proposed Project would thus not contribute to a cumulative impact with any known past, present, or future projects in the City, such as the Bicycle Plan, related to the obstruction of scenic vistas/views .

Any potential removal of Landmark trees, significant trees, or street trees under the Proposed Project would be subject to compliance with the *Public Works Code* and DPW regulation. The project thus would not contribute to a cumulative impact with other projects. Any new signage required by the Proposed Project would comply with the *Planning Code* and thus would not contribute to any cumulative visual impacts beyond those already anticipated by the *Planning Code*. For the reasons discussed above, the Proposed Project's impacts, individually or in combination with other projects, related to trees and other scenic resources would not be cumulatively considerable.

Implementation of the BSP, the San Francisco Bicycle Plan and other cumulative projects combined could represent a change in the visual character of the Project Area. The Proposed Project would increase and add new public open spaces, which could result in potentially beneficial aesthetic changes to the Plan Area. The change in aesthetics and neighborhood character, although noticeable, would be consistent with the diverse nature of the Project Area. Thus, when taken together, the combined effects of these reasonably foreseeable projects on visual aesthetics in the Plan Area would not be cumulatively and considerable.

While implementation of the BSP, the San Francisco Bicycle Plan and other cumulative projects combined could generate additional night light in the Project Area, these projects would comply with City regulations regarding light and glare and cumulatively would not result in obtrusive light and glare in amounts unusual for a developed urban area.⁴⁸ Thus, when taken together, the combined effects from light and glare from these reasonably foreseeable projects would not be cumulatively and considerable.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for aesthetics.

⁴⁸ The BSP calls for downward-facing street lighting that reduces light loss to the night sky. This type of lighting could potentially be less impactful to birds.

E.3 Population and Housing

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Population. In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development. The Proposed Project consists of the adoption and implementation of citywide streetscape/pedestrian policies, design guidelines and standard and optional improvements applicable to pedestrian areas. These pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. These improvements would not substantially alter existing development patterns in San Francisco, or necessitate or induce the extension of municipal infrastructure (see Checklist Item 10, Utilities and Service Systems, p. 68). Therefore, the Proposed Project would have less-than-significant impacts related to population.

b-c) Displacement. The Proposed Project consists of the adoption and implementation of citywide policies, design guidelines, and Plan-proposed streetscape improvements to pedestrian areas within the public right-of-way. Thus, it would not result in displacing housing or persons. Therefore, there would be no significant adverse impacts related to the displacement of housing or people.

Cumulative Effects. The Proposed Project would not induce growth, and therefore, would not contribute to the City's overall population growth. The Proposed Project could induce new development in the Project Area. This effect would not be substantial, because it would occur incrementally over a long period of time. Since the BSP does not propose construction of new buildings in the Project Area, and for the reasons discussed above, implementation of the BSP would not contribute to cumulative impacts related to population and housing with any known past, present, or future projects in the City, such as the San Francisco Bicycle Plan.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for population and housing.

E.4 Cultural and Paleontological Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL & PALEONTOLOGICAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Historic Resources. While the Plan-proposed streetscape improvements would not result in the construction of large-scale new structures, they could potentially have an effect on individual historic resources as well as historic districts. The physical character of San Francisco's streets helps define the City's sense of place and contributes to the setting for historic structures. In addition, City streets could include existing historic street furniture, lighting standards, and curbs that help tell the history of the City's development. Therefore, when planning improvements to the City streets, it is important to consider what effect these improvements could have on the historic aspects of City streets in order to ensure that these improvements do not undermine the characteristics that make San Francisco unique and help tell the story of the City's past.

Historic Districts. City streets play an integral part in defining designated and potential historic districts and they help provide context and setting for historic structures within those districts. Any potential changes to public right-of-ways in designated and potential historic districts should be evaluated to determine how these changes may impact the historic district's setting. For example, a historic district that is significant because of its industrial feeling and association might be negatively impacted by the introduction of regularized tree plantings, ornate light standards and street furniture. Conversely, residential historic districts could benefit from the introduction of such features, so long as they are consistent with the Secretary of the Interiors Standards. The Better Streets Plan does not identify site-specific streetscape improvement projects for the City. However, it is anticipated that standard and optional streetscape improvements outlined in the Plan would be implemented as part of the City's ongoing and future site-specific streetscape projects, as well as part of proposed private developments that include streetscape changes. Accordingly, future project sponsors of site-specific development projects in the City that involve streetscape improvements for particular sections of a street or streets within or adjacent to a historic district should consider what potential effects the Plan-proposed streetscape improvements could have on these historic districts.

The BSP includes Policy 1.4, which would help minimize significant impacts to designated historic districts. Under Policy 1.4, streetscape improvements in designated historic districts or planned in areas adjacent to designated historic landmarks would be required to be consistent with Secretary of the Interior's Standards. Streetscape improvements in such areas would be reviewed on a case-by-case basis by a preservation technical specialist at the Planning Department to determine whether they are suitable to be implemented in these historic areas. In addition the BSP includes Standard Improvement SI-11: Site Furnishing, which calls for installation of interpretative signage, plaques, or markers. This would be done as part of the streetscape improvements that are proposed to be carried out on historically significant streets, in order to convey the significance of these historic streets.

Individual Historic Resources. City streets could also be an important component of the context and setting of individual historic resources. Therefore, potentially changing street grades, widening sidewalks, planting trees, and/or introducing new street lighting and other street furniture could result in potential impacts on the context and setting of a historic resource. It is anticipated that the Plan-proposed streetscape improvements would be implemented as part of the City's ongoing and future site-specific streetscape projects, as well as part of proposed private developments that include streetscape changes. Accordingly, future project sponsors of site-specific projects in the City that involve streetscape improvements for particular stretches of a street or streets should consider what potential effects Plan-proposed streetscape improvements could have on adjacent historic resources.

Historic Paving and Street Curbing Materials. Historic materials used to create San Francisco's urban form help tell the story of the City's development, contribute to the character of historic districts, and help give otherwise ordinary City streets a sense of place. These small-scale features are often very durable, rare and have a high amount of embodied energy. Materials historically used in building San Francisco's streets and sidewalks include, but are not limited to, granite curbs, and brick and stone pavers. It is anticipated that the Plan-proposed streetscape improvements, including removal and replacement of paving materials, would be implemented as part of the City's ongoing and future site-specific streetscape projects, as well as part of proposed private developments that include streetscape changes. Prior to potential removal of these historic paving materials, their significance to the immediate context and the City's history should be evaluated. If these paving materials were found to be historically significant to their context, they would be retained in their original setting. This would reduce any adverse effects to less -than-significant levels.

Street Trees. Similar to historic materials, existing street trees also help tell the story of the City's development, contribute to the character of historic districts or landscapes, and help give otherwise ordinary City streets a sense of place. Street trees also help tell the story of the types of people who lived in the neighborhood and help define periods of change, such as the City Beautiful Movement or periods of gentrification. There are some neighborhoods in the City that are defined by their standardized tree plantings, but there are also neighborhoods that are defined by a diverse tree canopy planted by individual home owners over a longer span of

time. When implementing the Plan-proposed streetscape improvements, project sponsors of future site-specific streetscape projects should make every effort to preserve existing trees that are healthy, well formed, and well suited to their particular environment. When trees are proposed for removal, consideration should be given as to what potential effects the removal would have on any adjacent historic resources and whether or not the trees themselves are significant. (See also discussion regarding preservation of trees under Checklist Item 2, Aesthetics on page 46, and Item 12, Biological Resources on page 149 below.)

Events in the Public Realm. Streets are where many of the City's important historical events occur; for instance, festivals, parades, protest and rallies, riots, and speeches all happen in the streets. These significant events can shape history, define an era or embody tradition. While it might not be necessary or desirable to preserve the exact setting in order to convey the significance of an event, these events and the relationship to their setting should be evaluated by the project sponsors of future site-specific streetscape projects, prior to implementing Plan-proposed streetscape improvements. Where appropriate, interpretative signage, plaques, and markers should be considered in the context of their historic setting when new streetscape improvement projects are conceived. Consideration should also be given to potential impacts that the Plan-proposed streetscape improvements could have on a specific site's ability to convey its significance.

Street Furniture, Light Standards and Signage. Street furniture, such as benches, trash cans, gas main and telephone enclosures, and the like; light standards; and street signage can be individually significant or they can be contributing elements to historic districts. San Francisco has two designated historic groupings of light standards that are considered individually significant: the Golden Triangle in Union Square, and the Path of Gold along Market Street. In addition, one grouping of light standards along Van Ness Avenue is currently under review for historic designation. There are also some signs under consideration for landmark status, such as the signs marking the 49 Mile Scenic Drive. However, much of San Francisco's historic street furniture, light standards and signage have not been evaluated to determine what significance they may have in telling the history of the City or how they contribute to a historic district. Project sponsors of future site-specific projects that include Plan-proposed streetscape improvements should evaluate whether or not existing street furniture, light standards or signage in their project area have historic significance. Those streetscape elements that are determined to be of historic significance should be preserved and integrated into their future site-specific streetscape improvement project. The BSP includes Standard Improvement SI-10: Street Lighting, which calls for preservation and restoration of historic light standards according to the Secretary of the Interior's Standards as funding allows, in the event that such materials are present on the site of a future streetscape improvement project.

Overall, the BSP includes policies and guidelines that would minimize impacts to historic resources. It is also anticipated that the potential of Plan-proposed streetscape improvements to affect historic resources will be evaluated under CEQA, as future site-specific improvement projects are developed.

b. and d.) Archeological Resources and Human Remains.

The Archeological Record. For reasons related to its historical development and site formation, San Francisco has one of the most abundant, complex, and well-preserved archeological records of any major American urban area. At least 50 prehistoric/ Native American sites have been documented in San Francisco largely dating from the Late Holocene period (4,000 – 300 B.P.) but Emergent period Native American sites (330 B.P. -) and Middle Holocene period (8,000 – 4,000 B.P.) prehistoric sites are also well documented. Prehistoric sites include functionally and diachronically complex shellmound sites, lithics workshops, food processing sites, isolated burials, and cemeteries. Prehistoric deposits in San Francisco have varied from a few centimeters to several meters in depth and from three to 75 feet below the surface. Dating of San Francisco prehistoric sites has shown some sites to have been in discontinuous or continuous use for durations well in excess of a millennium. San Francisco's prehistoric archeological record is also significant because, in contrast to the comparatively disturbed state of the upper portions of the majority of Bay Area prehistoric sites, many prehistoric sites in San Francisco have excellent integrity as a result of preservation beneath aeolian sand dune deposits formed over several hundred years. San Francisco has a rich and complex historical archeological record extending from the establishment of the first Franciscan mission and Spanish Presidio in 1776. As new theories and methodologies for understanding the past are developed in disciplines related to archeology, maritime history, social sciences, and culture theory, the range of archeological resource types investigated in San Francisco becomes increasingly diverse. Historical archeological resources present in San Francisco include sites associated with the Hispanic period (1776-1850), Yerba Buena period (1835-1848), and Gold Rush period (1848-1855) such as encampments, saloons, emporiums, gun-powder factories, mining equipment foundries, cemeteries, and domestic remains. Archeological maritime remains, for which San Francisco is best known, encompass buried Gold Rush period storeships, ships, chandlers, marine ways, and ship salvage/repair yards, shipwrecks, wharves, ropeworks, and the Old Seawall. Many 19th century archeological deposits are important, in part, for their ethnic, racial, religio-cultural, or socio-economic associations such as domestic features associated with Chinese, Japanese, Maltese, Azore Island, regional German or French households, the Irish skilled and unskilled working class, and Jewish households. Domestic remains associated with certain occupational or lifestyle categories have also been of documented research value such as residence-workshops of Dumpville, the shack dwellers of Rincon Hill, sailor boarding houses/saloons, Chinese shrimp fishing villages, the highly graded system of prostitution houses, convents, and Chinese men's barracks associated with farms and various typically hazardous industries. There are the many Victorian institutions for the marginalized such as asylums, orphanages, prisons, reform homes, workhouses, and hospitals for the poor, the orphaned, abandoned or "rescued" children, unwed mothers, the abused, the physically- or socially-impaired such as the tubercular, blind, syphilitic, alcoholic, lame, elderly, or repentant prostitutes. The archeological record reveals how these institutions, in fact, operated under wide ranging philosophies and care regimens. Institutions ministering to the marginalized tended to be also geographically marginalized and, as a rule, were located on the periphery of 19th century San Francisco in Bayview, Ingleside, Potrero Hill, Hayes Valley, and

Laguna Honda. In some cases, it has been useful to understand and approach certain types of San Francisco archeological resources as forming discrete historically and physically interconnected archeological themes that can be geographically delineated as continuous or discontinuous archeological districts warranting a common set of research and methodological approaches. An example of this thematic approach is San Francisco's Hispanic Period (1776-1850) Archeological District.

Human Remains. Human remains are legally significant under various State statutes as archeological resources under CEQA (Public Resources Code §15064.5), as Native American burials remains (Public Resources Code § 5097.98), and as publicly unrecorded internments outside of a dedicated cemetery (Health and Safety Code § 7050.5). The archeological discovery of human remains may, therefore, require compliance with several and sometimes inconsistent legal directives. Human remains associated with prehistoric sites, historic period non-cemetery internments and former cemetery sites are frequently encountered in San Francisco. Human remains have been encountered in depths ranging from 3 feet to 75 feet below the existing surface and within both primary and secondary (re-deposited) soils contexts. Not only human remains but associated burial items may also be protected under State laws (Public Resources Code 5097.99, 5097.991, and 15064.5).

Potential Effects to Archeological Resources and Human Remains: Although sub-grade impacts of the Proposed Project are largely restricted to public right-of-ways, it cannot be assumed *prima facie* that there is no potential to affect legally-significant archeological resources since the distribution of pre-1850 archeological sites in San Francisco has no relationship to the existing block, lot, and street pattern. In addition, post-1850 archeological deposits within existing public right-of-ways have been documented related to streets themselves (paving materials), infrastructure, and the late improvement of some streets in San Francisco. Specific potential effects to archeological resources from the Proposed Project include the following:

Safety Improvements. The Proposed Project may result in the installation of new pedestrian countdown signals and accessible pedestrian signals which could disturb soils to the depth of several feet. In areas where archeological deposits are located relatively close to the existing surface, excavation for the installation of new safety-oriented signals could affect archeological resources.

Pedestrian Improvements. The Proposed Project may result in the construction of pedestrian connections across barriers where at-grade crossings are not feasible. The creation of pedestrian bridges or tunnels could disturb soils in areas where archeological deposits are documented/expected.

Street Trees. The Proposed Project could result in the removal, relocation, replacement, and installation of new street trees within the public right-of-way which would result in soils disturbance at variable depths based on the type and size of tree. The Plan recommends the tallest trees (over 30 feet) within the Bay (Soil and Microclimate) Zone which comprises the eastern half of the City, that may include areas in which archeological deposits are

documented/expected to be close to the existing grade surface.

Stormwater Management. The Plan recommends the use of a range of stormwater management tools, such as permeable paving systems, swales, rain gardens and infiltration trenches within medians and public sidewalk areas. These stormwater management techniques could require excavation several feet in depth for multi-layered installations comprised of various substrata including underdrains, filtration layers, topsoil and surface pavers that could adversely affect archeological deposits.

Lighting. The Proposed Project could result in the installation of new street and pedestrian lighting. Based, in part, on lighting pole height (20 ft. to 30 ft for street lighting and 12 ft. to 15 ft. for pedestrian lighting), the installation of new lighting would disturb soils at various depths. New street/pedestrian lighting installation could, thus, potentially adversely affect archeological deposits.

Utilities. The Proposed Project could potentially result in the increased undergrounding of utilities especially dry utilities (telephone, CATV, electricity, natural gas, street lighting, traffic signals), because utility undergrounding is the Plan-preferred distribution alternative to overhead or surface-mounted utilities. Soils disturbance resulting from the increase in undergrounding of utilities, including distribution lines and vaults, could adversely affect archeological deposits.

Summary: Mitigation Measure CUL-1 (Accidental Discovery) would mitigate the potential, but not specifically identifiable, impacts of the Proposed Project (excepting impacts identified below in the HPAD) to archeological resources to a less-than-significant level. In general, it is anticipated that the potential of Plan-proposed right-of-way improvements to affect archeological properties will be evaluated under CEQA as future site-specific improvement projects are developed.

Hispanic Period (1776-1850) Archeological District (HPAD): Potential Project Effects. Archeological features and deposits within the HPAD are significant for associations with the specific careers of diverse ethnic and religious groups, including Native Americans, Californios, Franciscan missionaries, Anglo squatters, and early Mormons and with historic movements such as missionization and de-tribalization of Native Americans and Indian polities present in the late 18th century and the social changes resulting from Mission secularization. Archeological remains associated with the HPAD are potentially eligible for listing in the CRHR on the basis of their association with the Spanish/Mexican Period, Franciscan missionization of California Native Americans (Criterion A), with important historical personages such as Juan Bernal, Francisco Guerrero, and Francisco De Haro (Criterion B), with architectural and technological history (Criterion C) and with a broad range of significant current historical and scientific research topics (Criterion D). Archeological resources within the HPAD are, in general, located in areas of shallow fill and comparatively minor, localized historical disturbance and, thus, are exceptionally vulnerable to disturbance from human activities. As pre-1850 archeological deposits, the geographical distribution of archeological resources within the HPAD is unrelated

to existing landuse and street patterns. Based on the documented presence of CRHR-eligible HPAD archeological resources within San Francisco public right-of-ways and the comparative shallow depth of their deposition, the Proposed Project has the potential to adversely affect CEQA-significant archeological resources related to Spanish-Mexican period San Francisco. Mitigation Measure CUL-2 would mitigate potential impacts of the Proposed Project to archeological resources within the Hispanic Period (1776-1850) Archeological District to a less-than-significant level.

Mitigation Measure Cul-1 (Archeological Resources - Accidental Discovery):

The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District.

To avoid any potential adverse effect from the Proposed Project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also

require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure CUL-2 (Archeological Monitoring: Hispanic Period Archeological District)

The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after

making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity

shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

c.) Paleontological Resources and Geological Features.

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils.

The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous, include sedimentary and volcanic formations. The Plan Area is thoroughly urbanized with concrete, asphalt, or buildings covering nearly the entire surface area. No rock outcrops or exposures of

undisturbed sediments occur on or near the Project Area. No unique geologic features are located in the Project Area.

Geologic materials underlying the Project Area alignment that would be disturbed by project grading and excavation consist of artificial fill. Construction would occur in relatively flat terrain along existing Project Area streets, which are underlain primarily by artificial fill, and would involve minimal grading and excavations ranging from three- to ten feet deep. Due to low likelihood of encountering fossil containing beds during construction, any impacts on paleontology would be less than significant.

Cumulative Effects. The streetscapes of the Project Area, including those in and around existing historic resources, have undergone various improvements and modernization at different times during the area's development, without apparent widespread impairment to the overall historic character of the area. Federal and state laws protect historic resources in most cases through project redesign. Overall, the BSP includes policies and guidelines that would minimize impacts to historic resources. It is also anticipated that the potential of Plan-proposed streetscape improvements to affect historic resources will be evaluated under CEQA, as future site-specific improvement projects are developed. This will ensure the any potential Project effect to historic resources would not contribute to a cumulative considerable adverse effect to historical resources.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases either through project redesign or requiring that the scientific data present within an archeological resource is archeologically recovered. Even so, it is not always feasible to protect these resources, particularly when preservation in place would frustrate implementation of project objectives. Implementation of Archeological Mitigation Measure Measures CUL-1 and CUL-2 would ensure that any potential BSP-related effect to an archeological resource would not contribute to a cumulative considerable adverse effect to archeological resources.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for cultural resources.

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E.5 Transportation and Circulation

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Better Streets Plan (BSP) would involve the adoption of a set of citywide streetscape and pedestrian policies and design guidelines, as well as identification of strategies to improve San Francisco's pedestrian environment in the future. These policies and design guidelines would provide guidance for the implementation of proposed standard and optional streetscape improvements citywide.

Presented in the BSP is a range of possible streetscape improvements to existing sidewalks, crosswalks, and portions of roadways located within the public right-of-way in San Francisco. The BSP addresses 10 major elements of the public realm – ranging from safety and accessibility to vibrancy and sustainability. Based on these elements, 47 specific policies have been developed for making improvements to San Francisco's streetscapes. These policies are grouped and presented on page 8 of this Preliminary Mitigated Negative Declaration (PMND).

Proposed in the BSP are 12 standard streetscape improvements and 26 optional or case-by-case

streetscape improvements (See pages 18 through 30 of this PMND for a complete list of proposed standard and optional streetscape improvements). If the BSP were to be adopted, the 12 standard streetscape improvements would be implemented throughout the City as opportunities arise. That is, for a particular street type, they would typically be required to be included in any future site-specific streetscape project or proposed development (that includes streetscape improvements) on any street within that particular street typology.

The 26 optional improvement guidelines recommended for particular street types would not be mandatory for future site-specific streetscape projects or proposed developments in that street type, but would be considered for implementation as budgets, physical conditions, and/or neighborhood preferences permit. While no specific project has been identified in the BSP, BSP-related policies and improvements that could result in potential physical changes to the transportation network are discussed in this section.

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. However, this report presents a parking analysis to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the Proposed Project.

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.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers

would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of BSP projects would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

c.) Air Traffic The Proposed Project is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. No above-ground structures would be constructed that would affect air traffic patterns. Therefore, Checklist item 5c is not applicable.

a., b., d., e., f. and g)

Transportation Policies, Plans, Programs, and Standards

Street design in San Francisco is subject to federal, state, and local laws, policies, standards, and guidelines. Key federal, state and local policies and standards related to street design include the following:

- San Francisco Department of Public Works Standard Specifications and Plans;
- Americans with Disabilities Act (ADA) and its related accessibility standards;
- The California Manual on Uniform Traffic Control Devices (MUTCD); and
- The Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) permit.⁴⁹

Locally, San Francisco has passed the “Transit-First Policy” (City Charter Section 16.102), the “Better Streets Policy” (Administrative Code Chapter 98), and the “Complete Streets Policy” (Public Works Code 2.4.13). These policies prioritize street and streetscape improvements that encourage transit, pedestrian, bicycle, and carpool modes of transportation over the single-occupant vehicle mode of transportation, as well as encourage pedestrian-oriented and multi-functional street design. In addition, the San Francisco Bicycle Plan sets forth policies, actions, near- and long-term improvements, and design elements for improving the San Francisco bicycle network. Additional street design-related City policies can be found in the *San Francisco General Plan* and its constituent elements. Existing City standards related to street design can also be found in the Administrative Code, Building Code, Fire Code, Planning Code, Public Works Code, and Transportation Code.

⁴⁹ The National Pollutant Discharge Elimination System (NPDES) regulates stormwater runoff into receiving waters of the United States. The Water Permits Division (WPD) within the U.S. Environmental Protection Agency's Office of Wastewater Management leads and manages the NPDES permit program in partnership with EPA Regional Offices, states, tribes, and other stakeholders.

If the BSP were to be adopted, plan-proposed policies would be applicable to the City's on-going and future streetscape and pedestrian design efforts. However, there are no site-specific projects proposed as part of the BSP; this PMND analyzes the BSP at a programmatic level.

As outlined in the discussion of each streetscape element (beginning on page 18 of this document), most elements of the BSP would receive environmental clearance through this PMND. Certain elements, however, would require subsequent environmental review at the time that a site-specific project was proposed (see page 107 for a list of elements that would require subsequent environmental review).

All elements of the BSP, whether environmentally cleared through this PMND or requiring subsequent site-specific clearance, would still be subject to a public hearing at the time a site-specific improvement is proposed. This public hearing would occur prior to implementation. All elements would require approval at one or more of the following public hearings:

SFMTA Board of Directors: Major traffic and parking changes may require a hearing at the SFMTA Board of Directors, which is a public hearing.

SFMTA Engineering Public Hearings: Proposed parking and traffic changes are subject to an Engineering hearing, which is a public hearing.

Color Curb Public Hearing: All proposed additions and removals of Color Curbs are subject to a Color Curb hearing, which is a public hearing.

Board of Supervisors (Sidewalk Width): Any proposed changes to the width of a sidewalk require legislation by the Board of Supervisors, amending the official sidewalk width (Ordinance 1061). This would be subject to a public hearing.

Proposed Project Policies

The following policies proposed in the BSP are relevant to the topic of Transportation and Circulation.

Policy 2: Support Diverse Public Life

Policies 2.2 and 2.3, in particular, support the conversion of excess portions of right-of-ways to landscaped usable areas, and the maximization of pedestrian use of open space.

Policy 3: Create Vibrant Places for Commerce

Policy 3.1 seeks to facilitate adjacent street space use for local businesses for outdoor seating and merchandise display, while preserving adequate pedestrian access. Policy 3.2 seeks to balance the need for short-term parking for shoppers and loading for businesses with the need for pedestrian-oriented streetscape design.

Policy 4: Promote Human Use and Comfort

Policy 4.2 promotes pedestrian use and comfort by the prioritization of street design that offers adequate buffer space from the passing traffic. Additionally, Policy 4.5 encourages the creation of shared space on small streets through street redesign that prioritizes pedestrians but accommodates limited vehicles at slow speeds.⁵⁰ Lastly, Policy 4.6 seeks to minimize the impact of driveway curb-cuts on pedestrian through-travel.

Policy 6: Promote Safe Streets⁵¹

Policy 6 promotes safe streets through the prioritization of the following preferred design guidelines for streets and intersections: Policies 6.1 and 6.2 call for designing pedestrian crossings that maximize pedestrian safety and comfort through the employment of traffic control devices. Policy 6.3 calls for designing intersections so that their geometry and traffic operations maximize pedestrian safety and comfort. Policy 6.4 calls for enforcing traffic and parking violations to promote pedestrian safety, comfort and accessibility. Policies 6.7 and 6.8 call for designing streets that result in maximizing safety/security, traffic calming and reduced speeds.

Policy 7: Provide Convenient Connections

Policy 7.1 and 7.2 call for the provision of generous sidewalks and the reduction of barriers to pedestrian travel⁵² so as to ensure safe, convenient, and accessible pedestrian right-of-ways. Policies 7.3 through 7.5 call for the creation of convenient pedestrian connections between residential areas, employment centers, activity hubs, and transit stops.

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⁵⁰ Shared Streets are streets designed as a single surface where the entire right-of-way is shared by pedestrians, cyclists, and motor and transit vehicles. These streets function as a pedestrian-oriented yard, plaza or open space where cars and transit vehicles may use the streets, but pedestrians have the right-of-way of the whole street.

⁵¹ This Policy is intended to bring attention to the need for enforcement, and to make it a policy goal for the City.

⁵² The guidelines proposed in the BSP, encourage the re-opening of closed crosswalks. They also encourage the avoidance of additional future crosswalk closures, so long as pedestrian safety is not compromised. Crosswalks closures are primarily associated with pedestrian safety in the face of very high traffic volumes. However, sidewalk closures create discontinuities in pedestrian paths of travel, which makes walking inconvenient.

Policy 9: Ensure Accessible Design

Policies 9.1 through 9.3 promotes pedestrian accessible streets; compliance with existing rules and regulations for accessibility to public right-of-ways; and streetscape design and pedestrian projects that meet legally-mandated handicapped accessibility requirements for public right-of-ways.⁵³

Proposed Project Streetscape Improvements

Standard Streetscape Improvements

The 12 standard streetscape improvements proposed in the BSP are mainly design guidelines for particular street types (see page 18 of this PMND for a description of the 12 standard streetscape improvements, and see page 12 of this PMND for description of city street types). They would typically be required to be included in any future site-specific streetscape project or proposed development on any street within those particular street typologies.

Of the 12 Plan-proposed Optional Improvements, 5 are relevant to the topic of Transportation and Circulation. The seven elements which are not (SI-6: Street trees, SI-7: Tree basin furnishings, SI-8: Sidewalk planters, SI-9: Stormwater management tools, SI-10: Street lighting, SI-11: Special paving, and SI-12: Site furnishings) do not relate to any item on Checklist E.5, except that these elements may enhance or better connect the pedestrian environment.

The following five proposed Standard Streetscape Improvement Guidelines are relevant to the topic of Transportation and Circulation:

- SI-1: Accessible curb ramps (BSP page 121);
- SI-2: Marked crosswalks (BSP page 113);
- SI-3: Pedestrian signals (BSP page 115);
- SI-4: Curb radius guidelines (BSP page 118);
- SI-5: Corner curb extensions or bulb-outs (BSP page 127).

The following is a discussion of the proposed standard streetscape improvements' potential impacts on the City's transportation and circulation network.

⁵³ The policies and streetscape improvements proposed in the BSP comply with legally-mandated accessibility requirements for public right-of-ways. Legally-mandated requirements include: (1) The California Civil and Government Code basic accessibility requirements in the public right of way built by state and local governmental entities; (2) The California Building Code and US Access Board's Accessibility Guidelines for the Americans with Disability Act; (3) The San Francisco Department of Public Works Code requirements for: sidewalks; curb ramps; sidewalk café tables, chairs, merchandise and produce display encroachments on sidewalks, and (4) The *San Francisco Planning Code's* requirements for public space and design guidelines for specific use districts.

SI-1. Accessible curb ramps (BSP page 121) would involve the construction of curb ramps from sidewalks into crosswalks to meet the Americans with Disabilities Act standards. This would improve pedestrian access and safety between the roadway and the street. Curb ramps also enable easy movement between the roadway and sidewalk for hand trucks, strollers, wheeled luggage and bicycles (when walked).

Traffic

The creation of accessible ramps would not generate any new trips or reduce roadway capacity. Therefore, this Streetscape Improvement would have no effect on the Level of Service (LOS) at any particular intersection. Further, accessible curb ramps enable disabled individuals to directly travel between the roadway and the sidewalk. Without accessible curb ramps, pedestrians may be forced to use nearby driveways and travel in the roadway back to the crosswalk, which may not only endanger pedestrians, but also cause traffic congestion. The construction of accessible curb ramps would allow disabled pedestrians to cross the street directly without walking along the roadway, thus reducing the potential for traffic congestion. Given that this streetscape improvement would not create any new vehicle trips or reduce roadway capacity, and would reduce the potential for traffic congestion, it would result in a less-than-significant impact on traffic operations.

Transit

The creation of accessible ramps would not generate any new transit trips and therefore, would not increase transit demand. Further, provision of accessible curb ramps will enable easier pedestrian access to transit vehicles. The ability of disabled transit users to directly access the transit vehicle from the sidewalk may reduce transit dwell time, having a beneficial effect on transit operations. Given that this streetscape improvement would not create any new transit trips and would improve access to transit for individuals with disabilities, it would result in a less-than-significant impact on transit.

Pedestrian

The creation of accessible ramps would not result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility. In fact, accessible curb ramps allow pedestrians, especially those with disabilities, to easily travel from the crosswalk to the sidewalk and generally reduce potentially hazardous pedestrian conditions. Therefore, accessible curb ramps would result in a less-than-significant impact for pedestrians.

Bicycle

Accessible ramps would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. On the contrary, accessible curb ramps allow for easy pushing of bicycles from the roadway onto the sidewalk, where bicycle parking is usually located, thus facilitating the transition between bicycle parking and bicycle travel. Therefore, accessible curb ramps would result in a less-than-significant impact on bicyclists.

Loading

Creation of accessible ramps would not create any loading demand, nor would it interfere with on-street or off-street loading access. Accessible curb ramps allow for easy pushing of hand trucks and other wheeled equipment from street parking and loading zones onto the sidewalk. Therefore, accessible curb ramps would result in a less-than-significant loading impact.

Emergency Access

Accessible curb ramps would not hinder emergency vehicle access. The impact would be less-than-significant.

Parking

Accessible curb ramps would not create any parking demand. Parking is already prohibited in all crosswalks, whether an accessible curb ramp exists or not. Therefore, the installation of accessible curb ramps would not require the removal of any parking spaces.

SI-2. Marked crosswalks (BSP page 113) would provide a visible pedestrian route across the street at most intersections with substantial traffic or pedestrian volumes. Crosswalks indicate to drivers that they should expect to see pedestrians, and that pedestrians have the right of way. (At signalized intersections, pedestrians have the right of way when they receive a WALK or DON'T WALK signal, or in the absence of pedestrian signals, when they receive a green signal).

The policy also calls for restricting parking within at least 10 feet of the crosswalk, and preferably 20 feet. In some cases, this may necessitate the removal of one parking space on each side of each approach of an intersection.

Traffic

The provision of Marked Crosswalks or the potential reduction in parking spaces would not generate any new vehicular trips, nor would it reduce roadway capacity. Therefore, it would not have an effect on the LOS at any particular intersection. By state law, crosswalks exist at all non-alley intersections whether marked or not, and drivers are required to yield to pedestrians at crosswalks. Therefore, the marking of existing crosswalks would result in a less-than-significant traffic impact.

Transit

The provision of Marked Crosswalks or the potential reduction in parking spaces would not generate any new transit trips and would not result in delay for transit vehicles. Therefore, Marked Crosswalks would have a less-than-significant impact on transit.

Pedestrian

The provision of Marked Crosswalks or the reduction in parking spaces would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, provision of Marked Crosswalks would enhance pedestrian visibility and direct pedestrians to cross a street at the safest location. Therefore, the installation of Marked Crosswalks would have a less-than-significant impact on pedestrians.

Bicycle

The provision of Marked Crosswalks would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, Marked Crosswalks would result in a less-than-significant impact on bicycle traffic.

Loading

Provisions of Marked Crosswalks would not create any loading demand or interfere with on-street or off-street loading access. Loading activities are not anticipated to be affected by the presence of a marked crosswalk. The provision of marked crosswalks is not expected to reduce the supply of on-street loading spaces, because generally, parking is already prohibited near corners.

In limited circumstances, Market Crosswalks may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1** presented below and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Marked Crosswalks to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels.

Emergency Access

Marked Crosswalks would not hinder emergency vehicle access. The impact would be less-than-significant.

Parking

Provision of Marked Crosswalks would not create any parking demand. At some intersections, the installation of crosswalks and restricting of parking immediately adjacent to crosswalks may result in a small decrease in on-street parking availability. However, the majority of the on-street parking supply would not be affected. Moreover, parking is generally already prohibited at intersections and near crosswalks due to the presence of bus stops and fire hydrants.

Mitigation Measure TR-1 - Provision of New Loading Space:

The following mitigation measure shall apply to any removal of truck loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed.

To avoid any potential adverse effect from the Proposed Project on loading, the Project Sponsor shall install new loading spaces, of equal length, on the same block and side-of-the street at locations where truck loading spaces are removed. This would ensure that an equally

convenient supply of on-street loading space is provided to compensate for any space that is removed.

SI-3. Pedestrian Signals (BSP page 115) would include pedestrian countdowns, accessible pedestrian signals, and signal timing that provide an opportunity for pedestrians to cross the street.

Traffic signals in San Francisco are designed to meet the requirements and specifications contained within the MUTCD to accommodate pedestrian, bicycle, transit, truck and vehicle traffic. The Plan proposes to continue to install pedestrian signals with countdown timers at all signalized intersections, and continuing to install actuated audible signals for the visually impaired.

According to the plan, at nearly all signalized intersections in the city, pedestrians can cross the entire street (before opposing traffic receives a green signal) walking as slowly as 2.5 feet per second, if they enter the crosswalk at the beginning of the WALK/green phase. The plan mentions that the City should conduct studies to determine if lower walking speeds are appropriate, but the BSP does not propose to time signals for slower crossing speeds than 2.5 feet per second. The plan also encourages the use of pretimed signal operation with short cycle lengths, which minimizes pedestrian and bicycle delay and saves on signal installation and maintenance costs.

The SFMTA, which oversees signal installation and maintenance, would continue to monitor pedestrian crossing times, as well as traffic and transit volumes, in its management of traffic control devices.

Traffic

Pedestrian Signals would not cause an increase in vehicle trips or a reduction in roadway capacity. Therefore, these features would have a less-than-significant impact on traffic.

Transit

Pedestrian signals would not cause an increase in transit trips, nor would they result in delay for transit vehicles. Therefore, Pedestrian Signals would have a less-than-significant impact on transit.

Pedestrian

Pedestrian Signals and increasing pedestrian walking time would not result in overcrowding of sidewalks or create potentially hazardous conditions. This guideline would be expected to improve pedestrian access and safety, particularly for more vulnerable pedestrians. Therefore, the proposed Pedestrian Signals Standard Streetscape Improvement would result in less-than-significant pedestrian impact.

Bicycle

Pedestrian Signals would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, this Streetscape Improvement would have a less-than-significant bicycle impact.

Loading

Pedestrian Signals would not create any loading demand or potentially hazardous conditions. The installation and operation of pedestrian signals would have a less-than-significant impact on loading.

Emergency Access

Pedestrian Signals would not hinder emergency vehicle access. The impact would be less-than-significant.

Parking

Pedestrian Signals would not create any parking demand, nor would it result in the removal of any on-street parking spaces.

SI-4. Curb Radius Guidelines (BSP page 118) would include changes to curb radii that would be designed to maximize pedestrian space, shorten pedestrian crossing distances and reduce vehicle speeds.

The Curb Radius Guidelines standard streetscape improvement proposed in the BSP will specify the appropriate corner radius at an intersection, based on the street type, presence of transit or significant truck volumes, traffic volumes and speeds, and other factors. The Guidelines specify when a certain size truck needs to be *designed for*, meaning that the maximum size vehicle (for that particular street type) can negotiate the turn without straddling adjacent or opposing lanes, versus being *accommodated*, meaning that the vehicle is permitted to straddle adjacent lanes while turning.

Traffic

The application of the Curb Radius Guidelines would not cause an increase in vehicle trips.

The use of all travel lanes to determine the intersection's effective turning radius is intended to increase the effective turn radii for vehicles. Depending on the intersection geometry, requiring larger vehicles to turn into opposing lanes to negotiate the turn could preclude that vehicle from executing a right turn on red (RTOR), although RTOR would not necessarily be prohibited for all vehicles. The obstruction of RTOR could cause vehicles queued behind trucks to wait at the intersection and experience delay.⁵⁴ However, the guidelines specify that intersections which experience higher volumes of large vehicles would be designed for, as opposed to

⁵⁴ On one-lane streets, through and left-turn traffic would be blocked (during the green time phase) until the opposing lane is cleared for large vehicles to negotiate their turn. The same would be true for two-lane streets, as large vehicles would swing into the adjacent lane, temporarily blocking both lanes, to negotiate the turn.

accommodate, those vehicles. In other words, on low volume streets all travel lanes (both directions) would be used to determine the effective turning radius, whereas on Muni 'Rapid' or 'Local' routes, or intersections with high volumes of truck traffic, the turning radius would be designed so that straddling of adjacent or opposing lanes does not occur. At these intersections, larger vehicles would still be able to negotiate a RTOR without straddling into opposing lanes, and there would be no increase in vehicle delay over existing conditions. Furthermore, the BSP states that on designated truck routes, the turning radii would be designed for a 60-foot truck and that on arterial and commercial streets, the effects of the turn radius on truck movements should be evaluated.

On street types that do not experience high volumes of large truck traffic, the presence of a truck (that could not complete a RTOR) would be infrequent, thus vehicles having to wait behind trucks would also be infrequent. This would not lead to a noticeable increase in delay. On streets that are 'Rapid' and 'Local' Muni routes and that experience high volumes of truck traffic or are designated as truck routes, turning radius would be designed so that straddling of opposing lanes is not necessary to execute a turn. In light of the above, the Curb Radius Streetscape Improvements would result in a less-than-significant traffic impact.

Transit

The application of the Curb Radius Guidelines would not result in additional transit trips. Similar to the condition for traffic, precluding a transit vehicle from executing a RTOR could lead to transit delays. However, the guidelines specify that intersections which are along Muni's 'Rapid' and 'Local' routes be designed so that the vehicle does not have to straddle opposing lanes. This would ensure that the improvement would not lead to a substantial delay to transit. Therefore, the impact on transit would be less-than-significant.

Pedestrian

The application of the Curb Radius Guidelines would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. This guideline would be expected to improve pedestrian access and safety due to shortened crossing distances, greater driver visibility, and slower traffic speeds. The Curb Radius Guidelines would have a less-than-significant impact on pedestrians.

Bicycle

The Curb Radius Guidelines would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, the Curb Radius Guidelines would result in a less-than-significant impact on bicycles.

Loading

The Curb Radius Guidelines would not create any loading demand.

The Curb Radii Guidelines are specifically designed to continue to allow truck access, while enhancing safety and livability for other street users. The use of all travel lanes to determine the intersection's effective turning radius is intended to increase the effective turn radii for vehicles.

Depending on the intersection geometry, requiring larger vehicles to turn into opposing lanes to negotiate the turn could preclude that vehicle from executing a RTOR, which could cause vehicles to experience delay.⁵⁵ However, the guidelines specify that intersections which experience higher volumes of large vehicles would be designed for, as opposed to accommodate, those vehicles. In other words, on streets with low truck volumes, all travel lanes (both directions) would be used to determine the effective turning radius, whereas at intersections with high volumes of truck traffic the turning radius would be designed so that straddling of adjacent or opposing lanes does not occur. At these intersections, larger vehicles would still be able to negotiate a RTOR without straddling into opposing lanes, and there would be no increase in vehicle delay over existing conditions. Furthermore, the BSP states that on designated truck routes, the turning radii would be designed for a 60-foot truck and that on arterial and commercial streets, the effects of the turn radius on truck movements should be evaluated.

On street types that do not experience high volumes of large truck traffic, the presence of a truck (that could not complete a RTOR) would be infrequent, thus vehicles having to wait behind trucks would also be infrequent. This would not lead to a noticeable increase in delay. On streets that experience high volumes of truck traffic or are designated as truck routes, turning radius would be designed so that straddling of opposing lanes does not occur, therefore, not affecting the RTOR. In light of the above, the loading impacts of the Curb Radius Streetscape Improvements would result in a less-than-significant impact.

Emergency Access

Tighter turning radii could affect emergency vehicle access, especially larger emergency vehicles such as fire trucks. However, emergency vehicles have sirens which direct other vehicles to move clear. Therefore, emergency vehicles executing a right turn will be able to use all travel lanes to determine the effective turning radii.

The Plan indicates that all intersections should be designed to accommodate a 40' emergency vehicle, using the entire roadway. Even on high-traffic streets, emergency vehicles will be able to use the entire roadway because other vehicles will move clear. Therefore, the impact of the Curb Radii Guidelines on emergency vehicle access would be less-than-significant.

Parking

The Curb Radii Guidelines would not remove any parking spaces or create any parking demand.

SI-5. Corner Curb Extensions or Bulb-outs (BSP page 127) would extend the sidewalk space into the parking lane at intersections and mid-block.

⁵⁵ On one-lane streets, through and left-turn traffic would be blocked (during the green time phase) until the opposing lane is cleared for large vehicles to negotiate their turn. The same would be true for two-lane streets, as large vehicles would swing into the adjacent lane, temporarily blocking both lanes, to negotiate the turn.

On some streets where the travel lane has excess width, corner curb extension or bulb-outs may extend beyond the edge of the parking lane into the travel lane, but they would not remove any travel lanes. Corner Curb Extensions or Bulb-outs would not be applied to streets that do not have a parking lane, or streets that have a peak-period tow-away lane; therefore, there would be no reduction in roadway capacity. The implementation of Corner Curb Extensions or Bulb-outs standard streetscape improvement would be applicable on all City street types.

Traffic

Curb Extensions or Bulb-outs would not create any vehicle trips. This feature would narrow the roadway at intersections in order to calm traffic and improve pedestrian safety at crosswalks, but it would not intrude into the travel lane, and would not reduce roadway capacity or create traffic delays. Therefore, Corner Curb Extensions or Bulb-outs would have a less-than-significant traffic impact.

Transit

Curb Extensions or Bulb-outs would not create any transit trips. This feature would not be installed in any location where it would impede the movement of a transit vehicle. Since Curb Extensions or Bulb-outs would not affect transit capacity or delay transit, it would have a less-than-significant transit impact.

Pedestrian

Curb Extensions or Bulb-outs would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. Corner Curb Extensions or Bulb-outs would provide improved pedestrian visibility to vehicles, shorten crossing distances, and provide more space on the corner for pedestrians. Therefore, the impact to pedestrians would be less-than-significant.

Bicycle

Corner Curb Extensions or Bulb-outs would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. The BSP states that on streets with designated bike lanes or bike routes, curb extensions should not encroach on cyclists' space. Where bike lanes use a painted inside edge, the bike lane should be painted continuously as the bike lane passes the curb extension and the bulb-out should be set back so that the gutter pan does not extend into the bike lane. Further, on low-speed or low-volume streets where bikes can travel in mixed flow with vehicles, care should be taken not to force cyclists to merge unexpectedly with faster moving cars. Given the above provisions in the BSP, the Curb Extensions or Bulb-outs would result in a less-than-significant impact on bicycles.

Loading

Corner Curb Extensions or Bulb-outs would not create any loading demand. They would not impact trucks, except in the manner that they may create tighter turning radii. This issue is addressed with the Curb Radii Guidelines previously described on page 80.

In limited circumstances, a Corner Curb Extension or Bulb-out may require the removal of

designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Corner Curb Extensions or Bulb-outs to loading to a less-than-significant level. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of Corner Curb Extensions or Bulb-outs on loading would be less than significant.

Emergency Access

Corner Curb Extensions would not hinder emergency vehicle access, except in the manner that they may create tighter turning radii. This issue is addressed with the Curb Radii Guidelines previously described. The impact would be less-than-significant.

Parking

Corner Curb Extensions or Bulb-outs would not create any parking demand. They would potentially remove one or several parking spaces,⁵⁶ depending on the length of the feature. However, many intersections already prohibit parking at the intersection, for a variety of reasons such as presence of bus stops, fire hydrants, or the need for increased visibility. At locations where parking would be removed, there would be a minor reduction in the total number of on-street spaces.

Case-By-Case or Optional Streetscape Improvements

The 26 optional or case-by-case streetscape improvements proposed in the BSP are design guidelines for particular street types that would not be mandatory for future site-specific streetscape projects or proposed developments in that street type (see page 23 of this PMND for a description of the 26 case-by-case streetscape improvements, and see page 12 of this PMND for description of city street types). However, these design guidelines should be considered for implementation as budgets, physical condition, and/or neighborhood preferences permit.

Of the 26 Plan-proposed Optional Improvements, 22 are relevant to the topic of Transportation and Circulation. The four elements which are not (CBC-19: Pocket parks, CBC-20: Reuse of 'pork chops' and excess right-of-way, CBC-24: Public stairs, CBC-26: Above-ground landscaping) do not relate to any item on Checklist E.5, except that these elements may enhance or better connect the pedestrian environment.

The following 22 Plan-proposed Optional Improvements are relevant to the topic of Transportation and Circulation:

⁵⁶ Because the BSP is a set of guidelines that does not describe specific projects that could be applied Citywide, the number of parking spaces to be removed, as a result of the BSP, could not be estimated.

CBC-1:	High-visibility Crosswalks
CBC-2:	Special Crosswalk Treatments
CBC-3:	Vehicle Turning Movements at Crosswalks
CBC-4:	Removal or Reduction of Crosswalk Closures
CBC-5:	Mid-block Crosswalks
CBC-6:	Raised Crosswalks
CBC-7:	Extended Bulb-outs
CBC-8:	Mid-block Bulb-outs
CBC-9:	Center or Side Medians
CBC-10:	Pedestrian Refuge Island
CBC-11:	Transit Bulb-outs
CBC-12:	Transit Boarding Islands
CBC-13:	Perpendicular or Angled Parking
CBC-14:	Flexible Use of Parking Lane
CBC-15:	Parking Lane Planters
CBC-16:	Chicanes
CBC-17:	Traffic Calming Circles
CBC-18:	Roundabouts
CBC-21:	Boulevard Treatments
CBC-22:	Shared Public Ways
CBC-23:	Pedestrian-only Streets
CBC-25:	Multi-use paths

One of the proposed streetscape improvements is Roundabouts (CBC 18). Roundabouts operate differently than signalized or unsignalized intersections, and thus they may result in more or less traffic delay, depending on several factors including number of intersection approaches, approach volumes, approach speed, pedestrian and bicycle volumes, transit stops, and truck volumes.

The implementation of any roundabout would require separate site-specific analysis and environmental review, and is not covered within this document. The BSP encourages the City to study the possible implementation of roundabouts, and to ensure that they do not hinder pedestrian, bicycle or transit accessibility or safety.

Many of the above improvements have similar characteristics, or would be implemented in combination. Likewise, their environmental impacts on the transportation network would be similar. For simplicity of organization, the remaining 21 optional improvements (Roundabouts have been excluded) have been grouped into seven clusters, as listed below:

Cluster A: These improvements would restrict vehicle movements or maneuvers that could conflict with pedestrian or cyclist safety, and ensure that pedestrians and cyclists are provided safe and convenient facilities.

CBC-3: Vehicle Turning Movements at Crosswalks

CBC-4: Removal or Reduction of Crosswalk Closures

Cluster B: These improvements would involve removal of on-street parking in order to construct bulb-outs.

CBC-7: Extended Bulb-outs

CBC-11: Transit Bulb-outs

Cluster C: These improvements would enhance pedestrian accessibility and safety on long blocks by enabling pedestrians to cross mid-block.

CBC-5: Mid-block Crosswalks

CBC-8: Mid-block Bulb-outs

Cluster D: These improvements would calm traffic by reducing vehicle speeds and enhancing pedestrian visibility, as well as facilitating pedestrian crossings of the street or waiting for a transit vehicle.

CBC-9: Center or Side Medians

CBC-10: Pedestrian Refuge Island

CBC-12: Transit Boarding Island

CBC-16: Chicanes

CBC-17: Traffic Calming Circles

CBC-21: Boulevard Treatments

Cluster E: These improvements would expand the pedestrian realm, and restrict or prohibit vehicular access in that realm.

CBC-22: Shared Public Ways

CBC-23: Pedestrian-only Streets

CBC-25: Multi-use Paths

Cluster F: These improvement would enhance pedestrian visibility within crosswalks, and alert drivers to expect pedestrians, especially more vulnerable pedestrians.

CBC-1: High-visibility Crosswalks

CBC-2: Special Crosswalk Treatments

CBC-6: Raised Crosswalks

Cluster G: These improvements would involve removal or reorientation of on-street parking, to improve pedestrian amenities and enhance commercial vitality.

CBC-13: Perpendicular or Angled Parking

CBC-14: Flexible Use of Parking Lane

CBC-15: Parking Lane Planters

Cluster A:

CBC-3: Vehicle Turning Movements at Crosswalks

CBC-4: Removal or Reduction of Crosswalk Closures

Vehicle Turning Movements at Crosswalks (BSP page 119) would prohibit right turn on red (RTOR), and eliminate or preclude multiple vehicle turn lanes at intersections.

The California Vehicle Code allows drivers to turn right on red lights after coming to a complete stop and yielding to approaching traffic and crossing pedestrians before turning, unless a sign prohibits the movement. The potential benefit of the practice of turning right during the red light phase is reduced traffic delays. However, studies have reported that following the adoption of a national RTOR policy, substantial increases in pedestrian and bicycle crashes were reported at signalized intersections in urban areas. According to field evaluation results published by the Institute of Transportation Engineers, the increase in vehicle-pedestrian crashes observed since the adoption of RTOR could be due to the fact that many drivers do not come to a complete stop before turning right on red.⁵⁷ Also, vehicles executing a RTOR must encroach on the crosswalk while waiting for a gap in traffic, which impedes pedestrian circulation and can lead to dangerous pedestrian paths outside of the crosswalk. Therefore, prohibiting RTOR at intersections could be an important tool for increasing pedestrian safety at crosswalks.

RTOR is already prohibited by the SFMTA at some intersections in San Francisco, based on national guidelines as well as local SFMTA policy.⁵⁸ This proposed streetscape improvement would be a continuation of existing SFMTA policy, as well as encourage SFMTA to revisit intersections where RTOR is permitted to ensure that pedestrian safety or circulation is not compromised.

Multiple vehicle turn lanes are provided at intersections with heavy turning vehicle volumes. When more than one vehicle turn lane is provided across a crosswalk, the inside turning vehicle can block the view of the crosswalk for the outside turning vehicle, which is dangerous if a pedestrian is in the crosswalk (turning vehicles are required to yield to pedestrians).

⁵⁷ Retting, R A; Nitzburg, M S; Farmer, C M; Knoblauch, R L, *Field Evaluation of Two Methods for Restricting Right Turn on Red to Promote Pedestrian Safety*, ITE Journal Vo. 72 No.1, 2002.

⁵⁸ According to the BSP Plan, the CA MUTCD and the Institute of Transportation Engineers suggest considering the prohibition of RTOR under the following circumstances:

Inadequate sight distance to vehicles approaching from the left (or right, if applicable)

Geometrics or operational characteristics of the intersection that might result in unexpected conflicts

An exclusive pedestrian phase

An unacceptable number of pedestrian conflicts with right-turn-on-red maneuvers

Heavy volume of pedestrian crossings

Request from pedestrians with disabilities using the intersection

School crossings

Railroad crossings

Traffic signals with three or more phases

Additionally, the City also considers high speeds on cross streets and a verified collision history caused by RTOR maneuvers. *Draft San Francisco Better Streets Plan, Policies and Guidelines for the Pedestrian Realm*, San Francisco Planning Department, San Francisco, CA, 2008.

Multiple turn lanes also pose a substantial hazard to bicycles proceeding straight, especially if one of the turn lanes is a “shared turn/through” lane. Many drivers fail to use turn indicators, making it difficult for a bicycle to determine if a vehicle will turn or proceed straight.

Removal or Reduction of Crosswalk Closures (BSP page 120) would open currently closed City crosswalks and also reduce the number of future crosswalk closures in the City. The streets of San Francisco have a number of closed crosswalks, which create discontinuous pedestrian paths of travel and make walking inconvenient. Crosswalk closures are primarily associated with pedestrian safety in the face of very high turning traffic volumes, especially when multiple turn lanes are present (as described above). However, pedestrians often ignore crosswalk closures and choose not to cross the street three times to reach a destination when it can be reached by one illegal street crossing.

Traffic

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not result in new vehicle trips. These features could, however, potentially increase delay to vehicles at intersections that experience a high volume of right-turning movements, due to increased delay caused by having to yield to pedestrians or waiting for a green light to make a right turn. Consequently, this could lead to an increase in traffic delays. To address this issue, the BSP states that RTOR prohibitions may be considered at intersections where the volume of right-turning vehicles does not exceed 300 vehicles in the peak hour. Implementation of RTOR prohibitions at intersections where right-turning vehicles do not exceed 300 cars in the peak hour would not be expected to result in increased delay. Therefore, impacts of RTOR prohibitions would result in a less-than-significant traffic impact. As indicated in the BSP, implementation of RTOR prohibitions at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) would require additional study and environmental clearance.

Furthermore, the BSP also recommends studying removal of crosswalk closures, and the removal of multiple turn lanes. Both of these elements would require site-specific study and additional environmental clearance prior to implementation.

Because these features would either not generate significant traffic delay, or would be subject to site-specific analysis and additional environmental clearance prior to implementation, the impact to traffic would be less-than-significant.

Transit

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not result in new transit trips.

The prohibition of RTOR or multiple turn lanes could potentially increase transit delay at intersections that experience a high volume of right-turning movements and that have curb-running transit with near-side stops. However, implementation of RTOR prohibitions at

intersections where right-turning vehicle do not exceed 300 cars in the peak hour or where the transit stop is located at the far-side of the intersection would not be expected to result in increased transit delay. Therefore, impacts of RTOR prohibitions would result in a less-than-significant transit impacts. As indicated in the BSP, implementation of RTOR prohibitions at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Furthermore, the BSP also recommends studying removal of crosswalk closures, and removal of multiple turn lanes. Both of these elements would require site-specific study and additional environmental clearance prior to implementation.

Because these features would either not generate significant transit delay, or would be subject to site-specific analysis and additional environmental clearance prior to implementation, the impact to transit would be less-than-significant.

Pedestrian

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, they would be expected to improve pedestrian access and safety, due to fewer vehicle-pedestrian conflicts and more direct pedestrian routes. At intersections with high right-turn volumes, prohibition of RTOR could cause potential pedestrian and vehicle conflicts⁵⁹ during right turns on green to increase, because all turning motorists would have to wait to make their turn while pedestrians are simultaneously crossing the street. This could post a safety impact to pedestrians. To address this issue, the Plan states that RTOR prohibitions may be considered at intersections where the volume of right-turning vehicles does not exceed 300 vehicles in the peak hour. Implementation of RTOR prohibitions at intersections where right-turning vehicle do not exceed 300 cars in the peak hour would not be expected to result in a pedestrian safety impact. Therefore, impacts of RTOR prohibitions would result in a less-than-significant pedestrian impact. As indicated in the BSP, implementation of RTOR prohibitions at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) would require additional study and environmental review.

Furthermore, the Plan also recommends studying the removal of crosswalk closures, and the removal of multiple turn lanes. Both of these features would have a beneficial impact on pedestrians.

Because these features would either improve the pedestrian realm, or would be subject to site-specific analysis and additional environmental review prior to implementation, the impact to pedestrians would be less-than-significant.

⁵⁹ A conflict point is the paths where two motor vehicles, or a vehicle and a bicycle or pedestrian queue, diverge, merge, or cross each other.

Bicycle

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Bicycles may experience increased delay with prohibition of RTOR, but this delay would not be considered significant. Bicycles would benefit from the removal of multiple turn lanes. Therefore, these features would result in a less-than-significant impact on bicycles.

Loading

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not create any loading demand, nor would they hinder any loading activities or lead to a removal of any loading spaces. These features would have a less-than-significant impact on loading.

Emergency Access

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not hinder emergency vehicle access. Emergency vehicles would not have to wait for pedestrians to cross the street, because pedestrians would hear the siren of the approaching vehicle and clear the crosswalk. The impact would be less-than-significant.

Parking

Vehicle Turning Movements at Crosswalks and Removal or Reduction of Crosswalk Closures would not create any parking demand, nor would they lead to the removal of any on-street parking spaces.

Cluster B:

- CBC-7: Extended Bulb-outs
- CBC-11: Transit Bulb-outs

Extended Bulb-outs (BSP page 131) are identical to the standard streetscape improvement of Corner Curb Extensions or Bulb-outs, except they are longer and generally remove more parking spaces to provide space for seating and landscaping. This improvement could also be combined with landscape features that facilitate stormwater management and have hydrology/water quality benefits. This proposed streetscape improvement would be appropriate on all street types on an optional basis.

On some streets where the travel lane has excess width, corner curb extension or bulb-outs may extend beyond the edge of the parking lane into the travel lane. Corner Curb Extensions or Bulb-outs would not be applied to streets that do not have a parking lane, or streets that have a peak-period tow-away lane; therefore, there would be no reduction in roadway through-movement capacity.

Transit Bulb-outs (BSP page 144) would provide curb extensions at transit stops and are intended to improve transit operations by allowing transit vehicles to load from the travel lane. Under the BSP, Transit Bulb-outs are recommended to be considered for all streets with side-running transit and a parking lane, except: (1) where there is a peak-period tow-away parking lane; (2) where there is a desire to have a queue jumping lane for buses; and (3) near side stops⁶⁰ with heavy right-turn movements.

Additionally, under the BSP, the prioritization of Transit Bulb-outs is recommended on the following: (1) on Rapid Network lines, and selectively on local and other lines at critically impacted locations; (2) where the existing sidewalk width is too narrow to accommodate a transit shelter, or where pedestrian through travel is constrained; and (3) where transit performance is slowed significantly due to the time delays caused by reentering traffic flow, and a bus bulb would lessen this problem.

Traffic

Extended and Transit Bulb-outs would not create new vehicle trips or reduce the overall roadway capacity. Transit Bulb-outs could temporarily block a travel lane, which could lead to increased traffic delays. However, the installation of a Transit Bulb-out would not be expected to cause substantial increase in delay over existing conditions. When a bus bulb is not present, stopped buses generally still block the right travel lane because buses are usually not able to fully pull flush against the curb. Furthermore, the BSP does not recommend installing Transit Bulb-outs at near side stops with heavy right turn movements. The Extended Bulb-outs would not be expected to affect traffic operations or result in any delays as they would be installed in place of existing parking spaces. In light of the above, Transit and Extended Bulb-outs would have a less-than-significant impact on traffic.

Transit

Extended Bulb-outs and Transit Bulb-outs would not create new transit trips nor would they be installed in any location where they would impede the movement of a transit vehicle. Transit Bulb-outs would provide a prominent waiting area for transit passengers. They would also improve transit operations because buses would not need to wait to pull back in to traffic after each stop. Therefore, extended Bulb-outs and Transit Bulb-outs would have a less-than-significant impact on transit.

Pedestrian

Extended Bulb-outs and Transit Bulb-outs would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, they would be expected to improve pedestrian access and safety, due to shortened crossing distances and greater driver visibility. Therefore, Extended Bulb-outs and Transit Bulb-outs would have a less-than-significant impact on pedestrians.

⁶⁰ A near-side bus stop is a bus stop located before an intersection crossing.

Bicycle

Extended Bulb-outs or Transit Bulb-outs would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. While they may narrow the roadway where a bicycle would be traveling, they would represent less of an impediment than a parked car. Further, the BSP states that, "on streets with designated bike lanes or bike routes, curb extensions should not encroach on cyclists' space. Where bike lanes use a painted inside edge, the bike lane should be painted continuously as the bike lane passes the curb extension, and the bulb-out should be set back so that the gutter pan does not extend into the bike lane. On lower-speed and volume streets where bikes can travel in mixed flow with vehicles, wider curb extensions may be appropriate but care should be taken not to force cyclists to merge unexpectedly with faster moving cars at the end of the block." Given the above, the Extended Bulb-outs and Transit Bulb-outs would result in a less-than-significant impact on bicycles.

Loading

Extended Bulb-outs or Transit Bulb-outs would not create any loading demand. They would not impact trucks access, except in the manner that they may create tighter turning radii. This issue is addressed with the Curb Radii Guidelines previously described on page 80.

In limited circumstances, Extended Bulb-outs or Transit Bulb-outs may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Bulb-outs or Transit Bulb-outs to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of Bulb-outs or Transit Bulb-outs on loading would be less than significant.

Emergency Access

Corner Curb Extensions would not hinder emergency vehicle access, except in the manner that they may create tighter turning radii. This issue is addressed with the Curb Radii Guidelines previously described. The impact would be less-than-significant.

Parking

Extended Bulb-outs or Transit Bulb-outs would not create any parking demand. They would potentially remove several parking spaces, depending on the length of the feature. However, many intersections already prohibit parking immediately adjacent to an intersection for a variety of reasons such as presence of bus stops, fire hydrants, turn pockets, or the need for

increased visibility. At locations where parking would be removed, there would be a minor reduction in the total number of on-street spaces relative to the overall supply.

Cluster C:

- CBC-5: Mid-block Crosswalks
- CBC-8: Mid-block Bulb-outs

Mid-block Crosswalks (BSP page 131) would allow pedestrians to legally cross the street in the middle of the block and this would be a particularly convenient feature on long blocks. It is recommended under the BSP that Mid-block Crosswalks be marked with supplementary treatments⁶¹ to enhance visibility. Mid-block Crosswalks may be installed at signalized or unsignalized locations; however if the mid-block crosswalks are installed at unsignalized intersections, they should be accompanied by special warning devices (e.g. signs, signals, or flashing beacons).

According to the BSP, the Mid-block Crosswalks optional streetscape improvement would be appropriate on most street types on a case-by-case basis. However, the BSP recommends that mid-block crosswalks would be best utilized if implemented at the following locations in the City: (1) key civic and commercial locations; (2) areas with major pedestrian attractions that have mid-block entries like shopping areas, schools and community centers; (3) mid-block transit stop locations; and (4) long blocks (generally >500') with high expected pedestrian volumes.⁶² Given these guidelines, Mid-block Crosswalks would be considered at few locations in the City relative to the entirety of the transportation network.

Mid-block Bulb-outs (BSP page 131) would provide curb extensions in a mid-block location by removing one or more parking spaces. Mid-block Bulb-outs would be often installed in

⁶¹ The guidelines in the BSP recommends that mid-block crosswalks:

Should be enhanced through the use of signage, stripping, signalization, or other special treatments such as flashing beacons, special paving materials, or raised crossings.

Should be constructed in combination with mid-block curb extensions wherever possible.

Include pedestrian lighting oriented toward the crossing after dark.

⁶² According to the BSP, in San Francisco, mid-block crosswalks must be established by ordinance or resolution. The guidelines proposed in the BSP also recommend that new mid-block crosswalks should generally only be marked if all of the following five conditions are present:

- 1) Sufficient demand exists to justify the installation of a crosswalk;
- 2) The mid-block location is 200 feet or more from another crossing location;
- 3) The location is visible to motorists, allows for adequate stopping distance, and visibility is protected (e.g. by limiting on-street parking immediately adjacent to approaches to the crosswalks);
- 4) The location has adequate street lighting to illuminate the crosswalk;
- 5) The crosswalk will be controlled by traffic signal or will have special warning devices.

Additionally, candidate locations for the installation of mid-block crosswalks should meet the pedestrian demand guidelines set forth in the BSP. (Adam Varat, *Plan Revisions to the Better Streets Plan, Memorandum*, San Francisco Planning Department, San Francisco, CA, March 2, 2009.)

combination with a mid-block crossing. This improvement could provide space for seating and landscaping. This improvement could also be combined with landscape features that facilitate stormwater management and have hydrology/water quality benefits. The installation of Mid-block Bulb-outs would be appropriate on all street types on an optional basis.

Traffic

Mid-block Crosswalks and Bulb-outs would not create any new vehicle trips. Mid-block Bulb-outs would not intrude into the travel lane or reduce roadway capacity.

An unsignalized mid-block crosswalk could increase traffic delay, because vehicles would be required to yield to a pedestrian in the crosswalk. A signalized mid-block crosswalk could also result in traffic delay, although to a lesser effect than an unsignalized crossing, because it would be synchronized with upstream and downstream intersections to minimize the disruption to traffic. On one-way streets, a signalized crossing would result in minimal traffic delay, but on two-way streets, some amount of increased delay could be anticipated. An actuated signalized crossing (where a pedestrian must push a button to receive a WALK signal) would result in less traffic delay than a pre-timed signal (where the WALK signal is called each signal cycle and no pushbutton is necessary). This is because traffic would only be delayed when a pedestrian is present.

The installation of signalized or unsignalized mid-block crossings could result in traffic delays on two-way streets, while signalized crossings on one-way streets would not be expected to cause delay. Unsignalized crossings on one-way streets would not be considered under the BSP, because these streets are typically high-volume and high-speed streets, therefore crossings would need to be signalized. Therefore, only mid-block crossings on two-way streets could cause traffic delay.

To address this issue, on two-way streets with moderate traffic volumes, the BSP calls for an analysis of any proposed mid-block crossing to identify whether it would result in or contribute to unacceptable levels of service. On streets with greater than 500 vehicles per hour in either direction, subsequent site-specific environmental analysis would be required.

Given that the implementation of this feature would either be implemented where it would not have an impact on traffic, or would be subject to additional analysis and subsequent environmental review prior to implementation, its impact on traffic would be less-than-significant

Transit

Mid-block Crosswalks and Mid-block Bulb-outs would not create new transit trips. Mid-block Bulb-outs would not intrude into the travel lane or reduce roadway capacity.

Similar to traffic operations discussed above, the installation of a mid-block crossing could increase transit delay on two-way streets. To address this issue, the BSP calls for subsequent analysis of any proposed mid-block crossing to identify whether the prohibition would result in

or contribute to unacceptable delay to transit vehicles. Given that the implementation of this feature would be subject to analysis at specific locations where the feature is proposed, its impact on transit would be less-than-significant.

Pedestrian

The provision of Mid-block Crosswalks or Mid-Block Bulb-outs would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, these features would enhance pedestrian visibility and provide a more direct route for pedestrians. Therefore, the installation of Mid-Block Crosswalks and Mid-block Bulb-outs would have a less-than-significant impact on pedestrians.

Bicycle

Mid-block Crosswalks and Mid-Block Bulb-outs would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. While a Mid-block Bulb-out may narrow the roadway where a bicycle would be traveling, they would represent less of an impediment than a parked car. Therefore, Mid-block Crosswalks and Mid-Block Bulb-outs would result in a less-than-significant impact on bicycles.

Loading

Mid-block Crosswalks and Mid-Block Bulb-outs would not create any loading demand. In limited circumstances, Mid-block Crosswalks and Mid-Block Bulb-outs may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Mid-block Crosswalks and Mid-Block Bulb-outs to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of Mid-block Crosswalks and Mid-Block Bulb-outs on loading would be less than significant.

Emergency Access

Mid-block Crosswalks and Mid-Block Bulb-outs would not hinder emergency vehicle access. Emergency vehicles would not have to wait for pedestrians to cross the street, because pedestrians would hear the siren of the approaching vehicle and clear the crosswalk. The impact would be less-than-significant.

Parking

Mid-block Crosswalks and Mid-Block Bulb-outs would not create any parking demand. They would potentially remove several parking spaces, depending on the length of the feature. At

locations where parking would be removed, there would be a minor reduction in the total number of on-street spaces, relative to the overall supply on a block. This is especially true of the long blocks where Mid-block Crosswalks and Mid-Block Bulb-outs would be most beneficial.

Cluster D:

CBC-9:	Center or Side Medians
CBC-10:	Pedestrian Refuge Island
CBC-12:	Transit Boarding Island
CBC-16:	Chicanes
CBC-17:	Traffic Calming Circles
CBC-21:	Boulevard Treatments

Center or Side Medians (BSP page 133) would physically separate opposing travel lanes within a roadway, control left-turn vehicle access, and create space for landscaping and pedestrian refuge. This improvement would be appropriate on major streets, such as Downtown Commercial streets.

Pedestrian Refuge Islands (BSP page 135) are elements within the roadway where a pedestrian can safely rest or wait for a gap in traffic, before completing a crossing of the street. They are similar to center or side medians, except they are designed with sufficient width and buffer from traffic that they provide additional comfort and safety. They can be installed at signalized or unsignalized intersections, or at a mid-block location.

Transit Boarding Islands (BSP page 145) are installed whenever transit operates in the center of the street, rather than the curb lane. It allows pedestrians waiting for transit to directly access the vehicle upon its arrival, rather than waiting on the sidewalk and crossing a travel lane upon its arrival. This increases pedestrian safety and reduces transit dwell time. For bus and streetcar lines, Transit Boarding Islands are typically at a standard curb height of six inches. For light rail lines, the island may be at a standard curb height, or it may be raised to allow level boarding of light rail vehicles (such as Third Street).

Chicanes (BSP page 154) are traffic calming devices that slow traffic by forcing vehicles to travel a serpentine path (i.e., shift from side to side) along a street. Chicanes could be combined with the provision of pedestrian amenities, such as landscaping and seating. This improvement could also be combined with landscape features that facilitate stormwater management and have hydrology/water quality benefits. This improvement would be appropriate on low-volume, low-speed streets such as Neighborhood Residential streets and Alleys, on an optional basis.

Traffic Calming Circles (BSP page 155) slow traffic by adding a raised island at the center of an intersection, which forces vehicles to slow down to maneuver around. The BSP recommends that traffic calming circles include a mountable outer ring so that large vehicles can navigate the otherwise small curb radius. Further, the BSP recommends that traffic calming circles not be

located on transit routes and maintain sufficient space such that vehicles do not swing into crosswalks. According to the BSP, traffic calming circles would be appropriate on streets such as the Neighborhood Residential street type at intersections that generally have low traffic volumes. This improvement could also be combined with pedestrian amenities, such as landscaping and seating that facilitate stormwater management and have hydrology/water quality benefits. The feature's primary purpose is to reduce speeds at intersections, but when two or more Traffic Calming Circles are used in a series they can reduce speeds for several blocks.

Boulevard Treatments (BSP page 162) would include construction of side medians on major streets and the separation of through traffic from local access, thereby creating a pedestrian-friendly zone from the side median all the way to the private property line. This improvement would be appropriate on street types, such as major commercial and residential streets where the street width would allow implementation of this streetscape improvement.

The Boulevard Treatments could be designed as two-sided or one-sided boulevards. A two-sided boulevard involves the installation of access lanes on both sides of the street.⁶³ These access lanes would be separated from the center traffic lane by a side median. A one-sided boulevard involves the installation of a local access lane on only one side of the street and would be appropriate in areas where enough right-of-way width is unavailable to install a two-sided boulevard. The local access lanes manage the local traffic and could also be treated with a Shared Street⁶⁴ (a separate streetscape improvement, discussed later in this document) for local uses, such as parking, loading, bicycle access and pedestrian space.

Traffic

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not create new vehicle trips. Furthermore, these features would not reduce roadway capacity, although they may slightly reduce travel speeds.

Center Medians would control left-turn access in to and out of driveways along the street, only allowing left-turns at major vehicle destinations (such as a parking garage). This could lead to an increase in U-turns at adjacent intersections (assuming U-turns are permitted – if U-turns are not permitted, vehicles would be required to make several turns around a block in order to access a driveway). While this may represent an inconvenience to drivers, it would not be considered a significant impact. Furthermore, if a median were to preclude left-turn access in to or out of driveways along a block, the increase in U-turns at the intersections bounding the block would be only a few cars in the peak hour at each intersection. Compared to the overall traffic volumes at an intersection, this increase in traffic movements would be negligible, and would therefore, not be expected to result in additional delay at intersections.

⁶³ Octavia Boulevard is an example of a multi-way boulevard.

⁶⁴ Shared streets are streets designed as a single surface where the entire right-of-way is shared among pedestrians, cyclists, and motor vehicles.

In light of the above, Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would have a less-than-significant impact on traffic.

Transit

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not create new transit trips. Furthermore, these features would not inhibit transit operations. Transit Boarding Islands would allow transit to operate in the center, rather than the curb lane, which eliminates delay from right-turning vehicles.

As outlined in the BSP, Chicanes and Traffic Circles would not be installed on streets with high-frequency transit routes, such as the TEP Rapid Network, because this would introduce delay which could compromise schedule adherence. However, Chicanes and Traffic Circles may be considered on less frequent Muni routes, such as Community routes, because these routes operate at low frequencies, so minor delay to these routes would not compromise schedule adherence. Therefore, the impact of these features on transit would be less-than-significant.

Pedestrian

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, these features would enhance pedestrian visibility, reduce vehicle speeds and provide safer connections for pedestrians. Therefore, the installation of these features would have a less-than-significant impact on pedestrians.

Bicycle

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. In fact, these features would enhance bicycle safety by reducing vehicle speeds. These features would result in a less-than-significant impact on bicycles.

Loading

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not create additional loading demand. These features would make turning movements more difficult for large trucks because they could reduce the effective turning radii. However, these features would be designed in keeping with the Curb Radii Guidelines addressed on page 80 of this document (see p. 118 of the Final Better Streets Plan).

In limited circumstances, these elements may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be

considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands on loading would be less than significant.

Emergency Access

Center Medians, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands could prevent an emergency vehicle from directly accessing a location, if not designed appropriately. To address this issue, before any of these features could be implemented, they would be subject to review by emergency responder staff (from the San Francisco Fire Department) to ensure that they do not pose a hindrance to emergency vehicles. Features could be designed with mountable curbs, so that emergency vehicles could drive over them. This would allow emergency vehicles to access any location.

Chicanes and Traffic Circles, which are designed to slow vehicle traffic, would slow the movement for emergency vehicles as well. While some delay would be expected, the delay that would be attributed to a Chicane or Traffic Circle would be negligible, generally less than five seconds of delay.⁶⁵

Because Center Medians, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would be designed (and reviewed by SFFD) to ensure that emergency access is maintained, and because Chicanes and Traffic Circles would cause negligible delay, the impact to emergency response vehicles would be less-than-significant.

Parking

Center Medians, Chicanes, Traffic Circles, Boulevard Treatments, Pedestrian Refuge Islands and Transit Boarding Islands would not create additional parking demand. Chicanes, Traffic Circles, Pedestrian Refuge Islands and Transit Boarding Islands could potentially require the removal of several on-street parking spaces. At locations where parking would be removed, there would be a minor reduction in the total number of on-street spaces relative to the overall supply on a block and in the immediate vicinity.

Cluster E:

- CBC-22: Shared Public Ways
- CBC-23: Pedestrian-only Streets

⁶⁵ If an emergency response vehicle was traveling at 30 miles per hour, and had to decelerate to negotiate a traffic circle, the delay would be between 1.7 and 4.9 seconds, depending on the type of vehicle. See "The Influence of Traffic Calming on Emergency Response Times," Crystal Atkins and Michael Coleman, ITE Journal, August 1997.

Shared Streets (BSP page 164) are streets designed as a single surface where the entire right-of-way is shared by pedestrians, cyclists, and motor vehicles. Shared streets function as a pedestrian-oriented yard, plaza or open space, where cars may use the streets but pedestrians have the right-of-way along the whole street. According to the BSP, shared streets would be designed to force vehicles to proceed very slowly to access adjacent properties. Additionally, shared streets are appropriate in areas where pedestrian volumes and neighborhood uses of street space outweigh vehicular traffic needs, but where auto access is necessary and can be accommodated at a very slow pace.

Pedestrian-only Streets (BSP page 168) prioritize pedestrian use by closing streets to vehicular traffic. Pedestrian only streets would include temporary closures, pedestrian malls,⁶⁶ and transit malls.⁶⁷ Under the BSP, it is recommended that Pedestrian-only Streets be applied as a streetscape improvement for street types such as Ceremonial streets and Alleys.

Multi-use Paths are trails that allow only for pedestrians and bicycles, but do not allow vehicles, transit or trucks.

Traffic

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not create new vehicle trips. Multi-use Paths would not reduce any roadway capacity. Therefore, Multi-use Paths would result in a less-than significant-impact on traffic.

As described in the BSP, Shared Streets would only be implemented on streets or alleys with low traffic volumes and no transit service. While streets would be designed to enforce very low vehicle speeds, existing capacity would remain at adjacent intersections for the movement of vehicles, and because the street would remain open to vehicles, diversions to adjacent streets would not be expected. Therefore, Shared Streets would have a less-than-significant impact on traffic.

As described in the BSP, Pedestrian-only streets would be implemented on streets meeting the following conditions: there is no parking or loading access, garages, or driveways; the through traffic is less than 100 vehicles per hour; and there is no transit service. While the permanent closure of existing streets for the application of Pedestrian-only Streets would require the removal of travel lanes, which could potentially divert traffic to other parallel streets and increase traffic delays on those streets, the above described parameters would ensure that any amount of traffic diversion, and subsequent delay on parallel streets, would be minimal.

⁶⁶ Pedestrian malls are permanent closures in areas that are used by high volumes of pedestrians, such as tourist areas and major downtown shopping areas.

⁶⁷ Transit malls are a type of street closure that closes the street to private automobiles but continues to allow use by transit vehicles.

As indicated in the BSP, implementation of Pedestrian-only Streets may be appropriate on streets that do not meet the above conditions but would require additional study and environmental review. Because the listed criteria above would ensure no significant traffic delay, and subsequent environmental review would be conducted if the criteria are not met, the traffic impact would be less than significant.

Transit

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not create new transit trips, nor would they hinder the operation of transit. According to the BSP, Shared Streets and Pedestrian-only Streets would not be implemented on streets with transit.

The permanent closure of existing streets for the application of Pedestrian-only Streets would require the removal of travel lanes. While this could potentially divert traffic to other parallel streets and potentially increase transit delays on those streets, the above described parameters would ensure that any such delay would be minimal.

Because the listed criteria above would ensure no significant transit delay, and subsequent environmental review would be conducted if the criteria are not met, the transit impact would be less than significant.

Pedestrian

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, they would be expected to improve pedestrian circulation and comfort, due to slower traffic speeds or the absence of vehicles altogether. Therefore, Shared Streets, Pedestrian-only Streets, and Multi-use Paths would have a less-than-significant impact on pedestrians.

Bicycle

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Bicycles would be permitted access to any Shared Street, Pedestrian-only Street or Multi-use Path. Depending on the design of a Pedestrian-only street, bicycles may be required to walk their bicycles, but this would not be considered a significant impact. Therefore, Shared Streets, Pedestrian-only Streets and Multi-use Paths would result in a less-than-significant impact on bicycles.

Loading

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not result in an increase in loading demand.

Typically with Pedestrian-only Streets, the closure of the street to vehicles and trucks only occurs during the day, while loading access is permitted in the early morning or evening. While this may be an inconvenience for trucks due to limited delivery times, it would not be considered a significant impact. In some cases, the closure would completely eliminate access

to on-street loading spaces, and if the spaces are well-utilized, relocation within a convenient distance would not be possible. In these instances, subsequent environmental review would be necessary.

Because loading would still be accommodated at certain hours of the day, or further environmental clearance would be required, there would be a less-than-significant impact to loading.

Emergency Access

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not hinder emergency vehicle access. Emergency vehicles would still be provided access to these areas, either through signage or removable bollards and gates. The impact would be less-than-significant.

Parking

Shared Streets, Pedestrian-only Streets and Multi-use Paths would not result in an increase in parking demand. The closure of streets to vehicle access could also eliminate access to on-street parking spaces. However, the streets indicated in the BSP that would be appropriate for street closures (Ceremonial Streets, Alleys, Paseos) generally only have a limited supply of on-street parking, if any at all. The reduction in on-street parking supply would therefore, be minimal in the context of overall supply in the area surrounding the street closure.

Cluster F:

- CBC-1: High-visibility Crosswalks
- CBC-2: Special Crosswalk Treatments
- CBC-6: Raised Crosswalks

High-visibility Crosswalks (BSP page 114) are identical to Marked Crosswalks, discussed above on page 77, except they are marked with different (typically yellow) paint or thermoplastic. This is done to call special attention to vulnerable pedestrians which may use that crosswalk, such as children or seniors.

Special Crosswalk Treatments (BSP page 115) are also identical to Marked Crosswalks, except that rather than using typical paint or thermoplastic material, they use decorative treatments such as stamped or colored concrete. Their applicability and function remains the same as Marked Crosswalks.

Raised Crosswalks (BSP page 117) are also identical to Marked Crosswalks, except the crosswalk is raised up to the level of the sidewalk, so that a pedestrian crossing the street does not need to descend into the street and ascend at the far side. Rather, a vehicle driving through a crosswalk is raised to that level. This feature reduces vehicle speeds (similar to a speed hump) and enhances pedestrian visibility.

Traffic

The provision of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not generate any new vehicular trips, nor would it reduce roadway capacity. Therefore, these features would result in a less-than-significant traffic impact.

Transit

The provision of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not generate any new transit trips and would not result in delay for transit vehicles. Therefore, these features would have a less-than-significant impact on transit.

Pedestrian

The provision of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, provision of these features would enhance pedestrian visibility and calm traffic. Therefore, the installation of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would have a less-than-significant impact on pedestrians.

Bicycle

The provision of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. All decorative crosswalk materials would be tested to ensure they do not become slippery when wet, so that bicycles are not endangered. Therefore, marked crosswalks would result in a less-than-significant impact on bicycle traffic.

Loading

Provisions of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not create any loading demand or potentially hazardous conditions.

In limited circumstances, these elements may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks on loading would be less than significant.

Emergency Access

High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not hinder emergency vehicle access. The impact would be less-than-significant.

Parking

Provision of High-visibility Crosswalks, Special Crosswalk Treatments and Raised Crosswalks would not create any parking demand, nor would they remove any on-street parking spaces.

Cluster G:

- CBC-13: Perpendicular or Angled Parking
- CBC-14: Flexible Use of Parking Lane
- CBC-15: Parking Lane Planters

Flexible Use of Parking Lane (BSP page 149) would allow for parking lanes to be used for other commercial uses, such as café seating, at certain hours of the day, days of the week, or months of the year. When extra space is needed for commercial activities, the parking lane would be repurposed, but when business is closed or an event is over, the space would revert back into on-street parking. Flexible Use of Parking Lane would be managed either by the City, by the merchant who fronts the parking spaces, or by a Community Benefit District or similar organization.

The BSP discusses potential enhancements to the zone to distinguish it as a pedestrian area where parking is permitted, rather than vice versa. Such enhancements include landscaping and planters (every five parking spaces), special paving treatments, and a level change of one to two inches.

Parking Lane Planters (BSP page 148) would permanently remove one or several parking spaces in order to create landscaping or tree planters.⁶⁸ This would be appropriate on streets where the sidewalk is not wide enough for tree planting. It could be constructed both at intersection corners (perhaps in conjunction with a Corner Bulb-out) or mid-block between parked cars (perhaps in conjunction with a Mid-Block Bulb-out). This feature could be combined with stormwater management tools discussed in the BSP.

Perpendicular or Angled Parking (BSP page 148) would increase the on-street parking supply while also serving to calm traffic. This feature would geometrically fit with other BSP traffic-calming devices, such as Chicanes, Traffic Calming Circles, Corner or Mid-block Bulb-outs and/or Parking Lane Planters.

⁶⁸ Parking lane planters would be considered on a case-by-case basis and may not be appropriate in all circumstances.

Traffic

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not result in an increase in vehicle trips. These features would not extend beyond an existing parking lane and therefore, would not reduce roadway capacity. Similar to other BSP elements, Perpendicular or Angled Parking would have a traffic calming affect because the roadway would be narrowed, but travel lanes would not be removed. The delay caused by a vehicle pulling into or out of a perpendicular or angled parking space is similar to the delay caused by parallel parking. Therefore, these elements would have a less-than-significant impact on traffic.

Transit

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not result in an increase in transit trips. These features would not extend beyond the parking lane and therefore, would not interfere with transit operations. These elements would have a less-than-significant impact on transit.

Pedestrian

The provision of Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, these features would enhance pedestrian visibility. Therefore, these elements would have a less-than-significant impact on pedestrians.

Bicycle

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Front-in angled parking can represent a hazard to bicycles, because when these vehicles reverse out, the driver cannot see approaching bicycles. However, the BSP calls for all new angled parking to be back-in angled parking, which puts the driver in a position where bicycles are visible when pulling forward from the space. Therefore, these features would result in a less-than-significant impact on bicycles.

Loading

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not create any loading demand. In limited circumstances, these elements may require the removal of designated on-street loading spaces (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. **Mitigation Measure TR-1**, presented on p.74 above and in Section F, Mitigation Measures and Improvement Measures, p.174, would reduce the impacts of Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking to loading to less-than-significant levels. **Mitigation Measure TR-1** would require the installation of new loading spaces, of equal length,

on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces. **Mitigation Measure TR-1** would mitigate potential impacts to loading to less than significant levels. Thus, the impact of Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking on loading would be less than significant.

Emergency Access

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not hinder emergency vehicle access. Emergency vehicles do not require on-street parking spaces, because they can stage in the travel lane. The impact would be less-than-significant.

Parking

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not create any parking demand. They would potentially remove on-street parking spaces, either temporarily or permanently, depending on the length of the feature. Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking could potentially require the removal of several on-street parking spaces. At locations where parking would be removed, there would be a minor reduction in the total number of on-street spaces relative to the overall supply on a block and in the immediate vicinity.

Cumulative Analysis

The BSP would involve the adoption of a set of citywide streetscape and pedestrian policies and design guidelines. The proposed 12 standard streetscape improvements and 26 optional or case-by-case streetscape improvements would result in relatively minor changes to the overall vehicular circulation patterns in San Francisco and would not be expected to worsen traffic or transit conditions. Therefore, the cumulative traffic, transit and emergency access impacts of the BSP streetscape improvements would be less than significant. With respect to pedestrian impacts, one of the goals of the BSP is to improve the pedestrian environment. As such, pedestrian cumulative impacts would also be less than significant. None of proposed streetscape improvements would result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, cumulative bicycle impacts would be less than significant.

Flexible Use of Parking Lane, Parking Lane Planters and Perpendicular or Angled Parking would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Implementation of the BSP streetscape improvements could result in the loss of on-street loading and parking spaces throughout the City. However, the loss of on-street parking spaces is expected to be minimal in the context of the City's overall parking supply. Furthermore, San Francisco does not consider parking supply as part of the permanent physical environment. 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.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of BSP projects would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

In conclusion, implementation of the streetscape improvements set forth in the BSP would not be expected to result in cumulative transportation impacts.

Elements Requiring Subsequent Site-Specific Environmental Review

Most of the elements of the Better Streets Plan will receive environmental clearance through this PMND. This means that they could be implemented without further environmental review (although, as listed on page 73, all elements would still be subject to at least one public hearing prior to implementation).

However, as described in the descriptions of the various Standard (page 18) and Case-by-Case (page 23) streetscape elements, once a location for implementation of a particular feature has been determined, it may require additional, site-specific environmental analysis. This subsequent analysis could be required unilaterally, or only if certain criteria are met, as described below.

For loading, as described throughout the report, removal of a single loading space in order to implement a streetscape element would not be considered a significant impact, because alternate loading spaces would remain nearby. However, removal of multiple loading spaces may create a significant Cumulative impact to loading in certain part of the City.

To address this issue, a mitigation measure was identified, **MM TR-1**, which would require the installation of new loading spaces, of equal length, on the same block and side-of-the street for locations where truck loading spaces are removed and there is still need for truck loading spaces.⁶⁹ By replacing any removed loading spaces within a convenient distance, the Cumulative impact of the MDSP on loading would be less than significant.

Standard Streetscape Improvements

- SI-2: Marked Crosswalks – If implementation of a marked crosswalk requires the removal of loading spaces, and the loading spaces cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- SI-5: Corner Curb Extensions or Bulb-outs: – If implementation of a bulb-out requires the removal of loading spaces, and the loading spaces cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.

Optional or Case-by-Case Streetscape Improvements

- CBC-1: High Visibility Crosswalks – If implementation of a High Visibility Crosswalk requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-2: Special Crosswalk Treatments – If implementation of a Special Crosswalk Treatment requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-3: Vehicle Turning Movements at Crosswalks – Right turn on red (RTOR) prohibitions would require subsequent environmental clearance, if the peak hour right-turning traffic volume exceeds 300 vehicles per hour. Also, any removal of multiple turn lanes would require site-specific analysis and environmental clearance.
- CBC-4: Removal of Crosswalk Closures – This feature would require site-specific

⁶⁹ MTA holds public hearings for all proposed parking regulations changes. At least ten days prior to the hearing date, the hearing notices are posted on utility poles in the vicinity of the proposed change; MTA's survey techs will hand deliver a copy of the notice to any neighboring businesses; and the notices are also placed on the SFMTA website. However, not all revocations/removals may have to go to a public hearing. MTA can revoke the loading zone for non-payment, if the business, that is responsible for a loading zone, neglects to pay the 2 year renewal fee or the business closes.

analysis and environmental clearance.

- CBC-5: Mid-block Crosswalks – If implemented on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour, subsequent environmental clearance would be required.
- CBC-6: Raised Crosswalks – If implementation of a Raised Crosswalk requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-7: Extended Bulb-outs - If implementation of an Extended Bulb-out requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-8: Mid-block Bulb-outs – If implementation of a Mid-block Bulb-out requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-11: Transit Bulb-outs – If implementation of a Transit Bulb-out requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-13: Perpendicular or Angled Parking – If implementation of Perpendicular or Angled Parking requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-14: Flexible Use of Parking Lane – If implementation of Flexible Use of Parking Lane requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-15: Parking Lane Planters – If implementation of a Parking Lane Planters requires the removal of loading spaces, and the loading space cannot be replaced on the same block and the same side of the street, then subsequent environmental clearance would be required.
- CBC-18: Roundabout – The BSP does not provide guidance on the location or design of Roundabouts. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.
- CBC-23: Pedestrian-only Streets – If implemented on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours, then subsequent environmental clearance would be required.
- CBC-24: Multi-use Paths – The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for transportation and circulation.

E.6 Noise

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE— Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-g)

Existing Noise. The noise environment (ambient noise and vibration levels) of an urban area like San Francisco is dominated by vehicular traffic (including trucks, cars, Muni buses, emergency vehicles) and surrounding land use activities. The San Francisco Department of Health (DPH) has prepared a map of daily traffic noise levels for the entire City, based on their modeling of traffic noise volumes.⁷⁰ Noise generated by residential and commercial uses is common and generally tolerated in urban areas. Furthermore, the Proposed Project includes recommendations for future physical improvements to the City's pedestrian network, but does not involve development of land uses affected by existing noise levels. Therefore, the project would not be subject to significant adverse effects related to existing noise levels.

Operational Noise. The following Plan-proposed policy addresses improvement of the

⁷⁰ <http://www.sfdph.org/dph/files/EHSdocs/ehsPubldocs/Noise/TransitNoiseMap.pdf>

ambient noise environment of public right-of-ways: Policy 4.4, which is related to making residential and small streets more tranquil and relatively free of noise and over-stimulation. Since the Proposed Project envisions physical improvements to the City's pedestrian network in the future, operational noise associated with the project would be related to mainly alternative modes of transportation (transit and pedestrian activity) and vehicular traffic to some extent. Based on published scientific acoustic studies, the traffic volumes in a given project area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area.⁷¹ Implementation of the Plan-proposed streetscape improvements in the future would not result in any new traffic volumes being added to the roadway network; accordingly, no change in the intersection traffic volume under Proposed Project conditions would be expected. The Proposed Project does not involve substantial physical development that would, in turn, lead to a doubling in traffic volumes. Because the Proposed Project would not alter existing traffic volumes, it would not lead to a substantial increase in traffic-related noise. It is also likely that since the Proposed Project promotes pedestrian use over vehicular use for short trips (particularly trips that are one mile or less), it could cause a slight reduction in local traffic noise levels. Overall, the Proposed Project would have less-than-significant impacts related to traffic noise.

The Proposed Project could result in provision of streetscape amenities such as new stormwater facilities that could produce operational noise. All operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, amended November 2008, which establishes noise limits for fixed noise sources such as mechanical equipment. Compliance with Article 29, Section 2909, would minimize noise from future project-related operations. The project would not significantly contribute to the existing groundborne vibration or noise in the project vicinity. Therefore, noise and vibration impacts related to the Proposed Project would be less than significant.

Construction Noise. As previously stated, no buildings would be constructed as part of the Proposed Project. The Proposed Project provides guidelines for future streetscape improvements within the public right-of-way. The Plan-proposed streetscape improvements would not involve substantial amounts of construction within the public right-of-way, and would thus result in less-than-significant project-related noise effects. The Proposed Project could result in future implementation of standard streetscape improvements that require construction activities, such as excavation, grading, and repaving of sidewalks; installation of new/improved stormwater amenities; and removal, relocation, or installation of new street lighting, other utilities, and traffic signals. Additionally, the Proposed Project could also result

⁷¹ Decibels are logarithmic units and are not added arithmetically. The sound pressure level from two equal sources is 3 dBA greater than the sound pressure level of just one source. So, two trucks producing 90 dBA each combine to produce 93 dBA, not 180 dBA. In other words, a doubling of the noise source produces only a 3 dBA increase in the sound pressure level. Studies have shown that a 3 dBA increase is barely perceptible by the human ear. Generally, an increase of 5 dBA is required in order to be perceptible to most people.

http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguid01.cfm. Accessed 09/08/10. And 690 5th Street FMND, Case No. 2007.0690. This document is available for review at the San Francisco Planning Department at 1650 Mission Street, SF, CA 94080.

in implementation of optional streetscape improvements (on a case-by-case basis as conditions permit) that require construction activities, such as development or reconfiguration of extended and midblock bulb-outs and transit bulb-outs, center and side medians, pedestrian refuge islands and transit boarding islands, traffic circles and chicanes, among other improvements. These demolition, excavation, and construction activities would temporarily increase noise and possibly vibration in the vicinity and may be considered an annoyance by occupants of nearby properties. During implementation of the Plan-proposed streetscape improvements, occupants of nearby properties could be disturbed by construction noise. Construction noise and vibration levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between construction activities (noise source) and the nearest noise-sensitive uses (listener), existing noise levels at those uses, and presence or absence of barriers (including subsurface barriers). There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the construction site.

All construction activities for the Plan-proposed streetscape improvements would be required to comply with the San Francisco Noise Ordinance (Article 29 of the *San Francisco Police Code*). Sections 2907 and 2908 of the *San Francisco Police Code*⁷² regulate construction noise and provided that:

- Construction noise is limited to 80 decibels (dBA)⁷³ at 100 feet from the source equipment during daytime hours (7 a.m. to 8 p.m.). Impact tools such as pile drivers are exempt provided that they are equipped with intake and exhaust mufflers to the satisfaction of the Director of Public Works or the Director of Building Inspection.
- Nighttime construction (8 p.m. to 7 a.m.) that would increase ambient noise levels by 5 dBA or more is prohibited unless a permit is granted by the Director of Public Works or the Director of Building Inspection.

The increase in noise and vibration in the project area during future construction of Plan-proposed streetscape improvements would be considered a less-than-significant impact, because it would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the City's Noise Ordinance.

Airports. The project area is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, Checklist items 6(e) and 6(f) are not applicable.

Cumulative Effects. The construction periods of other development projects may overlap with construction activities associated with the Proposed Project. It is conservatively assumed that construction with the Proposed Project and other foreseeable development would occur simultaneously. Assuming concurrent construction, noise from nearby construction of other

⁷² City and County of San Francisco, Police Code – Article 29 – Regulation of Noise, last updated November 25, 2008.

⁷³ A decibel, or “dBA”, is a unit of measure for sound. “A” denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

approved and foreseeable projects in combination with project-related construction could potentially increase ambient noise levels in the affected portions of the City.

The construction industry, in general, is an existing source of noise emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. However, because construction activities associated with the Proposed Project would be temporary and intermittent, their contribution to the cumulative context would be less-than-significant. Additionally, construction noise impacts related to the Proposed Project would be reduced to less-than-significant levels, because the project would comply with the Noise Ordinance as is required by law.⁷⁴ Furthermore, as with the Proposed Project, construction noise related to these future cumulative development activities would also be subject to the Noise Ordinance, which places time limits and noise level limits on construction activities. All of the cumulative projects would therefore be required to comply with the City's Noise Ordinance, which would assure that cumulative construction noise impacts from these projects collectively would not be cumulatively considerable. Construction activities related to cumulative projects, similar to project-related construction activities, are expected to occur during the hours permitted under the *San Francisco Municipal Code*. Consequently, concurrent construction activity with the Proposed Project would not result in a cumulatively considerable construction noise impact.

As discussed above, the Proposed Project would result in less-than-significant impacts related to groundborne noise or vibration. Due to the localized nature of vibration impacts, cumulative groundborne vibration impacts would arise, and be contributed to, from only those projects within the immediate vicinity of the project area. Groundborne vibration would be further isolated to close proximity to the individual pieces of vibration-producing construction equipment at each construction site in the vicinity of Plan-proposed streetscape improvements. Because development of Plan-proposed streetscape improvements would not contribute to the localized groundborne vibration impacts associated with construction of other simultaneous foreseeable development within the project area, the Proposed Project would not result in a cumulatively considerable groundborne noise or vibration impact.

As discussed above, the Proposed Project would result in less-than-significant impacts related to stationary/operational noise. Noise from project-related operations would have the potential to add to cumulative noise conditions, in combination with other simultaneous foreseeable development in the City. These cumulative projects would however be expected to include standard mitigation measures related to incorporation of appropriate noise insulation features into their respective project designs so as to comply with the City's Noise Ordinance (Section 2909 of Article 29 of the Police Code), which would ensure that noise impacts from stationary and operational sources would be less than significant. This would ensure that noise impacts from stationary and operational noise sources as a result of these future cumulative projects, in combination with the Proposed Project, would not be cumulatively considerable.

⁷⁴ As noted in the Setting section above, the noise ordinance is not currently in correspondence with the Planning Code use districts, having not been amended since 1973. Therefore, enforcement of the noise ordinance requires interpretation as to applicability of its standards.

Implementation of the Proposed Project would not result in any new traffic volumes being added to the roadway network. It is possible that the alleys that would be closed to traffic under the BSP would become pedestrian only and this may add traffic to adjacent streets and intersections. However, this additional traffic would be incremental and overall City intersection traffic volumes would be expected to stay the same for existing and existing-plus-project conditions and, therefore, noise levels resulting from traffic would also remain unchanged for existing and existing-plus-project conditions. Therefore, the Proposed Project would lead to no near-term or long-term increase in traffic-related noise, and the Proposed Project would not contribute to a cumulatively considerable traffic noise impact.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for noise and vibration.

E.7 Air Quality

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The purpose of the *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin. The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently adopted new thresholds of significance for air quality impacts under CEQA and issued revised Guidelines that supersede the 1999 BAAQMD CEQA Guidelines.⁷⁵

⁷⁵ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010.

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the Proposed Project would be subject to the thresholds identified in BAAQMD's 1999 *CEQA Guidelines*. However, in anticipation of BAAQMD adopting revised thresholds of significance, an analysis of the Proposed Project's impact with respect to recently adopted CEQA significance thresholds was performed. Thus, the following discussion addresses the BAAQMD's recently adopted CEQA thresholds of significance.

On June 2, 2010, the BAAQMD adopted revised thresholds of significance for the air quality impacts of Proposed Projects. The BAAQMD adopted a set of thresholds for projects and a separate set of thresholds for plans. The plan-level thresholds are intended to apply to long-range plans including general plans, redevelopment plans, specific plans, area plans, community plans, regional plans and congestion management plans. The *Air Quality Guidelines* goes on to explain that such plans "often contain development strategies for 20-year or longer time horizons...[and] usually provide a wide range of potential land uses and densities to accommodate all types of development. The Proposed Project is a programmatic document that identifies objectives, policies and design guidelines for streetscape improvement projects. As such the policies in the BSP would not directly emit GHGs. The Proposed Project does not contain a long range development program that has identified individual projects, however individual projects could emit GHGs during project construction and operation (mostly during construction). Given that the Proposed Project does not contain a development program and that the proposed plan would not change land uses or densities, the BAAQMD's plan-level thresholds of significance for GHGs are not applicable to the proposed BSP. Further, given that the plan does not include any specific projects, for which to analyze, the BAAQMD's project-level thresholds are also not applicable to the BSP project.

This air quality analysis relies on the *CEQA Guidelines*, Appendix G checklist questions (identified above) for determining whether the BSP could result in significant air quality impacts. This analysis, consistent with the *CEQA Guidelines*, considers the potential for the BSP objectives, policies and design strategies to conflict with an applicable air quality plan, to violate or contribute to the violation of an air quality standard, result in an increase in criteria air pollutants for which the region is in nonattainment, expose sensitive receptors to a substantial amount of pollutant concentrations, and to emit odors. This analysis considers the potential for the proposed BSP to result in individual impacts from the plan itself as well as cumulative air quality impacts.

The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) legislate ambient air quality standards and related air quality reporting systems for regional regulatory agencies to then develop mobile and stationary source control measures to meet the standards. The BAAQMD is the primary responsible regulatory agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria

pollutants.⁷⁶ Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}) and lead. The San Francisco Bay Area Air Basin encompasses the following counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma Counties. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM₁₀, and PM_{2.5}.⁷⁷ The BAAQMD has adopted air quality management plans over the years to address control methods and strategies to meeting air quality standards, the latest plans being the *2005 Ozone Strategy*.

a) Air Quality Plans

As discussed above, the most recent air quality plan is the *2005 Ozone Strategy*. The BAAQMD is currently in the process of updating its air quality plan and have released a draft of its *2010 Air Quality Plan*. This update is intended to: (1) update the *2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement “all feasible measures” to reduce ozone; (2) provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan; (3) review progress in improving air quality in recent years; and (4) establish emission control measures to be adopted or implemented in the 2010-2012 timeframe. The *2010 Air Quality Plan* is currently undergoing environmental review and as such, the draft plan may be revised to reflect any changes based on environmental review and/or community input. Therefore, this analysis considers the currently applicable air quality plan, the *2005 Ozone Strategy*.

The *2005 Ozone Strategy* is intended to reduce the number of automobile trips and vehicle miles traveled through implementation of various Transportation Control Measures (TCM's). The BSP includes a vision, policies, guidelines and a number of proposed streetscape improvements that are intended to enhance the pedestrian environment. This vision of the BSP and its policies and guidelines that are intended to achieve this vision is consistent with TCM#19 in the *2005 Ozone Strategy*, which calls for the improvement of pedestrian access and facilities. Given that the proposed BSP is intended to improve the pedestrian realm to result in pedestrian-friendly streetscapes, the proposed BSP would be consistent with *2005 Ozone Strategy*. Therefore, the Proposed Project would not conflict with, or obstruct implementation of, an applicable air quality plan, and impacts related to air quality plans would be *less than significant*.

b-c) Criteria Air Pollutants and Ozone Precursors

As discussed at the beginning of this section, the BAAQMD is the primary responsible regulatory agency in the Bay Area for implementing and enforcing the federal and state

⁷⁶ State and Federal air quality standards for and the Bay Area's attainment status can be viewed on the BAAQMD website at <http://www.baaqmd.gov>.

⁷⁷ PM₁₀ refers to particulate matter 10 microns or less in size; PM_{2.5} refers to particulate matter 2.5 microns or less in size.

ambient standards for criteria air pollutants.⁷⁸ Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}) and lead. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM₁₀, and PM_{2.5}. The BAAQMD has set project-level thresholds of significance for reactive organic gases (ROG), oxides of nitrogen (NO_x), PM₁₀ and PM_{2.5}. However, as discussed previously, the proposed BSP, a programmatic document, would not directly emit GHGs. The Proposed Project does not contain a long range development program that has identified individual projects, however individual projects could emit GHGs during project construction and operation (mostly during construction). This analysis considers the potential for the BSP objectives, policies and design guidelines to result in increased criteria air pollutants and ozone precursors, if implemented at the project-level. Subsequent environmental review, pursuant to CEQA, would be required for specific streetscape improvement projects. This analysis would consider, at the project-level, based on the proposed design, the potential for the project to emit criteria air pollutants and ozone precursors.

Construction-Related Exhaust Emissions. The BAAQMD considers construction-related exhaust emissions separately from fugitive dust that result from construction activities. Construction-related exhaust emissions emit criteria air pollutants and ozone precursors from construction equipment, construction-related vehicular activity and construction-worker automobile trips. The BSP includes a vision, policies, and streetscape design guidelines that are intended to enhance the pedestrian environment. As discussed extensively in Section E-8 Greenhouse Gas Emissions, some BSP policies and design guidelines could result in individual streetscape projects that could incrementally increase the amount of excavation required for a project, or increase the duration of construction activities. For example, streetscape projects that incorporate wider sidewalks, extended bulb outs, and other treatments that could incrementally increase the amount of excavation required, or increase the duration of construction, could result in increased construction-related exhaust emissions. For individual streetscape projects carried out with BSP design elements, emissions of criteria air pollutants and ozone precursors from construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Streetscape improvement project carried out by the City or its contractors would be required to comply with the Clean Construction Ordinance, which would reduce project-level emissions of criteria air pollutants and ozone precursors. The Clean Construction Ordinance requires that all contracts for large (20+ day) City projects:

- Fuel diesel vehicles with B20 biodiesel,⁷⁹ and
- Use construction equipment that meets USEPA Tier 2 standards or best available control technologies for equipment over 25 hp.

⁷⁸ State and Federal air quality standards for and the Bay Area's attainment status can be viewed on the BAAQMD website at <http://www.baaqmd.gov>.

⁷⁹ Biodiesel is a fuel produced from domestic renewable resources. Biodiesel contains no petroleum, but it can be blended at any level with petroleum diesel to create a biodiesel blend. Source: http://www.biodiesel.org/pdf_files/fuelfactsheets/CommonlyAsked.PDF

While, compliance with the City's Clean Construction Ordinance would reduce construction-related criteria air pollutant and ozone precursor exhaust emissions, individual streetscape projects may emit criteria air pollutants and ozone precursors that exceed the BAAQMD's thresholds of significance. These individual streetscape projects would be evaluated on a project-level basis that considers the project design and construction schedule.

Based on the BAAQMD screening levels for construction criteria air pollutant emissions,⁸⁰ the BAAQMD considers projects that would construct more than 114 single family homes, a high-rise apartment building with more than 249 dwelling units, or a commercial development greater than 277,000 square feet to have the potential to emit criteria air pollutants and precursor emissions at levels that may exceed the BAAQMD's recently adopted thresholds of significance. The policies of the BSP that could incrementally increase construction duration or amount of excavation required for streetscape projects to accommodate wider sidewalks, etc., would clearly not exceed the BAAQMD's thresholds of significance for construction-related criteria air pollutants, therefore the proposed BSP would result in a *less than significant* impact related to emitting criteria air pollutants and precursors from construction exhaust.

Construction Period Fugitive Dust Control. Fugitive dust is generated primarily from activities such as demolition, excavation, site clearing and grading. These activities could generate substantial amounts of windblown dust that could contribute particulate matter into the local atmosphere. Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and weather conditions. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM₁₀ concentrations may be adversely affected on a temporary basis during the construction period of individual site-specific projects. In addition, larger dust particles would settle out of the atmosphere close to the construction site, potentially resulting in soiling nuisances for adjacent uses. Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

⁸⁰ Bay Area Air Quality Management District. *California Environmental Quality Act, Air Quality Guidelines*, June 2, 2010. This document is available online at www.baaqmd.gov. Accessed July 14, 2010.

For fugitive dust emissions, BAAQMD's thresholds of significance for construction-related fugitive dust are based upon whether the project has incorporated the BAAQMD's recommended list of best management practices, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *Air Quality Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.⁸¹

In response to the need for consistent control measures to reduce fugitive dust during construction, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI). Although the Proposed Project, a programmatic document, would not directly emit fugitive dust, subsequent streetscape improvement projects could result in fugitive dust emissions during project construction. Individual projects designed and proposed pursuant to the BSP would be required to comply with the City's Construction Dust Control Ordinance (Ordinance 176-08, July 2008), which would reduce any potential construction air quality impacts to less-than-significant. Overall, the regulations and procedures set forth by the San Francisco Building and Health Codes would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

The Construction Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. Dust suppression activities required by the Ordinance may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. For

⁸¹ *Ibid*, Section 4.2.1.

projects over one half-acre, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health (DPH). The Dust Control Ordinance ~~would~~ would not specifically ~~requires~~ require BSP-based projects located in the public right of way to undertake all of the measures identified in the Ordinance. However, Article 22B requires equivalent protections by DPW, MTA, PUC, and other City Departments.

The BSP is a City project and project-related construction would be carried out by SFMTA, DPW, City contractors and other sponsors of future site-specific projects proposed under the BSP. Pursuant to Health Code Article 22B, Section 1247, "All departments, boards, commissions, and agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction under circumstances where no building, excavation, grading, foundation, or other permit needs to be obtained under the San Francisco Building Code shall adopt rules and regulations to insure that the same dust control requirements that are set forth in this Article are followed." To ensure equivalent measures are in place, any proposed BSP-based project shall implement **Mitigation Measure AQ-1**, set forth below. **Mitigation Measure AQ-1** would require the preparation of Site-specific Dust Control Plans prior to starting construction of BSP-based projects. Thus, compliance with **Mitigation Measure AQ-1** will ensure that potential dust-related air quality impacts resulting from future streetscape improvement project prepared in accordance with the BSP would be reduced to a level of insignificance; therefore impacts of the proposed BSP project on fugitive dust would be *less than significant*.

Mitigation Measure AQ-1 - Dust Control Plans:

To ensure that potential dust-related air quality impacts resulting from future streetscape improvement project prepared in accordance with the BSP would be reduced to a level of insignificance, Site-specific Dust Control Plans shall be prepared pursuant to the Dust Control Ordinance by SFMTA, DPW, City Contractors, and other sponsors of future site-specific projects proposed under the BSP. Future Project Sponsors implementing BSP-related site specific projects shall: (1) submit a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; (2) wet down areas of soil at least three times per day; (3) provide an analysis of wind direction and install upwind and downwind particulate dust monitors; (4) record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; (5) establish shut-down conditions based on wind, soil migration, etc.; (6) establish a hotline for surrounding community members who may be potentially affected by project-related dust; (7) limit the area subject to construction activities at any one time; (8) install dust curtains and windbreaks on the property lines, as necessary; (8) limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; (10) enforce a 15 mph speed limit for vehicles entering and exiting construction areas; (11) sweep affected streets with water sweepers at the end of the day; (12) install and utilize wheel washers to clean truck tires; (13) terminate construction activities when winds exceed 25 miles per hour; (14) apply soil stabilizers to inactive areas; and (15) to sweep off adjacent streets to reduce particulate emissions. The Project Sponsor would be required to designate an individual to monitor compliance with dust control requirements.

Operational Emissions. The proposed BSP includes objectives, policies and design guidelines for future streetscape improvements within the public right-of-way for the purpose of encouraging pedestrian use and perhaps resulting in mode shifts that decrease automobile use and associated vehicle emissions. There are reasonably foreseeable benefits of implementing the Proposed Project; increased pedestrian use has no associated emissions and promoting walking, particularly for shorter trips (about one mile distance or less) can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips. Any potential mode shift from vehicles to pedestrian transport resulting from the Proposed Project would be difficult to quantify, however, the intent of the project is to create a safe pedestrian-friendly environment and promote walking as a viable alternative to other means of transport. The transportation analysis concludes that the proposed BSP would not generate any new vehicle trips. However, potential impacts from Plan-proposed streetscape improvements that result in reduced roadway capacity could cause an increase in criteria air pollutants. In particular, localized motor vehicle congestion could potentially result in localized air quality effects, as discussed below.

A number of the Plan-proposed streetscape improvements would not involve substantial construction or development of major structures within the public right-of-way. Standard streetscape improvements such as marked crosswalks with curb ramps and wayfinding signage, and optional case-by-case streetscape improvements such as high-visibility crosswalks would only require additional signage and pavement markings and would not affect motor vehicle operations. These improvements would result in less-than-significant adverse air quality impacts. Standard streetscape improvements such as pedestrian-scale street lighting, pedestrian signals, street trees and landscaping (understory and aboveground planting), site furnishings, special sidewalk paving, as well as optional case-by-case streetscape improvements such as sidewalk pocket parks, and parking lane planters would likely involve minor demolition and construction. These would also not be expected to affect motor vehicle operations, and thus, would result in less-than-significant adverse air quality impacts.

Some of the proposed standard streetscape improvements, such as corner curb extensions or bulb-outs, as well as the optional case-by-case streetscape improvements such as mid-block crosswalks; extended and mid-block bulb-outs; center or side medians; pedestrian refuge islands; transit bulb-outs and boarding islands; special crossing treatments (warning signs, beacons, crosswalk parking restrictions, crosswalk paving, and raised crosswalks); vehicle turning movements at crosswalks; perpendicular or angled parking lanes; flexible use of parking lane; chicanes; traffic calming circles; removal or reduction of crosswalk closures; reuse of 'pork chops' and excess right-of-way; boulevard treatments; shared public ways; and pedestrian-only streets could potentially result in modifications to the configuration and operation of roadway travel lanes, including reduction in width of vehicle travel lanes and reduction or reconfiguration of turn lanes. The reduction in width and reconfiguration of vehicle travel and turn lanes could potentially result in localized traffic congestion. The transportation analysis conducted for the Proposed Project identifies the proposed design features that could potentially result in traffic delays. However, for all design features analyzed, the transportation analysis concludes that these delays would not result in a substantial increase

in delay over existing conditions. Therefore, delays resulting from design features proposed by the BSP would not result in significant localized air quality impacts. Additionally, the transportation analysis concludes that the BSP would not generate any new vehicle trips. Further, as discussed in the Project Description on pp. 1-35, these Plan-proposed streetscape improvements are not intended to be applied to sections of streets adjacent to traffic intersections where it could lead to a demonstrable worsening of traffic congestion, and, in turn, result in localized elevated levels of criteria air pollutants, ozone precursors, or CO. Standard streetscape improvements are intended to be applicable to future public right-of-way projects for designated street types to improve the pedestrian environment; however, they are only expected to be applied where they do not adversely impact a given street's vehicular traffic conditions. Therefore, these standard streetscape improvements would not adversely affect motor vehicle operations, and in turn, would result in less-than-significant adverse air quality impacts.

Overall, the Proposed Project would not result in modifications to City roadways and intersections that could potentially result in adverse operational air quality impacts. As discussed above, the Proposed Project's operational air quality impacts would be *less than significant*.

c) Exposure of Sensitive Receptors to Pollutants.

Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), residents and persons engaged in strenuous exercise. In general, those persons engaged in activities along the public right-of-way where streetscape improvements are anticipated to be constructed would not be considered sensitive receptors. Although the proposed BSP includes objectives, policies and design guidelines for future streetscape improvements within the public right-of-way for the purpose of encouraging pedestrian use, and could result in an increase in pedestrian activity, these pedestrians would not be considered sensitive receptors because their exposure would be limited in extent and duration; pedestrians, including those from sensitive population groups, are generally in transition and do not typically spend long periods of time in the public right-of-way. Therefore, the Proposed Project would not result in the exposure of new sensitive receptors to elevated levels of pollutants. The potential for the Proposed Project to emit pollutants that may affect existing sensitive populations is addressed below.

As discussed above, the Proposed Project is a programmatic document that outlines goals, policies and design strategies to be used when designing streetscape improvement projects. As such, the proposed BSP would not directly result in the generation of air pollutants that could affect nearby sensitive receptors. Individual projects could affect sensitive receptors if they were to result in an increase in vehicle trips or emit any other sources of air pollutants during project operations. As discussed above, the proposed BSP would not result in the generation of vehicle trips and any increases in vehicle delay would not be anticipated to result in substantial increases in air pollutants which have the potential to affect nearby sensitive receptors. Therefore, the proposed BSP would not be anticipated to generate air pollutants during

implementation of individual streetscape projects. None of the BSP policies or design recommendations would be anticipated to emit air pollutant during project operations, therefore, the Proposed Project would have a *less than significant* impact with respect to emitting air pollutants during project operations that could affect sensitive receptors.

Construction of individual projects would require construction equipment and would result in an increase in vehicle trips associated with construction workers and other off-road construction equipment. Diesel powered construction equipment emit diesel particulate matter, which may affect nearby sensitive receptors. As discussed above, the proposed BSP includes policies that could result in an increase in construction duration or an increase in the amount of excavation required to accommodate BSP-related streetscape design elements. As a program-level document, the proposed BSP would not directly result in changes to the physical environment, however, individual projects implemented pursuant to the BSP could result in physical changes, including emitting diesel particulate matter during construction of individual streetscape projects. An analysis of whether a Proposed Project's construction emissions would affect a nearby sensitive receptor is most appropriately addressed at the project-level where site specific conditions are known. Any such analysis is influenced by: (1) location of construction activities to nearest sensitive receptor, (2) types of equipment used, (3) duration of use of each type of equipment, and (4) amount of ground disturbance expected. Any such analysis at the programmatic level would be speculative⁸² at this point because the BSP does not contain a development program that has identified the location or extent of individual streetscape projects. As such, individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors. Therefore, the proposed BSP, a programmatic document, would not expose sensitive receptors to substantial amount of pollutants and impacts to sensitive receptors are considered *less than significant*.

e) Potential to Emit Odors

The Proposed Project would not result in a perceptible increase or change in odors in the project area or its vicinity, as it would not include uses prone to the generation of odors.

Cumulative Impacts. The Proposed Project would be generally consistent with the *General Plan* and air quality management plans such as the *Bay Area 2005 Ozone Strategy*. Additionally, the *General Plan*, *Planning Code*, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees and other actions. Accordingly, the Proposed Project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy*, which is the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards. The Proposed Project, as a plan-level document, would not directly emit air pollutants. The proposed BSP could, however, result in an increase in construction related air pollutants because the BSP calls for design elements that may incrementally increase construction duration or the amount of

⁸² Implementation of individual streetscape improvements will vary based on location, neighborhood needs, street constraints, etc.; therefore, it is speculative to assess their impacts at the program level.

excavation required for individual streetscape projects. However, these design treatments are not anticipated to result in a substantial amount of air pollutants that would otherwise be emitted by streetscape improvement projects. Furthermore, the construction emissions associated with individual projects would be evaluated under CEQA, as future site-specific improvement projects are developed.

With respect to cumulative impacts from criteria air pollutants, BAAQMD's approach to cumulative air quality analysis is that any Proposed Project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact. As discussed above, implementation of the Proposed Project would not result in any new automobile trips being added to the roadway network. A goal of the BSP is to create a pedestrian-friendly streetscape environment. Pedestrian activity has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips, therefore the Proposed Project would not contribute to a cumulative air quality impact, or result in a cumulative affect to sensitive receptors. The Proposed Project would also not generate any new sources of odors.

Therefore, the Proposed Project would result in a *less than significant* impact with respect to cumulative air quality.

E.8 Greenhouse Gas Emissions

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
E-8. GREENHOUSE GAS EMISSIONS— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in

certain industrial processes. Greenhouse gases are typically reported in “carbon dioxide-equivalent” measures (CO₂E).⁸³

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.⁸⁴

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.⁸⁵ The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.⁸⁶ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area’s 95.8 MMTCO₂E emitted in 2007.⁸⁷ Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.⁸⁸

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines, effective March 18, 2010, by amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Among other CEQA Guidelines changes, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project’s potential to emit GHGs. OPR’s amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

⁸³ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.

⁸⁴ California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed March 2, 2010.

⁸⁵ California Air Resources Board (ARB), “California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan.” http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

⁸⁶ Ibid.

⁸⁷ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: [http://www.baaqmd.gov/~media/Files/Planning percent20and percent20Research/Emission percent20Inventory/regionalinventory2007_2_10.ashx](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx). Accessed March 2, 2010.

⁸⁸ Ibid.

a. Program-level Greenhouse Gas Emissions Analysis

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.⁸⁹ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the Proposed Project. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

As discussed in the previous section, on June 2, 2010, the BAAQMD adopted new CEQA thresholds of significance for the air quality impacts of Proposed Projects. Additionally BAAQMD adopted thresholds of significance for GHGs emitted during project operations. The BAAQMD did not adopt threshold of significance for construction-related GHG emissions at this time because the BAAQMD could not determine the level by which a project's GHG emissions could be considered significant. However, the BAAQMD does recommend that the Lead Agency quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of these construction-generated GHG emission impacts in relation to meeting AB 32 GHG reduction goals.

The BAAQMD's companion document, *California Environmental Quality Act, Air Quality Guidelines (Air Quality Guidelines)*, provides guidelines to lead agencies in evaluating the air quality (and GHG) impacts of a Proposed Project or plan. This document presents recommended procedures and methodologies for evaluating air quality impacts.⁹⁰ According to the BAAQMD, the recently adopted thresholds of significance for GHG emissions are intended to apply to environmental analyses begun on or after adoption of the revised CEQA thresholds (i.e., environmental analyses begun after June 2, 2010). Therefore, the Proposed Project would not be subject to the BAAQMD's thresholds of significance for GHG emissions. However, given that no other jurisdiction has adopted thresholds of significance for GHG emissions, the BAAQMD's thresholds are discussed herein.

On June 2, 2010, the BAAQMD adopted two sets of thresholds for projects that could emit GHGs: one that applies at a project-level, and one that applies at a plan-level. At the plan-level, the BAAQMD has identified two thresholds: one qualitative, and one quantitative.

- Whether the plan is consistent with a Qualified GHG Reduction Strategy, or

⁸⁹ Governor's Office of Planning and Research. Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review. June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

⁹⁰ Bay Area Air Quality Management District (BAAQMD). *California Environmental Quality Act, Air Quality Guidelines*. June 2010. This document is available online at: www.baaqmd.gov. Accessed July 14, 2010.

- Whether the plan would result in GHG emissions of 6.6 metric tons/ service population, where service population is equivalent to total increase in residents and employees generated by the Proposed Project.

The City's Climate Action Plan addresses issues related to climate change on a citywide context and the project's consistency with the Climate Action Plan is discussed further below under criterion b. While the Climate Action Plan does contain the City's vision for reducing GHG emissions, at this time the City has not complied all the materials to required for a Qualified GHG Reduction Strategy, therefore the Proposed Project would not be able to rely upon the BAAQMD's qualitative GHG threshold. Additionally, the plan-level thresholds are intended to apply to long-range plans including general plans, redevelopment plans, specific plans, area plans, community plans, regional plans and congestion management plans. The *Air Quality Guidelines* goes on to explain that such plans "often contain development strategies for 20-year or longer time horizons...[and] usually provide a wide range of potential land uses and densities to accommodate all types of development. The Proposed Project is a programmatic document that identifies objectives, policies and design guidelines for streetscape improvement projects. As such the policies in the BSP would not directly emit GHGs. The Proposed Project does not contain a long range development program that has identified individual projects, however individual projects could emit GHGs during project construction and operation (mostly during construction). Given that the Proposed Project does not contain a development program and that the proposed plan would not change land uses or densities, the BAAQMD's plan-level thresholds of significance for GHGs are not applicable to the proposed BSP. Further, given that the plan does not include any specific projects, for which to analyze, the BAAQMD's project-level thresholds are also not applicable to the BSP project.⁹¹

Although the BAAQMD's GHG thresholds are not applicable to the proposed BSP project, pursuant to the *CEQA Guidelines*, as amended by SB 97, the CEQA analysis prepared for the Proposed Project must address the potential for the Proposed Project to emit GHGs and determine whether the project's GHG emissions would be significant. The potential for the BSP, a programmatic document, to emit GHGs is discussed below.

Construction Emissions.

The Proposed Project, as a policy-level document, would not directly emit GHG emissions. However, individual streetscape projects would emit GHGs during future construction of site-specific streetscape projects that apply the Better Streets Plan policies and guidelines; the emitted GHGs would be related to construction vehicles and construction worker trips. Some BSP policies and design guidelines could result in individual streetscape projects that would incrementally emit more GHGs during construction than current streetscape projects that do not incorporate BSP policies and design guidelines. For example, streetscape projects that incorporate wider sidewalks, extended bulb outs, and other treatments which could

⁹¹ The project level thresholds consider: 1) whether the project is consistent with a Qualified GHG Reduction Strategy, 2) whether the project's operational emissions would result in GHGs of 1,100 MTCO₂E/year, or 3) whether the proposed project would result in 4.6 MTCO₂E/Service Population (residents + employees).

incrementally increase the amount of excavation required or duration of construction, could result in increased construction-related GHG emissions. Construction emissions are temporary in nature and would not persist beyond the construction period. Furthermore, construction emissions from individual projects are likely offset by the following anticipated operational benefits of the BSP plan: (i) a shift in some modes of transportation (from vehicular to pedestrian use) resulting from the construction of more pedestrian-friendly streetscapes; (ii) incorporation of energy efficient lighting and other energy efficiency requirements, (iii) promotion of increased onsite stormwater treatment, reducing the energy required to treat stormwater; and (iv) a decrease in the embodied energy of building materials used for streetscape furnishing. The operational GHG reductions from the BSP policies and design guidelines are likely to result in a net GHG benefit. In addition, any streetscape improvement project carried out by the City or its contractors would be required to comply with the Clean Construction Ordinance. The Clean Construction Ordinance requires that all contracts for large (20+ day) City projects:

- Fuel diesel vehicles with B20 biodiesel, and
- Use construction equipment that meets USEPA Tier 2 standards or best available control technologies for equipment over 25 hp.

For every gallon of waste vegetable oil that is converted into biodiesel displaces a gallon of petroleum diesel, which amounts to 17.3 pounds net reduction of carbon emissions per gallon of displaced petroleum.⁹² Furthermore, individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA, as future site-specific improvement projects are developed. This project-level environmental review would include an analysis of the individual project's potential to emit GHGs. Therefore, the proposed BSP would not result in a substantial increase in construction-related GHG emissions, and construction related GHG emissions from the BSP would be less than significant. **Operational Emissions.**

As discussed in the project description for the BSP initial study, the BSP contains Objectives, Policies, and Streetscape Improvement Measures (i.e., design guidelines) that in the future, upon BSP adoption, would need to be considered when upgrading existing, and designing new, streetscapes within San Francisco. Many of the BSP-related objectives, policies and streetscape improvements would have no discernable direct or indirect impact related to emitting greenhouse gases at levels above standard streetscape improvements that are currently carried out in the City. The following table identifies those objectives, policies, and improvements that could potentially influence the amount of greenhouse gases emitted by a BSP-related project. Table 6, below, identifies each applicable BSP objective, policy or streetscape improvement measure that could result in a general GHG reduction (which may include a reduction in GHGs emitted or increased carbon sequestration) or a GHG increase; the table also includes a general discussion. For this analysis, it is assumed that existing streetscape projects include sidewalks, curb ramps, marked crosswalks, and pedestrian signals.

⁹² San Francisco Public Utilities Commission. "Combating Climate Change." Accessed 19 Dec. 2009. <http://www.sfgreasecycle.org/climate_change.shtml>

TABLE 6: BSP OBJECTIVES, POLICIES AND IMPROVEMENT MEASURES AFFECTING GREENHOUSE GAS EMISSIONS

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
BSP Objectives			
Encourage residents and visitors to walk and use local shopping areas, rather than to drive to regional shopping centers.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Measures which reduce reliance on personal vehicles in favor of walking would reduce the amount of vehicle-miles traveled (VMT) and subsequent greenhouse gas emissions. ⁹³
Promote healthy lifestyles by encouraging walking to daily and occasional destinations, minimizing pedestrian injuries and helping to decrease major chronic diseases related to air quality and pedestrian activity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This is the same concept as the previous objective; reducing reliance on personal vehicles could result in a reduction in VMTs and subsequent GHGs.
Enhance the City's long-term ecological functioning.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that this objective could result in increased carbon sequestration, it could result in a reduction in GHGs (i.e. by additional tree planting or maintaining healthy vegetation).
BSP Policies			
Policy 2.2: Use excess portions of right-of-way such as overly wide lanes, unused street space, or spaces created by streets coming together at odd angles to create landscaped and/or usable areas.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	This policy could render both GHG reductions and increases. GHG reductions could occur if these spaces are used for landscaping, thereby increasing the amount of carbon sequestration onsite. Should these spaces require additional concrete to create expanded sidewalks, this policy could increase construction-related GHG emissions. ⁹⁴
Policy 2.3: Design sidewalks to maximize the amount of pedestrian and usable open space.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to Policy 2.2, this policy could result in both GHG increases and decreases, depending on whether usable open space includes vegetated surfaces or hardscape. The BSP policies encourage more permeable sidewalk surfaces and therefore, it is expected that such surfaces would be vegetated and are more likely to result in a GHG reduction. If permeable hardscape is not vegetated, other methods may be employed to increase permeability. Increased permeability would reduce the amount of energy required for stormwater treatment, resulting in a reduction of GHGs.
Policy 2.4: Facilitate and encourage adjacent residents and businesses to make streetscape improvements that promote street use and activity, landscaping, or other aesthetic elements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that this policy results in changes from hardscape to landscape or encourages people to reduce their personal VMTs the policy could incrementally result in GHG benefits.

⁹³ It should be noted that vehicles currently represent approximately 50 percent of the greenhouse gases emitted in the Bay Area.

⁹⁴ Construction-related GHG emissions would occur from construction worker vehicle trips, construction-related equipment, and from the amount of new concrete required for an expanded sidewalk area. However, construction-related GHG increases would occur only during the temporary construction period and would not result in ongoing GHG increases.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
Policy 2.5 Facilitate and encourage temporary community use of street space for public life, such as street fairs, performances, and farmer's markets.	<input type="checkbox"/>	<input type="checkbox"/>	Temporary street closures would not have a discernable impact on GHG emissions. While street closures could result in increased congestion, and increase VMT or vehicle hours, this would be temporary and would not result in a significant permanent increase in GHGs.
Policy 3.2: In commercial districts, balance the need for short-term parking for shoppers and loading for businesses with the need for pedestrian-oriented design.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	This policy implies that parking needs would be met. However, in parts of the City parking is already constrained. Therefore, to the extent that parking becomes more constrained and results in increased travel time, personal VMTs could increase incrementally, only slightly increasing GHG emissions. However, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel and a relatively dense pattern of urban development, induces many drivers to shift to other modes of travel or change their overall travel habits. Any such mode shifts would result in an overall decrease in VMTs. This observation is supported by the California Air Pollution Control Officer's (CAPCOA's) <i>CEQA and Climate Change</i> ⁹⁵ report which substantiates that reducing the amount of parking yields a GHG reduction score on the order of 1 to 30 percent.
Policy 5.1: Enable opportunities to create active recreational spaces on streets, such as paths or pocket parks.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to Policy 2.1, this policy could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions should hardscaped surfaces be converted to carbon-sequestering landscape or permeable surfaces. Again, the BSP policies encourage more permeable sidewalk surfaces and therefore, a GHG reduction is expected.
Policy 6.8: Design streets to calm traffic and reduce speeding.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The intent of this policy is to reduce traffic speeds, therefore the policy would not be applied to congested areas of the City where traffic speeds are already slow. As discussed in the transportation analysis, these measures would not result in additional vehicle trips or create new transit trips, and therefore these measures would not increase VMT. These measures would not decrease roadway capacity, but could

⁹⁵ The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies minimum parking as resulting in a "high" emissions reduction score (1%-30%), Appendix B, page 8. This paper is available online at: <http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf>. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			slightly reduce travel speeds, resulting in longer trip times. These longer trip times could result in a negligible increase in GHGs. On the other hand, CAPCOA has identified traffic calming devices as an emissions reduction strategy, because such devices are designed to encourage pedestrian and bicycle trips, thereby reducing overall VMT. ⁹⁶ Therefore, overall GHG emissions are expected to decrease.
Policy 8.1: Maximize opportunities in the streetscape for on-site stormwater retention and infiltration.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This policy could result in a reduction in the amount of stormwater requiring treatment, thereby reducing the amount of energy required to treat stormwater, resulting in a reduction in GHG emissions.
Policy 8.2: Use sustainable streetscape materials in street designs, taking into account the life-cycle energy costs of such materials.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that life-cycle energy costs are taken into account during design and construction, this policy would result in reduced GHG emissions.
Policy 8.3: Minimize energy use in street lighting and other energy-requiring streetscape elements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This policy would result in reduced energy requirements for streetscape elements, resulting in reduced GHG emissions.
Policy 8.4: Use streetscape landscaping to increase the ecological value of public streets for people and wildlife.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that this policy increases carbon sequestration, it could result in GHG benefits. Revisions to this policy were made to emphasize water conservation and selection of drought tolerant plantings, thereby further reducing GHGs associated with water transport.
Policy 10.1: Maximize opportunities for street trees and other plantings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Should this policy result in additional street trees, it could increase the amount of carbon sequestered, resulting in GHG benefits.
Policy 10.5 Ensure adequate light levels and quality for pedestrians and other sidewalk users; minimize light trespass and glare to adjacent buildings.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	To the extent that this policy could increase the amount of light considered adequate for pedestrians, it could increase energy requirements. However, these energy requirements would be partially or wholly offset by Policy 8.3, which requires energy efficient lighting.
Standard Improvements			
Curb radii guidelines	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	To the extent that these guidelines expand the sidewalk areas, this measure could incrementally increase construction-related GHG emissions from a BSP project. However, construction emissions would occur over a limited period and would not result in increased emissions during the operational phase of a specific project.

⁹⁶ The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies traffic calming devices as resulting in a "high" emissions reduction score (1%-10%), Appendix B, page 6. This paper is available online at: <http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf>. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			Further, the use of permeable pavement could reduce stormwater treatment, thereby resulting in GHG reductions from a decrease in energy required to treat stormwater.
Corner curb extensions	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to curb radii guidelines, to the extent that these extensions expand the sidewalk areas, this measure could incrementally increase construction-related GHG emissions from a BSP project. However, long-term operational benefits may be realized by increasing permeable surfaces.
Street trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Additional street trees could increase the amount of carbon sequestered, thereby resulting in GHG benefits.
Sidewalk planters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Similar to street trees, additional vegetation would increase the amount of carbon sequestered, thereby resulting in GHG benefits.
Stormwater management tools	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Similar to Policy 8.1, reducing the amount of stormwater requiring treatment could reduce energy usage associated with stormwater treatment and result in a GHG benefit. Revisions were made to this measure to include vegetated stormwater management tools. This revision would incrementally reduce GHG emissions by creating a stormwater treatment system that would also increase carbon sequestration.
Street lighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	As discussed in the analysis of Policy 10.5, to the extent that additional street lighting is required, it could increase energy requirements. However, energy requirements would be partially or wholly offset by Policy 8.3 which requires energy efficient lighting. Revisions were made to the BSP to preserve street lighting in historic districts. To the extent that this would increase the amount of electricity required, preservation of historic lighting conditions could increase GHG emissions.
Special Paving	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Permeable paving could result in reduced stormwater treatment, thereby resulting in reduced GHG emissions. This measure was revised to include guidelines for the use of recycled or re-used paving, further reducing the embodied energy of this material.
Site Furnishings	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Policy 10.3 is designed to reduce visual clutter. However, the BSP also includes policies to increase public use of the streets. Streetscape furnishings have embodied energy (energy used to produce the item). To the extent that the number of site furnishings is increased, the BSP could result in an incremental increase in GHGs associated with the embodied energy of these new items. However, policy 8.2 directs BSP projects to take into account the lifecycle energy cost of such materials. Therefore BSP projects could equally result in an overall decrease in the embodied

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			energy of site furnishings.
Case-by-Case Improvements			
Special crosswalk treatments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	To the extent that these treatments require additional energy (from roadway flashing lights and roadway beacons), these could incrementally increase GHGs. However, this energy demand would be partially off-set by policy 8.3, which requires energy efficient lighting.
Raised crosswalks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Should raised crosswalks require additional concrete, these measures could increase construction-related GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Extended bulb-outs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Mid-block bulb-out	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Center or side medians	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	This policy could result in additional GHG emissions by requiring additional curbs or concrete. However, these construction-related emissions could be partially or wholly off-set by the median being vegetated and increasing the amount of carbon sequestered. GHGs would only be emitted during the construction period and no operational GHG emissions increases would be expected.
Transit bulb-out	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Transit boarding islands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			operational GHG increases would be expected.
Perpendicular or angled parking	<input type="checkbox"/>	<input checked="" type="checkbox"/>	To the extent that this increases curb extensions, this measure could require additional concrete and increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Parking lane planters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that these planters add vegetation and reduce stormwater run off, they could result in incremental GHG benefits. No operational GHG increases would be expected.
Chicanes, traffic calming circles and roundabouts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	The intent of these measures is to reduce traffic speeds; therefore, the policy would not be applied to congested areas of the City where traffic speeds are already slow. As discussed in the transportation analysis, these measures would not result in additional vehicle trips or create new transit trips, and therefore these measures would not increase VMT. These measures would not decrease roadway capacity, but could slightly reduce travel speeds, resulting in longer trip times. These longer trip times could result in a negligible increase in GHGs. On the other hand, CAPCOA has identified traffic devices as an emissions reduction strategy, because such devices are designed to encourage pedestrian and bicycle trips, thereby reducing overall VMT. ⁹⁷ Therefore, overall GHG emissions are expected to decrease. Additional concrete required for curbs, etc., could result in increased GHG emissions during the construction period.
Pocket parks	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to Policy 2.1, pocket parks could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions, should hardscaped surfaces be converted to carbon-sequestering vegetated landscape or permeable surfaces.

⁹⁷ The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies traffic calming devices as resulting in a "high" emissions reduction score (1%-10%), Appendix B, page 6. This paper is available online at: <http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf>. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
Reuse of 'pork chops' and excess right-of-way	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Similar to pocket parks, reuse of 'pork chops' could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions, should hardscaped surfaces be converted to carbon-sequestering vegetated landscape or permeable surfaces.
Boulevard treatments	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Boulevard treatments would include landscaping, stormwater and urban design amenities. Additional curbs, requiring concrete construction, could result in incremental increases in GHGs, which would be offset by carbon-sequestering vegetated landscape or permeable surfaces.
Shared streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	To the extent that shared streets include landscaping and treatment of stormwater, these streets could yield a GHG benefit.

Overall there are some objectives, policies and streetscape improvement measures which could result in increased GHG emissions. However, these measures are expected to be partially or wholly offset by objectives, policies and streetscape improvement measures that would decrease GHG emissions. Many of the GHG increases and reductions are unquantifiable without a project-level design to analyze, and are therefore discussed qualitatively. In general, BSP elements that could increase the amount of GHGs emitted from streetscape improvement projects include: (1) policies that would increase construction duration or amount of excavation resulting from an increase in the amount of concrete/hardscape required for streetscape improvements (bulb-outs, wider sidewalks, medians, raised crosswalks, boarding islands, Chicanes, roundabouts, etc); (2) policies that would increase the amount of electricity required by increasing lighting and signage requirements (although this impact would be offset by policies that call for using energy-efficient fixtures); (3) traffic-related policies that could potentially increase vehicle drive times (although this impact also is likely off-set by BSP-related increases in pedestrian and bicycle activity, thereby reducing overall vehicle trips and VMT). BSP elements that would result in reduced GHG emissions include: (1) policies that encourage tree planting and vegetation, policies that would convert existing hardscape to vegetated landscapes, and policies designed to increase stormwater filtration (i.e., policies designed to make sidewalks more permeable), thereby reducing the energy required to treat stormwater; (2) policies encouraging energy-efficient lighting and fixtures; (3) policies that encourage resource-efficient materials (i.e., policies that consider the lifecycle energy cost of its materials); and (4) policies that would encourage people to walk and/or bike to local shopping centers and destinations instead of driving to such places.

At the program-level, the BSP includes policies that could incrementally increase GHG emissions. However, these emissions would be off-set by policies that could equally incrementally decrease GHG emissions. The GHG benefits, however, are more abstract and therefore not as easily quantifiable. Increased GHG emissions that could occur from specific projects would mainly occur during the temporary construction period, while the GHG benefits of a Proposed Project (i.e., a more pedestrian-friendly environment) would be realized throughout the life of the project. Overall, the proposed objectives, policies and design

guidelines of the BSP are not anticipated to generate substantial amount GHG emissions, either directly or indirectly and the proposed BSP would result in less than significant impacts related to emitting GHGs.

San Francisco has been actively pursuing cleaner energy, alternative transportation and solid waste policies, many of which have been codified into regulations. In an independent review of San Francisco's communitywide emissions it was reported that San Francisco has achieved a 5 percent reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.⁹⁸

The BSP identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. Pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The project would involve implementation of the proposed standard and optional or case-by-case streetscape improvements. The Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City. However, according to California Environmental Quality Act (CEQA) Guidelines Section 15002 (a)(1), one of the basic purposes of CEQA is to inform governmental decision makers and the public about the potential significant environmental effects of proposed activities. In an effort to make "good faith effort at full disclosure" of a project's potential environmental effects (*King's County Farm Bureau v. City of Hanford* (1990) 221Cal. App.3d 692), the approach for the greenhouse gas analysis for this program-level document includes a program-level analysis of policies identified in the BSP that could result in increases and decreases to greenhouse gas emissions, and concludes that the BSP would result in less than significant GHG emissions.

The Proposed Project includes policy direction and guidelines that, when implemented on a project-level basis, would result in sustainable streetscape improvements and design that promotes the use of pedestrian trips; combined transit and pedestrian trips; decreased vehicle trips; energy efficient lighting and other energy efficiency requirements; increased onsite stormwater treatment; and a decrease in the embodied energy of building materials. These sustainable features would reduce GHG emissions citywide. Therefore, the Proposed Project would not contribute significantly, either individually or cumulatively, to global climate change. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the Proposed Project (Clean Construction Ordinance), that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, and that the policies and design guidelines proposed in the BSP are anticipated to result in a net GHG benefit, the Proposed Project's potential to emit GHGs is determined to be **less than significant**.

⁹⁸ *City and County of San Francisco: Community GHG Inventory Review*. August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

b. Consistency with Applicable Plans. Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

Assembly Bill 32

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.⁹⁹ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT CO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 7, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.¹⁰⁰ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table 7. GHG Reductions from the AB 32 Scoping Plan Sectors¹⁰¹

GHG Reduction Measures By Sector	GHG Reductions (MMT CO₂E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	9
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	42.8-43.8

⁹⁹ California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

¹⁰⁰ California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

¹⁰¹ California Air Resources Board, California's Climate Plan: Fact Sheet. Op cit.

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy

In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors endorsed the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) setting a goal for the City and County of San Francisco to reduce GHG emissions to 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions.¹⁰² The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions,

¹⁰²San Francisco Department of the Environment and San Francisco Public Utilities Commission, Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions, September 2004.

and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a Draft

Climate Action Plan outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Eastern Neighborhoods, Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies that allow for neighborhood-oriented retail and services and where off-street parking is limited to accessory parking spaces.¹⁰³ At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Proposed Better Streets Plan that would improve San Francisco's streetscape, the Proposed Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000

¹⁰³ See *Planning Code* Sections 206.4 and 155.1.

square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.¹⁰⁴

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the “Pavley” standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both.

Some of the Scoping Plan measures are at least partially applicable to construction projects, such as increasing energy efficiency in new construction, installation of solar panels on

¹⁰⁴ These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

individual building roofs, and a “green building” strategy. As evidenced above, the City has already implemented several of these measures that require local government action, such as a Green Building Ordinance, a Zero Waste strategy, a Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and including others not listed) collectively comprise San Francisco’s GHG reduction strategy and continue San Francisco’s efforts to reduce the City’s greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City’s 2004 Climate Action Plan. The City’s GHG reduction strategy also furthers the State’s efforts to reduce statewide GHG emissions as mandated by AB 32.

The Proposed Project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of the Proposed Project. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan, that the City’s GHG reduction strategy includes binding, enforceable measures to be applied to the Proposed Project, and that the City’s GHG reduction strategy has produced measurable reductions in GHG emissions, the Proposed Project would not conflict with either the state or local GHG reduction strategies. As discussed above, many of the policies in the BSP would result in GHG reductions and would further the City’s GHG reduction goals. Therefore, the Proposed Project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions, and the Proposed Project would have a **less than significant impact** with respect to GHG emissions.

Conclusion. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during project construction and operation. An individual project could not emit enough GHGs on its own to result in a physical climate change-related impact on the environment. It is the cumulative impact of all past, present and future projects that have, and will continue, to emit GHGs that result in environmental impacts associated with climate change. As such, impacts related to GHG emissions are discussed in the cumulative context.

At the program-level, the site-specific streetscape projects under the BSP could result in increased construction-related GHG emissions by possibly increasing the construction duration and amount of excavation required for streetscape improvements. However, construction emissions would be temporary and only persist during the duration of construction activities. Long-term operational benefits (discussed below) would likely result in a net GHG benefit.

Operation of project-specific streetscape improvements would require electricity used to operate signs and signals with consequent indirect GHG emissions attributed to power plants providing that electricity. However, Policy 8.3 directs new streetscape improvements to minimize energy use in street lighting and other energy-requiring streetscape elements. To the extent that this policy is implemented on a project-specific basis, the Better Street’s Plan’s policies and guidelines would reduce electricity use from lighting and other operational electricity requirements than if streetscape improvements were implemented without incorporating Better Street’s policies and design guidelines. Given that electricity used for streetscape improvements designed using Better Streets policies and guidelines would be less than that for streetscape improvements that did not incorporate Better Streets policies and

guidelines for energy efficiency, the Proposed Project would result in reduced GHG emissions associated with energy use.

Similarly, the Proposed Project includes policies for onsite stormwater treatment. Specifically, Policy 8.1 states that new streetscapes should maximize opportunities for on-site stormwater retention and infiltration within streetscapes. Reducing stormwater runoff by onsite retention and infiltration reduces the amount of energy needed to transport and treat stormwater. Therefore, the Proposed Project would result in additional energy savings from a reduced amount stormwater requiring treatment.

As discussed previously, some design elements could result in traffic delays, resulting in increased levels of GHGs. However, streetscape improvements are only expected to be applied where they do not adversely affect a given streets' vehicular traffic conditions. Therefore, the Proposed Project would not be expected to affect motor vehicle operations. Additionally, the goal of the Better Streets Plan is to provide a pedestrian friendly environment. Pedestrians have no associated emissions and promoting walking for shorter trips can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips. Pedestrian travel is an environmentally friendly means of transportation because there are no tailpipe emissions, no evaporative emissions, no emissions from gasoline pumping or oil refining, and zero carbon dioxide or other greenhouse gases that contribute to global warming. Therefore, it can be reasonably concluded that implementing Better Streets policies and guidelines in the form of future project-specific streetscape improvements and designs would result in GHG benefits, and impacts related to GHG emissions are considered *less than significant*.

E.9 Wind and Shadow

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Wind. The Proposed Project would not result in the construction or removal of substantial (tall and/or bulky) above-grade structures that could affect street-level wind conditions. The Proposed Project could result in implementation of optional streetscape improvements, such as extended and mid-block bulb-outs; center or side medians; pedestrian refuge islands; boulevard treatments; reuse of 'pork chops' and excess right-of-way; and creation of pocket parks, shared public ways and multi-use paths. These streetscape improvements would include seating, landscaping and/or other pedestrian-friendly amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide which would, in turn, likely result in more people congregating and using these spaces. Increase in streetscape-related open space and recreational areas citywide could therefore result in

incrementally increasing the exposure of people sensitive to the effects of wind, as a result of project implementation. Since implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse wind conditions. The Proposed Project would therefore have less-than-significant wind impacts.

b) Shadow. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984), in order to protect certain public open spaces from additional shadowing by new structures in all zoning districts. The Proposed Project would not result in the construction of substantial (tall and/or bulky) above-ground structures which could cast shadows, and would not be subject to Section 295. The Proposed Project could result in implementation of optional streetscape improvements, such as extended and mid-block bulb-outs; center or side medians; pedestrian refuge islands; boulevard treatments; reuse of 'pork chops' and excess right-of-way; and creation of pocket parks, shared public ways and multi-use paths. These streetscape improvements would include seating, landscaping and/or other pedestrian-friendly amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide which would, in turn, result in more people congregating and using these spaces. Some of the new streetscape-related open space and recreational areas citywide would likely be shadowed by existing and future proposed development, which would incrementally increase the exposure of people using these spaces to shadow effects. Because implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse shadow effects. Therefore, the Proposed Project would have less-than-significant shadow impacts.

Cumulative Effects. As discussed above, the Proposed Project would not involve substantial above-ground construction. Implementation of the optional streetscape improvements under the Proposed Project could increase the amount of open space and recreational areas citywide, which could incrementally increase the exposure of people using these spaces to adverse wind and shadow effects. However, since implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse wind and shadow effects. Overall, the Proposed Project would not have any significant cumulative wind or shadow impacts; nor would it contribute to cumulatively considerable wind or shadow impacts.

In view of the above, the Proposed Project would have no cumulative or project-related impacts for cultural resources.

E.9 Recreation

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. RECREATION – Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-c)

Use of Recreational Facilities and Resources. The Proposed Project is a plan ('Better Streets Plan') for improving San Francisco's pedestrian environment in the future. The Plan would involve the adoption of a set of citywide streetscape/pedestrian policies and guidelines, as well as recommended standard and optional streetscape improvements to help realize the Plan's central vision (discussed below). As stated in Project Description, pp. 1-34 above, the Better Streets Policy establishes that City streets are meant to serve more than just transportation needs; they are also meant to serve various social, recreational, and ecological needs of the City. Accordingly, the central vision of the Proposed Project is to prioritize the needs of walking, bicycling, transit use, and the use of streets as public recreational spaces for social interaction and community life, following San Francisco's Better Streets Policy. The Better Streets Policy requires that City agencies coordinate their activities throughout San Francisco, so that streets serve a variety of roles, including social and recreational purposes. The objectives of the project sponsors related to the topic of 'Recreation' include providing opportunities for diverse experiences and encouraging users to engage in social and recreational activities. Some of the Better Streets Plan policies and design guidelines, as well as future streetscape improvements are intended to confer these recreation-related benefits to City streets users engaged in pedestrian activity.

The following Plan-proposed policies are relevant to the topic of 'Recreation' (see pp. 8-11 above): Policy 5.1, which is related to creating opportunities for provision of active recreational spaces on streets, such as paths or pocket parks; and Policy 5.2, which is related to implementing streetscape improvements that help create linkages to parks, recreation centers, and other social community uses. Some Plan-proposed optional streetscape improvements, such as creation of pocket parks, are also relevant to the topic of 'Recreation' (see pp. 29). The Better Streets Plan recommends that pocket parks be placed in sidewalk or median areas to function as recreational areas, where space constraints allow. This improvement could involve widening of sidewalks or construction of new medians in the roadway. Pocket parks would be appropriate on most street types on a case-by-case basis as conditions permit.

As described under Checklist Item 3, Population and Housing, pp. 56-57 above, the proposed streetscape improvements would not induce population growth. However, the Proposed Project may result in the increased use of existing parks and other recreational facilities due to the increased accessibility of these facilities by pedestrians along the City's existing street network. The increase in use of existing parks and recreational facilities would be throughout the City and not concentrated on a particular facility. Therefore, increased access and use would not be expected to result in the substantial physical deterioration of existing parks and recreational facilities.

In addition, the project would likely result in an increase in recreational facilities throughout the City, because it promotes the reuse of 'pork chops' and excess right-of-way and creation of pocket parks in sidewalk or median areas of the public right-of-way. These streetscape improvements would include seating, landscaping and/or other recreational amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide. Overall, the Proposed Project would have less-than-significant impacts related to the use of recreational facilities and resources.

Construction/Degradation of Recreational Facilities and Resources. The Proposed Project would not physically degrade existing recreational resources. The Proposed Project may result in the construction of recreational facilities, in the form of pocket parks and pedestrian paths in the public right-of-way. These Plan-proposed streetscape improvements would be built so as to avoid any significant adverse impacts on specific park resources or to public areas. As previously discussed in Checklist item 2: Aesthetics, pp. 46-55 above, tree removal and/or relocation may be required for development of the Proposed Project's streetscape improvements. Tree removal on RPD land would follow RPD's Tree Removal Procedures.¹⁰⁵ Trees that are on property maintained by the Port or the PUC would be subject to approval by those City agencies. Any tree removal on land under the jurisdiction of the National Park Service or the State of California would be subject to the regulations and procedures of that agency. Additionally, future site-specific streetscape projects or proposed developments (that includes streetscape improvements) under the BSP would likely add new trees and plantings in the public right-of-way. Therefore, the Proposed Project would result in less-than-significant impacts with respect to the construction or degradation of recreational facilities and resources.

Cumulative Effects. The Proposed Project would have a dispersed, citywide effect on recreational facilities that would not have cumulatively considerable impacts on any one specific location.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for recreation.

¹⁰⁵ RPD has jurisdiction over parks and has their own regulations. Parks are not included in the scope of the BSP.

E.11 Utilities and Service Systems

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. UTILITIES AND SERVICE SYSTEMS—					
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-g)

The project area encompasses the public right-of-way within the City's street system. The Proposed Project would occur in an urban area that is served by existing utilities and service systems, including solid waste collection and disposal, wastewater and storm water collection and treatment, and water facilities. The Proposed Project provides for implementation of standard and optional streetscape improvements for existing sidewalks, crosswalks, and roadways located within the public right-of-way in San Francisco.

Potential changes to curbs in some areas of the City would affect how drainage occurs and necessitate re-grading and re-crowning of City streets. Additional concrete and paving required for curbs, medians, chicanes, traffic calming circles and roundabouts etc., could result in increased stormwater runoff. However, long-term operational benefits may be realized by increasing permeable surfaces. The use of permeable pavements as called for in the BSP could reduce stormwater treatment and potential impacts of runoff would be partially or wholly off-set by curb cuts, medians, chicanes, traffic calming circles and roundabouts being vegetated. The Proposed Project overall would not be expected to affect the citywide demand for utilities and service systems.

Water, Wastewater, and Stormwater. No new water delivery or wastewater collection and treatment facilities would be required to serve the Proposed Project. In addition, the Proposed Project would not result in an expanded demand for water supply citywide, because the project does not involve development of any new land uses. The area of the Proposed Project's impact is within the public right-of-way, located within the City's street system. As discussed above, under the Proposed Project's streetscape improvements implementation program, stormwater drainage patterns in some places may change due to the reconfiguration of features in the right-of-way, such as curb cuts, medians, chicanes, traffic calming circles and roundabouts, and stormwater amenities (paving, planters, swales, channels and runnels, and trenches).¹⁰⁶ Stormwater would however continue to flow to the City's combined storm water and sewer system. It would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit, prior to discharge into the Pacific Ocean. Changes in drainage resulting from the Proposed Project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. Therefore, the Proposed Project would not result in significant adverse impacts related to water or wastewater. In addition, the Proposed Project would result in less-than-significant adverse impacts related to stormwater.

Solid Waste. Solid waste associated with the Proposed Project would be solely related to construction of Plan-proposed streetscape improvements; there would be no solid waste associated with operation of the Proposed Project. San Francisco's solid waste, following the sorting of recyclable materials at the Norcal transfer station near Candlestick Park, is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. With waste diversion and expansions that have occurred at the Altamont Landfill, the landfill has adequate capacity to accommodate San Francisco's solid waste. The solid waste associated with the Proposed Project's construction would be minimal, and therefore, would not substantially affect the projected life of the landfill. Thus, less-than-significant impacts related to solid waste would occur as a result of the Proposed Project.

Cumulative Effects. Because project-related construction activities would be temporary and intermittent, the Proposed Project's contribution to cumulative impacts on utilities and service systems would not be cumulatively considerable. There are no project-specific or cumulative impacts associated with project operations.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for utilities and service systems.

¹⁰⁶ Stormwater facilities augment the capacity of the water treatment system by detaining water before releasing it into the system. Their purpose is to reduce sewer overflows.

E.12 Public Services

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a)

Public Services. The project area encompasses the public right-of-way within the City's street system. The Proposed Project would occur in an urban area that is served by existing public services including fire protection, police protection, schools, and parks. Because the Proposed Project would not induce growth or result in construction of new buildings, it would not result in an increase in demand for fire protection, police service, schools or parks. Because the Proposed Project would not increase demand of public services, no new facilities would be required. Therefore, project impacts related to public services would be less than significant.

Cumulative Effects. The Proposed Project would not induce growth and thus would not contribute to a citywide cumulative demand for public services. Each public service provider must plan to accommodate growth within its service area under cumulative conditions. The Proposed Project would not exceed growth projections for the area, and as such, would be accommodated in the cumulative demand for public services.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for public services.

E.13 Biological Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f)

Biological Resources. The Plan would involve the adoption of a set of citywide pedestrian policies and guidelines to help improve San Francisco's pedestrian environment in the future. It would provide guidance for the implementation of standard and optional or case-by-case streetscape improvements citywide. The Plan presents potential streetscape improvements to existing sidewalks, crosswalks, medians, and roadways located within the public right-of-way in San Francisco. The Proposed Project could lead to future physical changes within the public right-of-way, which consists primarily of paved surfaces, but also includes trees and landscaping located along the streets and in the medians. The project area (entire City and County of San Francisco) is a densely developed urban area and, in general, does not support or provide habitat for rare or endangered species. The project sponsors would also provide guidance for future site-specific pedestrian/streetscape improvements projects within the public right-of-way to avoid significant adverse effects on designated natural resource management areas and other biological resources.

Any future pedestrian/streetscape improvements projects constructed on land owned by the Port or the PUC would be subject to City review by those agencies and would be required to comply with state and federal wildlife regulations. Any tree removal on land under the jurisdiction of the National Park Service, the State of California, Caltrans or the San Francisco Redevelopment Agency would be subject to the regulations and procedures of that agency. All

City and non-City agencies would be required to comply with state and federal wildlife regulations. There would be no project-related significant impacts on biological resources.

As discussed above in Project Description, pp. 1-35, and under Checklist Item 2, Aesthetics, pp. 44-56, Plan-envisioned streetscape/pedestrian improvements include planting of street trees and sidewalk greenery. Certain Plan-proposed policies are relevant to the topic of street trees; for instance, Policy 10.1, which is related to maximizing opportunities for street trees and other plantings. The Proposed Project also provides a framework for locating street trees, and landscaping within a public right-of-way, and street trees and landscaping are generally recommended to be located in the "Furnishings Zone" of City sidewalks. The Proposed Project also provides direction regarding appropriate placement of street trees along the length of a block. Some Plan-proposed standard streetscape improvements are also relevant to the topic of street trees and include (i) encouraging street trees on all proposed street types; and (ii) providing tree basin furnishings (tree grates, tree guards, and railings) on more heavily-traveled street types.

The Proposed Project could potentially result in the removal, relocation, and/or replacement of trees (primarily street trees) in the public right-of-way. Therefore, the Proposed Project could affect migratory nesting birds. Nests of most birds (excludes only starlings and English sparrows) are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Department of Fish and Game (DFG) Codes 3503 and 3513. The DFG regulations protect nesting birds, their nests, and eggs prior to, during, and at the conclusion of construction activities. The exact location and number of trees affected by development resulting from the Proposed Project are unknown at this time. Mitigation Measure **BIO-1**, described below, addresses how to comply with DFG regulations and avoid potential adverse impacts related to nesting birds for future pedestrian/streetscape improvements projects where trees would be removed. Mitigation Measure BIO-1 would mitigate potential impacts to these biological resources to less-than-significant levels.

Mitigation Measure BIO-1: Biological Resources-Nesting Birds

To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31).¹⁰⁷ A qualified biologist shall

determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur

¹⁰⁷ MEA standard language developed in consultation with the California Department of Fish and Game.

between September 1 to January 31, outside the nesting season.

Tree Preservation. As described under Checklist Item 2, Aesthetics, pp. 46-56, removal of protected trees within the DPW right-of-way or significant trees within ten feet of the right-of-way requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards.¹⁰⁸ Protected trees include landmark trees, significant trees, or street trees located on private or public property within San Francisco as defined and described in the City's Urban Forestry Ordinance in the *Public Works Code*. Descriptions of these trees also are provided under Checklist Item 2, p. 52.

The Proposed Project may result in the future removal, relocation and/or replacement of significant or street trees. Accordingly, the project sponsors would be required to obtain a permit from the DPW.¹⁰⁹ In addition, the *Public Works Code* requires that another significant or street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. The project sponsors would comply with these requirements. Therefore, impacts related to significant or street tree removal would be less than significant.

As stated in Topic E-2, Aesthetics, pp. 53, implementation of Mitigation **Measure M-AE-1: Tree Root Protection**, presented below and in Section E-2-Aesthetics, pp.53, would reduce the impacts of the BSP to street trees to less-than-significant levels. Mitigation Measure M-AE-1 would require that if trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site to ensure that trimming does not cause an adverse impact to the trees. Therefore, impacts related to significant tree or street tree removal would be less than significant.

Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine¹¹⁰ (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

The project site is not within a Habitat or Natural Community Conservation Plan area. Nor is it within any approved habitat conservation plan. Therefore, Checklist item 12(f) 13(f) is not applicable.

¹⁰⁸ Board of Supervisors, Ordinance No. 17-06, amending *Public Works Code* Sections 801 et seq.

¹⁰⁹ As part of the review process for an application for street or significant tree removal, a DPW inspector would evaluate the trees proposed for removal. If DPW approves the tree to be removed, it will be posted for a period of up to 30 days. If objections to the removal are received, the removal will be scheduled for public hearing. If DPW denies the removal, the applicant can request the case be scheduled for a public hearing. After the hearing, a hearing officer will make a recommendation to the DPW Director, who in turn will issue a final decision. The DPW Director's decision may be appealed to the Board of Appeals.

¹¹⁰ Motorized digging equipment produced by Vermeer or other brand name.

Cumulative Effects. The geographic scope of potential cumulative impacts for biological resources encompasses the City of San Francisco. The Plan Area is urban, and highly developed, so impacts on biological resources are focused on street trees along the Plan Area roadways. There would be no impacts to sensitive species, riparian habitat or natural communities, wetlands, habitat, or Natural Community Conservation Plans, because none exist in the Plan Area.

Although activities associated with all of the reasonably foreseeable cumulative projects in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds**. **M-BIO-1** would require that biological surveys and timing of tree removal be performed in accordance with the California Department of Fish and Game (CDFG) regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable.

If the Proposed Project would result in a loss of street trees, the removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location. Also, in the event trimming of tree roots greater than two inches in diameter is necessary during project excavation, **Mitigation Measure M-AE-1: Tree Root Protection** would require that a qualified arborist would be on site during excavation to ensure that trimming does not cause a significant adverse impact to trees. The Proposed Project would not contribute considerably to cumulative impacts on street trees and nesting birds. Moreover, in time, projects such as the BSP and Mission District Streetscape Plan would incrementally increase the number of street trees in the Plan Area, which would provide more nesting locations for birds. For the reasons discussed above, the Proposed Project would not result in a significant cumulative impact on biological resources.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for biological resources.

E.14 Geology and Soils

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-f)

Seismic Hazards. The Bay Area is one of the most seismically-active regions in the United States. Each year, low- and moderate-magnitude earthquakes occurring in or near the Bay Area are felt by residents of the City. The *General Plan* Community Safety Element and other local resources contain maps of areas of the City subject to geologic hazards. The project area is not within an Alquist-Priolo Earthquake Fault Zone. However, the project area would be subject to groundshaking from earthquakes along faults in the Bay Area, including the San Andreas and Northern Hayward faults. Because the Proposed Project is in a seismically active region, there is a potential for seismic-related ground failure in the project area. Portions of the project area may be subject to seismic-related liquefaction or landslides.¹¹¹ Although the potential for seismic groundshaking and ground failure to occur within the project area is unavoidable, no structures would be constructed which could expose people to new seismic-related hazards. Therefore, project-related impacts related to seismic hazards would be less than significant.

Soil Stability. Streetscape improvement-related activities under the Proposed Project could involve minor excavation, grading, and paving for the reconfiguration of the public right-of-way in certain places. The project area is mostly paved, with the exception of areas with

¹¹¹ State of California Division of Mines and Geology, *Seismic Hazard Zone Map* for San Francisco; *San Francisco General Plan*, Community Safety Element, Maps 4 and 5, 1995; and ABAG Liquefaction Hazard Maps, 2003.

street trees located along the streets/sidewalks and in the medians. Even with future site-specific implementation of Plan-proposed standard and optional streetscape improvements (for e.g. street trees and sidewalk planting, sidewalk and median pocket parks, and stormwater control amenities including permeable paving, bioretention facilities, swales, infiltration and soakage trenches, and infiltration boardwalks) that are designed to reduce impervious surfaces in the public right-of-way, the project area would continue to remain mostly paved. Thus, project implementation would not result in substantial soil erosion or loss of topsoil and this impact would be less than significant. A grading permit would not be required for construction activities related to the Proposed Project, per *San Francisco Building Code* Section 3306 which exempts "Grading necessary for and incidental to and in connection with the construction of any parks, public streets or roadways, or the construction of sewers, or utilities under or within the boundaries of such roadways or streets when such work is under the direct supervision of the Recreation and Park Department (RPD), Department of Public Works (DPW), the Public Utilities Commission (PUC), or other governmental agencies." Although project-related construction activities would not require a grading permit, the Plan-proposed streetscape improvements would be either constructed by (or construction would be either directed by or permitted by) DPW, MTA or RPD. Thus, they would comply with DPW or other applicable requirements from the department with jurisdiction over the project area subject to Plan-proposed streetscape improvements.

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. No portion of the City is in an Alquist-Priolo Special Studies Zone, and no known active faults exist on or in the immediate vicinity of the project area.¹¹² The project area is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. Ground shaking and damage level maps of the area indicate that the project area is located in an area subject to "very strong" to "violent" shaking and "moderate" damage due to ground shaking from an earthquake along the San Andreas Fault and "strong" shaking and "nonstructural" damage along the Northern Hayward Fault.¹¹³ The project area is located in an area of liquefaction potential, as shown in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology, but is not located in an area of potential landslide hazard. For any development proposal in an area of liquefaction potential, the Department of Public Works (DPW), in its review of the building permit application, requires the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. A preliminary permit would not be required for construction activities related to the Proposed Project per *San Francisco Building Code* Section 3306 as explained above. Although project-related construction activities would not require a grading permit, the Plan-proposed

¹¹² California State Department of Conservation, Division of Mines and Geology (CDMG), *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [<http://www.consrv.ca.gov>], November 16, 1998, and CDMG, *Fault Rupture Hazard Zones in California*, Alquist Priolo Earthquake Zoning Act, Special Publication 42, Revised 1997.

¹¹³ San Francisco General Plan, Community Safety Element, Maps 2 and 3, 1995; and Association of Bay Area Governments (ABAG) Earthquake Shaking Intensity Maps, 2003. Available for viewing at www.abag.ca.gov.

streetscape improvements would be either constructed by (or construction would be either directed by or permitted by) DPW, MTA or RPD. Thus, they would comply with DPW or other applicable requirements from the department with jurisdiction over the area subject to improvement. Overall, because the Proposed Project would not result in substantial construction of above or below-ground structures or substantially alter the topography of the project area, project-related impacts related to soil stability would be less than significant.

Wastewater Disposal. Wastewater disposal would not be required for the Proposed Project. Therefore, Checklist Item 13(e) is not applicable.

Unique Geologic or Physical Features. Future implementation of Plan-proposed optional streetscape improvements would occur within the public right-of-way. There are no unique geologic or physical features within the public right-of-way. Therefore, segments of the Proposed Project in the public right-of-way would not impact unique geologic or physical features. Therefore, there would be no impacts with respect to unique geologic or physical features.

Cumulative Effects. The Proposed Project would not have a significant impact on geology or soil resources, nor would the Proposed Project contribute to any potential cumulatively considerable effects on geology or soils.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for Geology and Soils.

E.15 Hydrology and Water Quality

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-j)

Water Quality and Runoff. The Proposed Project would involve the adoption of a set of citywide pedestrian policies and guidelines to help improve San Francisco's pedestrian environment in the future. According to the project sponsors, if fully realized, the Proposed Project is anticipated to confer multiple benefits to San Francisco, including reduction of sewer/stormwater overflows into the Bay. The Proposed Project would provide guidance for the implementation of standard and optional or case-by-case streetscape improvements citywide. The Proposed Project also categorizes streets into different typologies for the purposes of streetscape design, and these street types are intended to direct decisions about pedestrian realm and streetscape design. For instance, for each proposed street type, the Proposed Project lists standard improvements and optional or case-by-case improvements that could be applicable to that particular street type. As discussed above in Project Description, pp. 1-35, some of the major project concepts of Plan-envisioned streetscape improvements include improving the ecological performance of streets and greening of the streetscape with incorporation of (i) on-site stormwater management techniques to reduce combined sewer overflows; (ii) the use of resource-efficient elements and materials; (iii) design of streets as green corridors and habitat connectors; and (iv) urban forest maintenance. Certain Plan-proposed policies are relevant to the topic of stormwater management; for instance, Policy 8.1 p. 11, which is related to maximizing opportunities for on-site stormwater retention and infiltration within streetscapes.

Some Plan-proposed standard streetscape improvements are also relevant to the topic of Hydrology and Water Quality (see pp. 18-30). These standard streetscape improvements are related to incorporation of stormwater management tools into streetscape design. The stormwater management tools include permeable paving; bioretention facilities; swales; channels and runnels; infiltration and soakage trenches; and infiltration boardwalks; all of these tools would encompass a range of strategies to detain, retain, infiltrate and/or convey stormwater, reduce flooding, and overall improve water quality. The Better Streets Plan provides a framework for appropriate location of the Plan-proposed stormwater techniques/tools by particular street types (see Table 3: Appropriate Stormwater Facilities by Street Type on p. 22.) Several other Plan-proposed standard and optional or case-by-case streetscape improvements are also recommended to be combined with stormwater techniques/tools so as to further contribute to ecological benefits. These include street trees and sidewalk plantings; sidewalk and median pocket parks; sidewalk and parking lane planters; special paving; extended and mid-block bulb-outs; chicanes; traffic calming circles; flexible use of parking lane; reuse of 'pork chops' and excess right-of-way; boulevard treatments; and shared public ways.

The Proposed Project is anticipated to be implemented within the existing public right-of-way, which consists primarily of paved surfaces. The project could potentially lead to future physical changes within the public right-of-way. The Proposed Project would not change the amount of impervious surface area or alter the drainage pattern for the affected streets substantially. Elements of the Proposed Project would involve minor excavation, grading, and repaving in the future. Even with future implementation of Plan-proposed standard and optional streetscape improvements (for e.g., street trees and sidewalk planting, sidewalk and median pocket parks, and stormwater control amenities including permeable paving, bioretention facilities; swales, infiltration and soakage trenches, and infiltration boardwalks) that are designed to reduce impervious surfaces in the public right-of-way, the Proposed Project would mostly replace paved surfaces with paved surfaces, and the project area would continue to remain substantially paved. In the case of removed trees, some public right-of-way areas that are currently not paved might be paved over and rendered impervious, adding to stormwater runoff. These effects would be limited to small areas and generally balanced by the replacement of trees in alternative street areas of the public right-of-way, and would thus not be expected to significantly change project area runoff patterns.

The Proposed Project would not measurably affect related levels of stormwater runoff or groundwater recharge; nor increase the demand for stormwater treatment or stormwater capacity needs substantially. Because the Proposed Project would not result in substantial construction of above or below-ground structures, stormwater flow during and after project-related construction would be similar to existing conditions. Stormwater would continue to flow to the City's combined storm-sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge. The Proposed Project would not generate or result in a discharge that would have the potential to degrade water quality, contaminate a public water supply, or violate water or

wastewater discharge requirements. Project impacts related to water quality and run-off would therefore be less than significant.

Construction. It is anticipated that Plan-proposed streetscape improvements would be included in future site-specific street improvement projects in San Francisco. Construction of these streetscape improvements would involve minor excavation and grading. These activities could cause erosion and transportation of soil particles that, once in surface water runoff, could cause sediment and other pollutants to leave the construction area. Because the Proposed Project would not result in substantial construction of above or below-ground structures, the amount of sediment and pollutants would be minimal, and would result in less-than-significant impacts to water quality. Furthermore, any stormwater runoff from the Proposed Project's construction would be directed to the City's combined storm-sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, project impacts to water quality resulting from project construction would be less than significant.

Groundwater. No groundwater would be used by the Proposed Project; therefore, there would be no impacts regarding depletion of groundwater resources. No significant groundwater recharge occurs along the Proposed Project alignment, most of which is paved. Because the Proposed Project would not result in substantial construction of above or below-ground structures, post-construction conditions would be generally the same. Regarding groundwater quality, refer to the water quality discussion above, and Checklist Item 16, pp. 144 below, concerning hazardous materials.

Flood and Other Hazards.¹¹⁴ The City of San Francisco does not participate in the National Flood Insurance Program (NFIP) and no final flood maps are published for the City. The Federal Emergency Management Agency (FEMA) released a preliminary Flood Insurance Rate Map (FIRM) for the City and County of San Francisco on September 21, 2007. The preliminary map is for review and comment only. FEMA anticipates that a revised preliminary map will be published in sometime in 2009 or 2010.¹¹⁵ Once the City has reviewed the revised preliminary map, FEMA will publish a final FIRM, which will be used for floodplain management and flood insurance purposes. Based on the preliminary map, portions of the City's existing public right-of-way (including pedestrian areas) and some of the proposed streetscape improvements would be located within a coastal flood hazard zone.¹¹⁶ The Proposed Project would involve the implementation of future site-specific streetscape improvements within the public right-of-way; however, it would not include the construction of any housing or other structures. Therefore, no

¹¹⁴ *San Francisco General Plan Community Safety Element, Maps 6 and 7.*

¹¹⁵ City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed December 8, 2008.

¹¹⁶ Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, 111A, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available on the Internet at http://www.sfgov.org/site/risk_management_index.asp?id=69690, accessed December 8, 2008.

impacts related to placement of housing or other structures in a 100-year flood zone would occur.

As stated above, portions of the project area are located in areas identified for potential flooding, including inundation, resulting from reservoir damage following an earthquake. However, the Proposed Project would involve the implementation of streetscape improvements within the public right-of-way, and it would not include the construction of any housing or other structures. Thus, it would not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, no impact would occur.

A tsunami is an advancing ocean wave originating from an earthquake epicenter. In San Francisco, the potential for damage due to direct wave action resulting from a tsunami would be expected to be limited to the coastline along the Pacific Ocean, including Ocean Beach between the Golden Gate Bridge and Fort Funston. Because the advancing ocean wave would be restricted at the Golden Gate, damage due to direct wave action along the San Francisco Bay shoreline is not considered likely. However, the Bay shoreline between the Palace of Fine Arts and the Central Basin could be subjected to a seiche, or oscillation of the Bay water surface, as a result of a tsunami reaching the Golden Gate and damage could occur in inundated areas. Portions of the project area are located in City areas identified for potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the San Francisco General Plan). Although extremely rare, a tsunami could cause damage to potentially affected areas. However, the Proposed Project would not substantially change or worsen this existing condition and there is a well-established warning system in place that would provide early notification of an advancing tsunami. This system would allow for evacuation of people from potentially affected areas. In addition, it is unlikely that the project area would be subject to mudflow. Therefore, impacts related to tsunami, seiche, and mudflow are considered less than significant.

Cumulative Effects. The Proposed Project would result in temporary site-specific effects on water quality and runoff during project-related construction and would not contribute considerably to cumulative impacts in these areas. The Proposed Project would not contribute considerably to cumulative hydrology impacts, as it would have less-than-significant impacts related to hydrology.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for Hydrology and Water Quality.

E.15 Hazards and Hazardous Materials

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. HAZARDS AND HAZARDOUS MATERIALS					
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-h)

Hazardous Materials. The Proposed Project could involve handling or disposal of hazardous materials that might be encountered during project-related construction (related to construction of Plan-proposed streetscape improvements in the future), but would not be expected to generate hazardous emissions or hazardous materials once constructed.

There are portions of the project area (certain public right-of-ways in the City) that may contain hazardous materials. The general area south and southeast of Market Street is known to contain fill materials from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Furthermore, the areas along the eastern and northeastern edges of the City may also contain fill materials from the 1906 Earthquake and Fire. The City has adopted the Maher Ordinance,¹¹⁷ which requires analyzing soil for hazardous

¹¹⁷ San Francisco Board of Supervisors, 1986. Ordinance 253-86, signed by the Mayor on June 27, 1986.

wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The Maher Ordinance specifically includes sites, some of which are located within the project area, which are bayward of the high tide line as shown on maps available from the Department of Public Health (DPH) and referred to as Maher Sites.¹¹⁸

Where hazardous wastes are found to be in excess of state or federal standards, future project sponsors of affected site-specific street improvement projects in the City would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP, prior to issuance of any permit. Where toxics are found for which no standards are established, future project sponsors of affected site-specific street improvement projects would need to request a determination from state and federal agencies as to whether an SMP is needed.

Some of the Plan-proposed streetscape improvements would likely require minimal groundbreaking and the amount of soil excavation is not expected to be substantial. There however remains some potential for soil excavation to occur in Maher-designated areas, and soil with hazardous concentrations of metals or petroleum hydrocarbons could be encountered. Therefore, project-related construction activities have the potential to create a potentially significant hazardous materials impact in the future related to excavation and transport exposure to contaminated soil during the construction phase of future Plan-proposed streetscape improvements. Future project sponsors of affected site-specific street improvement projects would be required to adhere to existing local, state, and federal requirements regarding handling and disposal of soil and groundwater containing chemical contaminants. The implementation of Mitigation Measure HAZ-1 below, would further reduce potentially significant impacts associated with hazardous materials to less-than-significant levels.

Mitigation Measure HAZ-1: Hazardous Materials

Step 1: Determination of Presence of Contaminated Soils

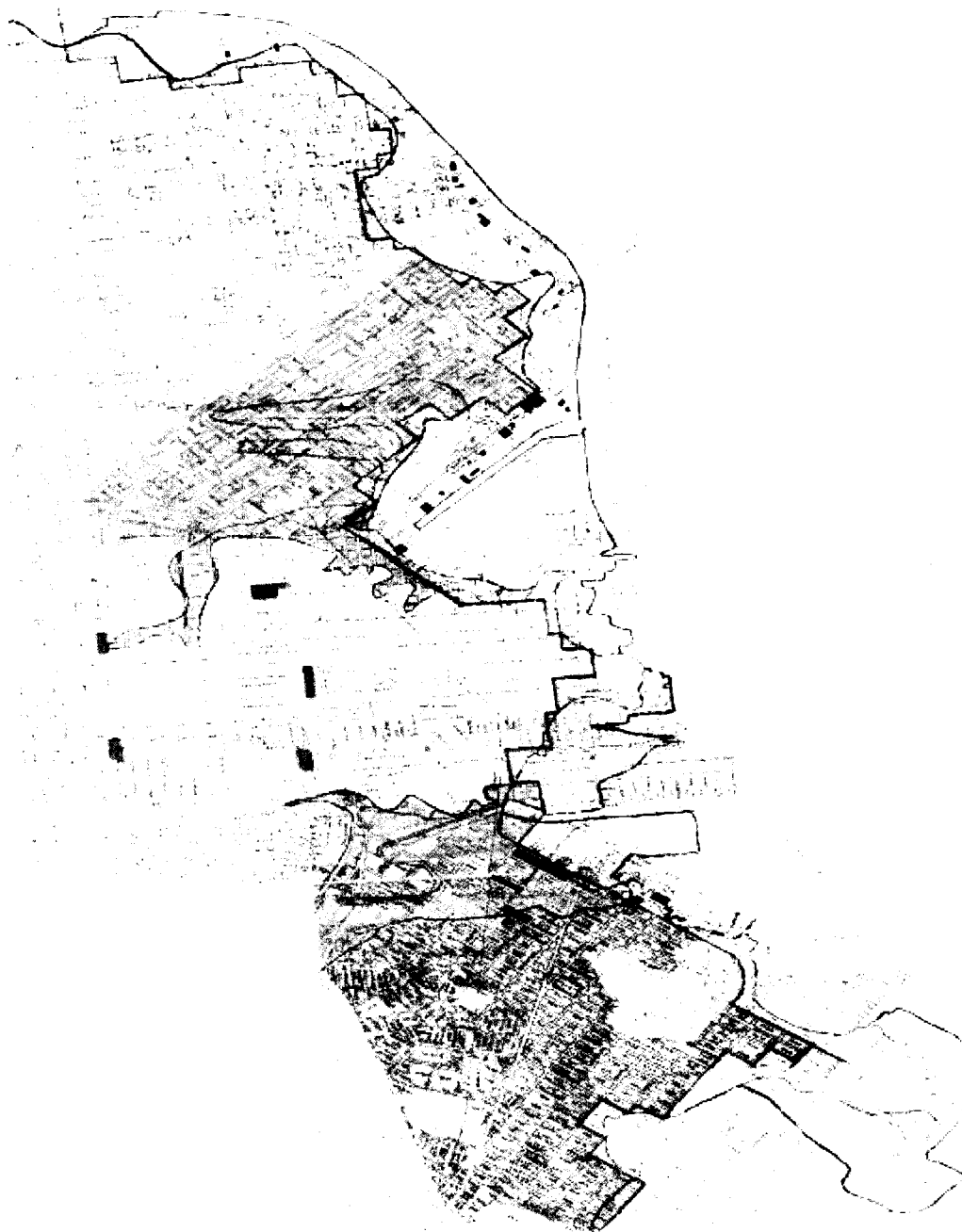
The project site is located in an area of the city known to contain fill material from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

¹¹⁸ San Francisco Department of Public Health, Environmental Health Hazardous Waste Program, Maher Sites Map. Available online at <http://www.sfdph.org/dph/comupg/oprograms/EHS/HazWaste/MaherSiteMap.asp>. Accessed December 8, 2008.

FIGURE - 9

Source: San Francisco Department of Public Health
Environmental Health
Hazardous Waste

Maher Site Map



<http://www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp>

Legend:

Yellow and pink are designated Maher areas.

Green is areas of known fill.

Blue is for serpentine rock (asbestos).

The project sponsor shall submit the report on the soil testing for lead and a fee of \$425 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of \$425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of \$85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan:

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Pursuant to *San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material*, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.

Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to

follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.

Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in *Public Works Code Article 2.4* would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List, as described above, compliance with existing regulations would ensure that impacts remained less than significant.

Airport Hazards. The Proposed Project is not located within two miles of a public-use airport, or in an area covered by an airport land use plan, or within the vicinity of a private airstrip. Therefore, Checklist Items 15 (e) and 15(f) are not applicable to the Proposed Project.

Emergency Response. The Proposed Project calls for streetscape improvements within the City's public right-of-way. Compliance with the *Public Works Code* and the *Fire Code* would ensure that neither project-related construction activities nor the reconfiguration of City streets would affect existing emergency response or evacuation plans. Therefore, there would be less-than-significant impacts with respect to emergency response or evacuation plans.

Fire Hazards. The Proposed Project would not result in demolition or construction of substantial above or below-ground structures; nor would the Proposed Project alter the current exposure of people or structures to potential hazards involving fires. Accordingly, there would be less-than-significant impacts with respect to fire hazards.

Cumulative Effects. As described above, project-related potential impacts with respect to hazards and hazardous materials would be less than significant. Procedures in effect through DPW, the Fire Department and DPH would ensure that any potential impacts would be reduced to less-than-significant levels. Therefore, the Proposed Project would have less-than-significant impacts related to hazardous material conditions in the City; nor would the project contribute to any cumulative impacts with respect to hazards and hazardous materials.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for Hazards and Hazardous Materials.

E.16 Mineral and Energy Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mineral Resources. All land in San Francisco, including the project area, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is adequate information available for assignment to any other MRZ and thus the project area is not a designated area of significant mineral deposits. There are no operational mineral resource recovery sites in the Proposed Project area whose operations or accessibility would be affected by project-related construction or operation. As no known mineral deposits exist within the project area, there would be no impacts with respect to mineral resources.

Energy Use. As discussed above in Project Description, pp. 1-35, one of the major project concepts related to Plan-envisioned streetscape improvements include implementation of universal pedestrian-oriented streetscape design incorporating energy-efficient street lighting and efficient utility location where appropriate. Certain Plan-proposed policies are relevant to the topic of energy; for instance, Policy 8.2, which is related to using sustainable materials in streetscape designs, taking into account the life-cycle energy costs of such materials; and Policy 8.2, which is related to minimizing energy use in street lighting and other energy-requiring streetscape elements. Per Policy 10.5, adequate light levels and quality should be ensured for pedestrians, and light trespass and glare to adjacent uses should be minimized. The topic of energy efficiency is also discussed under Checklist Item 7: Air Quality, p. 114.

As discussed under Checklist Item 2: Aesthetics, pp. 45-56, the Proposed Project includes streetscape improvements related to street lighting, which would likely result in the reconfiguration and upgrading of City street lighting in the future. However, it is not anticipated that the Proposed Project would result in the development of "new" streets or new sources of street lighting. While the Proposed Project would potentially result in physical changes to the City's public right-of-way (including changes related to the reconfiguration and upgrading of street lighting), overall there would be no substantial change to amount of the street lighting that currently exists. The Proposed Project calls for adequate light levels and quality of street lighting to ensure pedestrian safety, while minimizing light trespass and glare to adjacent uses. Street lighting would also be expected to be consistent with light produced by

existing land uses and the existing street lighting in the neighborhood. The Proposed Project would not be expected to result in the use of large amounts of energy, and consequently, would not be considered wasteful. Overall, the Proposed Project would have less-than-significant impacts related to energy use.

Cumulative Mineral and Energy Resources. The Proposed Project would not impact mineral resources, directly or indirectly, and therefore would not contribute to cumulative mineral resource impacts. The Proposed Project would have less-than-significant impacts related to energy use, and therefore, would not contribute to cumulative energy resource impacts.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for Mineral and Energy Resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
– Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Agricultural and Forest Resources. All land in San Francisco, including the project area, is urban area, and therefore not agricultural in nature. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the Plan Area as "Urban

and Built-up Land". Because the project area does not include agricultural uses and is not zoned for such uses, the proposed project would not convert any Prime Farmland, Unique Farmland, Farmland of Statewide Importance to non-agricultural use. Similarly, because the project area does not include forest uses and is not zoned for such uses, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The Proposed Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract. The Proposed Project also would not conflict with existing zoning for forest land or timberland or result in the rezoning of forest land or timberland. The Proposed Project also would not involve other changes in the existing environment, which could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts to farmlands of forest lands would occur.

Cumulative Impacts

All land in San Francisco, including the project area, is urban area and impacts related to agricultural and forest use of areas within the Proposed Project's vicinity are not applicable. The proposed project would have no impact on agricultural and forest resources, nor would other proposed cumulative projects in the vicinity. Therefore, the project would not contribute to cumulative impacts on agricultural and forest resources.

In view of the above, the Proposed Project would have less-than-significant cumulative or project-related impacts for agricultural and forest resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. Environmental Quality. As described above, the Proposed Project would have less than significant impacts on the environmental topics discussed. The Proposed Project, however, could have potentially significant impacts to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources, which would be mitigated to less than significant levels through implementation of **Mitigation Measures M-AE-1: Tree Root Protection**, pp.53; **M-CUL-1: Archeological Resources: Accidental Discovery**, pp. 67; **M-CUL-2: Archeological Monitoring: Hispanic Period**, pp.74; **M-TR- 1: Provision of New Loading Space**, pp. 78-79 120; **M-AQ-1: Dust Control Plans**, p.120; **M-BIO-1: Nesting Birds**, pp. 151 160; and **M-HZ-1: Hazards and Hazardous Materials**, pp. 161 – 164 170, prescribed above in the individual topic areas and described in detail in Section F below. Implementation of these mitigation measures would reduce the potential environmental impacts of the Proposed Project to less-than-significant levels to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources. As such, the Proposed Project would not have the potential to degrade the quality of the environment or have project-level impacts that would cause substantial adverse effects on human beings.

18b. Cumulative Impacts. The geographic context for cumulative impacts is the entire City of San Francisco. The CEQA Guidelines define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” (Guidelines, Section 15355(a)(b)).

Cumulative Impacts

This Initial Study for the BSP determined that the topics of Mineral and Energy Resources and Agriculture Resources are not applicable to the BSP; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less than significant impacts on Land Use and Land Use Planning, Population and Housing, Noise, Green House Gases, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Geology and Soils, and Hydrology and Water Quality; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less-than-significant impacts on the environment with the implementation of mitigation measures for the topics of Aesthetics, Cultural and Paleontological Resources, Transportation and Circulation, Air Quality, Biological Resources, and Hazards and Hazardous Materials. It is also determined that the BSP would not contribute to cumulative impacts related to these topics. Cumulative impacts for these topics are analyzed in each individual Check List topic in the body of this Initial Study and summarized below:

Cumulative Effects to Aesthetics. The Proposed Project would not contribute to any substantial degradation of the existing visual character along the Plan Area, because the City of San Francisco is an already developed urban area. The Proposed Project would not involve the construction of substantial above-ground structures within the public right-of-way. Implementation of the Proposed Project could result in the implementation of streetscape improvements in the public right-of-way that would likely require changes to sidewalks, crosswalks and roadways. These proposed changes would follow the City policies and ordinances applicable to any proposed project within the City boundaries, and therefore would not contribute to a cumulative impact to visual resources in the Plan Area.

Any removal of Landmark Trees or street trees required by the Proposed Project would be subject to compliance with the *Public Works Code* and DPW regulation. Any new signage required by the Proposed Project would comply with the *Planning Code* and thus would not contribute to any cumulative visual impacts beyond those already anticipated by the *Planning Code*. For these reasons and those discussed in Section E-2 Aesthetics, pp.46, the Proposed Project's impacts, individually or in combination with other projects, related to aesthetics would not be cumulatively considerable.

Cumulative Cultural and Paleontological Impacts. Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases either through project redesign or requiring that the scientific data present within an archeological resource is archeologically recovered. Even so, it is not always feasible to protect these resources, particularly when preservation in place would frustrate implementation of project objectives. Implementation of Archeological **Mitigation Measure M-CUL-1** and Archeological **Mitigation Measure M-CUL-2** will ensure the any potential Project effect to an archeological resource would not contribute to a cumulative considerable adverse effect to archeological resources.

Cumulative Transportation and Circulation Impacts

The BSP would involve the adoption of a set of citywide streetscape and pedestrian policies and design guidelines. The proposed 12 standard streetscape improvements and 26 optional or case-by-case streetscape improvements would result in relatively minor changes to the overall vehicular circulation patterns in San Francisco and would not be expected to worsen traffic or transit conditions. Therefore, the cumulative traffic, transit and emergency access impacts of the BSP streetscape improvements would be less than significant. With respect to pedestrian

impacts, one of the goals of the BSP is to improve the pedestrian environment. As such, pedestrian cumulative impacts would also be less than significant. None of proposed streetscape improvements would result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, cumulative bicycle impacts would be less than significant. Overall the implementation of the streetscape improvements set forth in the BSP would not be expected to result in cumulative transportation impacts.

Cumulative Air Quality Impacts. The BSP could result in an increase in construction related air pollutants because the BSP calls for design elements that may incrementally increase construction duration or the amount of excavation required for individual streetscape projects. However, these design treatments are not anticipated to result in a substantial amount of air pollutants that would otherwise be emitted by streetscape improvement projects. Furthermore, the construction emissions associated with individual projects would be evaluated under CEQA, as future site-specific improvement projects are developed.

Implementation of the BSP would not result in any new automobile trips being added to the roadway network. A goal of the BSP is to create a pedestrian-friendly streetscape environment. Pedestrian activity has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips, therefore the Proposed Project would not contribute to a cumulative air quality impact, or result in a cumulative affect to sensitive receptors. The Proposed Project would also not generate any new sources of odors. Therefore, the Proposed Project would result in a *less than significant* impact with respect to cumulative air quality.

Cumulative Biological Resource Impacts. Although activities resulting from the implementation of Plan-proposed guidelines in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds.** M-BIO-1 would require that biological surveys and timing of tree removal be performed in accordance with the CDFG regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable. Additionally, the Proposed Project would not result in a loss of street trees; removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location. Therefore, the Proposed Project would not result in a significant cumulative impact on biological resources.

Cumulative Hazards and Hazardous Materials Impacts. Potential impacts with respect to hazards and hazardous materials would be limited to the construction phase of projects resulting from the implementation of the Plan-proposed guidelines, and therefore would not

accumulate overtime. Also, procedures in effect through the DPW, the Fire Department and the DPH would ensure that any potential impacts would be kept at less than significant levels. Therefore, the Proposed Project would not contribute to cumulative considerable significant effects related to hazards and hazardous materials.

c. Potential Effects on Human Beings. Construction activities associated with the project have the potential to result in impacts on aesthetics, cultural resources, biology, and hazards and hazardous materials. However, with implementation of **Mitigation Measures M-AE-1: Tree Root Protection**, pp.53; **M-CUL-1: Archeological Resources: Accidental Discovery**, pp. 67; **M-CUL-2: Archeological Monitoring: Hispanic Period**, pp.74; **M-TR- 1: Provision of New Loading Space**, pp. 78-79 120; **M-AQ-1: Dust Control Plans**, p.120; **M-BIO-1: Nesting Birds**, pp. 151 160; and **M-HZ-1: Hazards and Hazardous Materials**, pp. 161 – 164 170, prescribed above in the individual topic areas and described in detail in Section F below, all potentially significant project-related impacts would be less than significant.

F. MITIGATION MEASURES & IMPROVEMENT MEASURES

The following mitigation measures have been adopted by the Project Sponsor and are necessary to avoid potential significant effects of the Proposed Project.

There are no improvement measures associated with this project.

AESTHETICS

Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine¹¹⁹ (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

CULTURAL AND PALEONTOLOGICAL RESOURCES

Mitigation Measure Cul-1 (Archeological Resources - Accidental Discovery):

The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District.

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils

¹¹⁹ Motorized digging equipment produced by Vermeer or other brand name.

disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological

monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure CUL-2 (Archeological Monitoring: Hispanic Period Archeological District)

The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances

of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

TRANSPORTATION AND CIRCULATION

Mitigation Measure TR-1 - Provision of New Loading Space:

The following mitigation measure shall apply to any removal of truck loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed.

To avoid any potential adverse effect from the Proposed Project on loading, the Project Sponsor shall install new loading spaces, of equal length, on the same block and side-of-the street at locations where truck loading spaces are removed. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.

AIR QUALITY

Mitigation Measure AQ -1 – Dust Control Plans:

To ensure that potential dust-related air quality impacts resulting from future streetscape improvement project prepared in accordance with the BSP would be reduced to a level of insignificance, Site-specific Dust Control Plans shall be prepared pursuant to the Dust Control Ordinance by SFMTA, DPW, City Contractors, and other sponsors of future site-specific projects proposed under the BSP. Future Project Sponsors implementing BS_-related site specific projects shall: (1) submit a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; (2) wet down areas of soil at least three times per day; (3) provide an analysis of wind direction and install upwind and downwind particulate dust monitors; (4) record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; (5) establish shut-down conditions based on wind, soil migration, etc.; (6) establish a hotline for surrounding community members who may be potentially affected by project-related dust; (7) limit the area subject to construction activities at any one time; (8) install dust curtains and windbreaks on the property lines, as necessary; (8) limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; (10) enforce a 15 mph speed limit for vehicles entering and exiting construction areas; (11) sweep affected streets with water sweepers at the end of the day; (12) install and utilize wheel washers to clean truck tires; (13) terminate construction activities when winds exceed 25 miles per hour; (14) apply soil stabilizers to inactive areas; and (15) to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Biological Resources-Nesting Birds

To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: Hazardous Materials

Step 1: Determination of Presence of Contaminated Soils

The project site is located in an area of the city known to contain fill material from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing for lead and a fee of \$425 in the form of a check payable to the San Francisco Department of Public Health (SFPDH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of \$425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of \$85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan:

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor

modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Pursuant to San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.

Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.

Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in Public Works Code Article 2.4 would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List.

H. DETERMINATION

On the basis of this initial study:

- ☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, no further environmental documentation is required.

DATE:

July 27, 2010



WILLIAM C. WYCKO
Environmental Review Officer
for
John Rahaim
Director of Planning

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on October 21, 2008 to interested persons, neighborhood organizations and responsible agencies. Two members of the public responded to the Neighborhood Notice, with one of those requesting copies of future environmental review documents without comments at this time. The other member of the public expressed concern about the Proposed Project as it relates to: transportation and public safety; potential traffic congestion impacts of the project, potential impacts on parking with proposed removal of existing on-street parking lanes; appropriate methods for transportation and transit analysis in the environmental review process. These issues are discussed in the appropriate sections of this Initial Study (See Transportation Topics).

The Proposed Project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the Proposed Project were not addressed and are more appropriately directed to the decision-makers. The decision to approve or disapprove a Proposed Project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the Proposed Project could have a significant effect on the environment.

H. INITIAL STUDY PREPARERS

Planning Department, City and County of San Francisco
Major Environmental Analysis
1650 Mission Street, Suite 400
San Francisco, Ca 94103

Environmental Review Officer: William C. Wycko

Project Coordinator: Devyani Jain

Environmental Planner: Monica Pereira

Air Quality: Jessica Range

Anthropologist: Randall Dean

Transportation Planner: Greg Riessen

Project Planner: Adam Varat

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 3
MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
MITIGATION MEASURES AGREED BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS-THAN-SIGNIFICANT FOR THE BETTER STREETS PLAN PROJECT				
<i>Aesthetics Mitigation Measures</i>				
AE-1: Tree Root Protection If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine ¹ (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	During construction	Each project sponsor to provide the San Francisco Planning Department (Planning Department) with a monthly monitoring report during the construction phase	Considered complete upon receipt of final monitoring report at completion of construction
<i>Archeological Resources Mitigation Measures</i>				
M-Cul-1: Archeological Resources: Accidental Discovery The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District. To avoid any potential adverse effect from the Proposed Project on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	During the project design phase	Each project sponsor to provide the Planning Department with a monthly monitoring report during the project design phase	Considered complete upon receipt of final monitoring report at completion of construction

¹ Landscape machine made by Vermeer.

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p>CUL-2: Archeological Monitoring: Hispanic Period Archeological District The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.</p> <p>Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to any soil disturbing activities	Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)	Considered complete upon receipt of final monitoring report at completion of construction

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Archeological monitoring program (AMP).</i> The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context; ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. <p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> ▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. ▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. ▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. ▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ <i>Final Report.</i> Description of proposed report format and distribution of results. ▪ <i>Curation.</i> Description of the procedures and recommendations for the 				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p> <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Transportation and Circulation Mitigation Measures				
TR-1: Provision of New Loading Space The following mitigation measure shall apply to any removal of truck loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed. To avoid any potential adverse effect from the Proposed Project on loading, the Project Sponsor shall install new loading spaces, of equal length, on the same block and side-of-the street at locations where truck loading spaces are removed. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to approval of each subsequent project, through Mitigation Plan	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project
Air Quality Mitigation Measures				
AQ -1: Dust Control Plans To ensure that potential dust-related air quality impacts resulting from future streetscape improvement project prepared in accordance with the BSP would be reduced to a level of insignificance, Site-specific Dust Control Plans shall be prepared pursuant to the Dust Control Ordinance by SFMTA, DPW, City Contractors, and other sponsors of future site-specific projects proposed under the BSP. Future Project Sponsors implementing BSP-related site specific projects shall: (1) submit a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; (2) wet down areas of soil at least three times per day; (3) provide an analysis of wind direction and install upwind and downwind particulate dust monitors; (4) record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; (5) establish shut-down conditions based on wind, soil migration, etc.; (6) establish a hotline for surrounding community members who may be potentially affected by project-related dust; (7) limit the area subject to construction activities at any one time; (8) install dust curtains and windbreaks on the property lines, as necessary; (8) limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; (10) enforce a 15 mph speed limit for vehicles entering and exiting construction areas; (11) sweep affected streets with water sweepers at the end of the day; (12) install and utilize wheel washers to clean truck tires; (13) terminate construction activities when winds exceed 25 miles per hour; (14) apply soil stabilizers to inactive areas; and (15) to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to the project's construction phase	Each project sponsor to provide the Planning Department with a Site-specific Dust Control Plan	Considered complete upon receipt of Site-specific Dust Control Plan

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Biological Resources				
M-BIO-1: Biological Resources-Nesting Birds To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to construction phase	Each project sponsor to provide the Planning Department and the Department of Fish and Game with a monitoring report prior to the project's construction phase	Considered complete upon receipt of monitoring report

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
Hazardous Materials Mitigation Measure				
<p><u>HAZ-1: Hazardous Materials:</u> <u>Step 1: Determination of Presence of Contaminated Soils</u> The project site is located in an area of the city known to contain fill material from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.</p> <p>The project sponsor shall submit the report on the soil testing for lead and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of \$501 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of \$85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.</p> <p>If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.</p> <p><u>Step 2: Preparation of Site Mitigation Plan:</u> If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to soil excavation	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.</p> <p><u>Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils</u></p> <p>(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.</p> <p>(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p> <p>(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.</p> <p>(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.</p> <p><u>Step 4: Preparation of Closure/Certification Report</u></p> <p>After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p> <p>Pursuant to <i>San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material</i>, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."</p> <p>Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.</p> <p>Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
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<p>would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.</p> <p>Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in <i>Public Works Code Article 2.4</i> would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List.</p>				

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 4
DRAFT MOTION TO ADOPT CEQA FINDINGS



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT-4

Planning Commission Draft Motion No. _____

HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010
Case No.: **2007.1238EMTRU**
Better Streets Plan and related actions
Project Address: Citywide
Project Sponsor: Planning Department, other agencies
Staff Contact: Adam Varat – (415) 558-6405
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ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES RELATED TO THE SAN FRANCISCO BETTER STREETS PLAN AND ASSOCIATED GENERAL PLAN AND MUNICIPAL CODE AMENDMENTS, AND OTHER RELATED ACTIONS.

PREAMBLE

On October 17, 2007, an Environmental Evaluation Application was submitted to the Planning Department ("Department") for Case No. 2007.1238E: Draft San Francisco Better Streets Plan. A Notification of Project Receiving Environmental Review was sent on October 22, 2008 to potentially interested parties and members of the public.

The Better Streets Plan (the Plan) creates a comprehensive guide to the design and management of the pedestrian realm of our city's streets, including detailed guidelines for street types, sidewalk widths and zones, overall streetscape layout, and design guidelines for specific streetscape elements, consistent with all applicable state and federal statutes and regulations.

The Better Streets Plan Draft for Public Review was released in June 2008, in conjunction with several public meetings to gather feedback on the Plan. Planning Department staff also received over 100 written comments on the Plan. Since that time, staff has developed plan revisions based on public and agency comment, and conducted environmental review under the California Environmental Quality Act (CEQA). Plan revisions were published in October 2009, and the Better Streets Plan Final Draft was published in July 2010.

The public process to legislate and adopt the Better Streets Plan has already been initiated. At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Administrative Code, Planning Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan, and an ordinance amending the Urban Design and Transportation Elements of the General Plan relating to the Better Streets Plan. The proposed amendments would require improvements to the public right-of-way to follow the policies and guidelines in the Better Streets Plan, make these codes

consistent with the content of the Plan, and establish requirements to implement street improvements.

On July 28, 2010, the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Project was prepared and published for public review. The Draft IS/MND was available for public comment until 5:00 p.m. on August 17, 2010. The Final Mitigated Negative Declaration was published on September 15, 2010.

On October 28, 2010, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2007.1238EMTRU.

On said date, the Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND).

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP) as part of the FMND, shown in Attachment 3, which material was made available to the public and this Commission for this Commission's review, consideration and action.

In a letter dated June 18, 2010, and included as part of Attachment 3, the San Francisco Municipal Transportation Agency indicated its consent to implement Mitigation Measure TR-1 – Provision of New Loading Space.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2007.1238EMTRU, at 1650 Mission Street, Fourth Floor, San Francisco, California.

FINDINGS

The Commission hereby approves the CEQA findings for Case No. 2007.1238EMTRU, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings. Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, on behalf of the applicant, Department staff, and other interested parties, this Commission finds, concludes, and determines as follows:

1. The recitals herein are accurate and constitute findings of this Commission.
2. **Project Description.** The Project comprises a citywide set of guidelines and policies, to govern the design of streetscape and pedestrian features in the public right-of-way, including such features as landscaping, lighting, site furnishing, sidewalk design, and traffic calming features in the public right-of-way.

DECISION

That based upon the Record, the submissions by the Project Sponsor(s), the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby finds that the contents of FMND and the procedures through which the FMND was prepared,

publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA). 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Planning Commission further finds that the FMND is adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the Draft IS/MND, and adopts the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Commission **approves CEQA findings** for the Better Streets Plan and related actions, subject to the following conditions attached hereto as "EXHIBIT A" which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the IS/MND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the MMRP attached hereto as Attachment 3 and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the IS/MND and contained in the MMRP are included as conditions of approval of the Better Street Plan and shall be incorporated into said Plan.

The Planning Commission further finds that since the MND was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the MND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the MND.

I hereby certify that the Planning Commission **ADOPTED** the foregoing Motion on October 28, 2010.

Linda D. Avery
Commission Secretary

AYES:

Motion No. _____
Hearing Date: October 28, 2010

CASE NO 2007.1238EMTRU
Better Streets Plan

NAYS:

ABSENT:

ADOPTED: October 28, 2010

Exhibit A

Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

Mitigation Measures

1. Mitigation measures described in the MMRP attached as Attachment 3 are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor(s). Their implementation is a condition of project approval, and shall be incorporated into the Better Streets Plan.

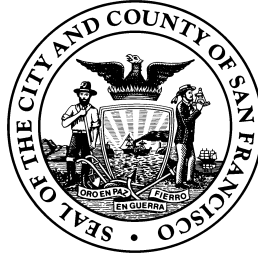
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CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 5
DRAFT BOARD OF SUPERVISORS ORDINANCE
AMENDING THE GENERAL PLAN

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

September 30, 2010

Linda Avery
Planning Commission
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Dear Commissioners:

On September 21, 2010, Mayor Newsom introduced the following proposed legislation:

File No. 101193

Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

The proposed ordinance is being transmitted pursuant to Planning Code Section 302(b) for public hearing and recommendation. The ordinance is pending before the Land Use & Economic Development Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, reading "Alisa Somera".

By: Alisa Somera, Committee Clerk
Land Use & Economic Development Committee

Attachment

c: John Rahaim, Director of Planning
AnMarie Rodgers, Legislative Affairs
Tara Sullivan, Legislative Affairs
Brett Bollinger, Major Environmental Analysis
Kate Stacy, Deputy City Attorney

[Approving General Plan Amendments in Connection with the Better Streets Plan]

Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*;
deletions are ~~*strike-through italics Times New Roman*~~.
Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

A. Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

B. On _____, the Board of Supervisors received from the Planning Department the proposed General Plan amendments to the Transportation Element and Urban Design Element related to companion legislation on the Better Streets Plan (the "Amendments"). These Amendments are on file with the Clerk of the Board of Supervisors in File No. _____ and are incorporated herein by reference.

C. Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed Amendments, then the proposed Amendments shall be deemed approved.

1 D. San Francisco Planning Code Section 340 provides that the Planning Commission
2 may initiate an amendment to the General Plan by a resolution of intention, which refers to,
3 and incorporates by reference, the proposed General Plan amendments. Section 340 further
4 provides that Planning Commission shall adopt the proposed General Plan amendments after
5 a public hearing if it finds from the facts presented that the public necessity, convenience and
6 general welfare require the proposed amendment or any part thereof. If adopted by the
7 Commission in whole or in part, the proposed amendments shall be presented to the Board of
8 Supervisors, which may approve or reject the amendments by a majority vote.

9 E. After a duly noticed public hearing on _____, 2010 in Motion No.
10 _____, the Planning Commission initiated amendments to the General Plan. Said
11 Motion is on file with the Clerk of the Board of Supervisors in File No. _____ and
12 incorporated herein by reference.

13 F. In accordance with the actions contemplated herein, the Planning Commission on
14 _____, 2010 in Resolution No. _____ adopted a mitigated negative
15 declaration, and approved findings pursuant to the California Environmental Quality Act
16 (California Public Resources Code sections 21000 et seq., "CEQA"), including the adoption of
17 a mitigation monitoring and reporting program. The letter from the Planning Department
18 transmitting the proposed Better Street Plan legislation and the proposed General Plan
19 amendments related thereto to the Board of Supervisors, the Mitigated Negative Declaration,
20 the CEQA Findings adopted by the Planning Commission with respect to the approval of the
21 legislation, including a mitigation monitoring and reporting program, the Planning Commission
22 motions and resolutions related to the Better Streets Plan legislation, are on file with the Clerk
23 of the Board in File No. _____. These and any and all other documents
24 referenced in this Ordinance and companion legislation have been made available to the
25 Board of Supervisors and may be found in either the files of the Planning Department, as the

1 custodian of records, at 1650 Mission Street in San Francisco, or in File No. _____
2 with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco,
3 and are incorporated herein by reference. This Board hereby adopts the Planning
4 Commission's CEQA Findings as its own and incorporates these findings herein by reference.

5 G. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
6 proposed General Plan Amendments set forth in the documents on file with the Clerk of the
7 Board in File No. _____ will serve the public necessity, convenience and general
8 welfare for the reasons set forth in Planning Commission Resolution No. _____ and
9 incorporates those reasons herein by reference.

10 H. The Board of Supervisors finds that the proposed General Plan Amendments are,
11 on balance, in conformity with the General Plan, as it is amended by this Ordinance, and the
12 eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning
13 Commission Resolution No. _____. The Board hereby adopts the findings set forth
14 in Planning Commission Resolution No. _____ as its own.

15 Section 2. The Board of Supervisors hereby approves the proposed Amendments to
16 the Transportation Element and the Urban Design Element on the General Plan in connection
17 with the Better Streets Plan, as recommended to the Board of Supervisors by the Planning
18 Commission in Resolution No. _____, and directs the Planning Department to
19 update the General Plan's Land Use Index to reflect these Amendments.

20
21 APPROVED AS TO FORM:
22 DENNIS J. HERRERA, City Attorney

23 By: _____
24 John D. Malamut
25 Deputy City Attorney

LEGISLATIVE DIGEST

[Approving General Plan Amendments in connection with the Better Streets Plan]

Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

Existing Law

The City's General Plan is the blueprint for planning within the City and the Planning Code. It includes various Elements, such as Urban Design and Transportation. It also includes a Land Use Index. Within each Element there are objectives and policies. The General Plan also includes neighborhood plans for specific areas of the City, such as the Downtown Plan.

Amendments to Current Law

This Ordinance, as part of the Better Street Plan planning effort, would incorporate by reference the Better Streets Plan and amend various policies so that they are consistent with the Better Streets Plan. The proposed changes would include amendments to the Urban Design and Transportation Elements of the General Plan. This Ordinance would make environmental findings and findings of consistency with General Plan, as proposed for amendment, and the priority policies of Planning Code Section 101.1.

Background Information

This Ordinance is part of companion legislation concerning the Better Streets Plan.

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 6
DRAFT GENERAL PLAN AMENDMENTS

FILE NO.

[General Plan Amendments in connection with the Better Streets Plan]

These General Plan amendments are incorporated by reference into Ordinance No. _____, amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan.

Section 4. The Urban Design Element of the San Francisco General Plan is hereby amended as follows:

CITY PATTERN

Objective 1 Emphasis of the characteristic pattern which gives to the city and its neighborhoods an image, a sense of purpose, and a means of orientation.

San Francisco has an image and character in its city pattern which depends especially upon views, topography, streets, building form and major landscaping. This pattern gives an organization and sense of purpose to the city, denotes the extent and special nature of districts, and identifies and makes prominent the centers of human activity. The pattern also assists in orientation for travel on foot, by automobile and by public transportation. The city pattern should be recognized, protected and enhanced.

IMAGE AND CHARACTER

Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

Views contribute immeasurably to the quality of the city and to the lives of its residents. Protection should be given to major views whenever it is feasible, with special attention to the characteristic views of open space and water that reflect the natural setting of the city and give a colorful and refreshing contrast to man's development.

Overlooks and other viewpoints for appreciation of the city and its environs should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.

Visibility of open spaces, especially those on hilltops, should be maintained and improved, in order to enhance the overall form of the city, contribute to the distinctiveness of districts and permit easy identification of recreational resources. The landscaping at such locations also provides a pleasant focus for views along streets.

Policy 1.2 Recognize, protect and reinforce the existing street pattern, especially as it is related to topography.

Streets are a stable and unifying component of the city pattern. Changes in the street system that would significantly alter this pattern should be made only after due consideration for their effects upon the environment. Such changes should not counteract the established rhythm

of the streets with respect to topography, or break the grid system without compensating advantages.

The width of streets should be considered in determining the type and size of building development, so as to provide enclosing street facades and complement the nature of the street. Streets and development bordering open spaces are especially important with respect to the strength and order in their design. Where setbacks establish facade lines that form an important component of a street's visual character, new and remodeled buildings should maintain the existing facade lines.

Streets cutting across the normal grid pattern produce unusual and often beneficial design relationships that should not be weakened or interrupted in building development. Special consideration should be given to the quality of buildings and other features closing major vistas at the ends of these and other streets.

Policy 1.3 Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Buildings, which collectively contribute to the characteristic pattern of the city, are the greatest variable because they are most easily altered by man. Therefore, the relationships of building forms to one another and to other elements of the city pattern should be moderated so that the effects will be complementary and harmonious.

The general pattern of buildings should emphasize the topographic form of the city and the importance of centers of activity. It should also help to define street areas and other public open spaces. Individual buildings and other structures should stand out prominently in the city pattern only in exceptional circumstances, where they signify the presence of important community facilities and occupy visual focal points that benefit from buildings and structures of such design.

The form of buildings is covered in greater detail in this Plan under the section on Major New Development.

Policy 1.4 Protect and promote large-scale landscaping and open space that define districts and topography.

Open spaces provide a unifying and often continuous framework across the city. These open spaces are most prominent when they occur on hills and ridges and when they contain large trees and other large-scale masses of landscaping. Future landscaping efforts, both public and private, should be directed toward preservation of existing trees and other planting that contribute to this framework, and toward addition of large-scale landscaping that will add to and fill out the framework.

Where open spaces of any kind can be made more prominent by addition of new or large-scale landscaping, such additions should be made in order to enhance the city pattern and make the open spaces more visible in nearby neighborhoods. New building development should

respect existing landscaping and avoid displacing or obscuring it. In the event that such landscaping must be displaced or obscured, a strong effort should be made to replace it with new landscaping of equal or greater prominence.

ORGANIZATION AND SENSE OF PURPOSE

Policy 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.

The design of improvements for street areas, and to some extent for private properties as well, should capitalize on opportunities to emphasize the distinctive nature of districts and neighborhoods.

Street landscaping, in particular, can be selected and designed according to a special theme for each area, providing a sense of place in addition to its other amenities. Planting for public open spaces and on private properties can be carried out in the same way, taking account of established themes and the differences in climate among districts. Distinctiveness can also be imparted by preservation and highlighting of architectural features common to the area, and the use of special materials and colors in buildings.

Policy 1.6 Make centers of activity more prominent through design of street features and by other means.

Shopping streets and other centers for activity and congregation of people should stand out in an attractive manner in their districts. Some such centers, in appropriate cases, will have buildings larger than those in the surrounding area, while others will be set off only by their distinctive design treatment.

Street landscaping of a type and size appropriate to the area should be used, as well as lighting that identifies the area through special fixtures and quality of light. Sidewalk treatment should be coordinated, with distinctive paving, benches and other elements suitable to the needs and desires of merchants, shoppers and other people using the area. Building facades and the total composition of the activity center should be designed to make clear the geographical extent of the center and its relationship to the district.

Policy 1.7 Recognize the natural boundaries of districts, and promote connections between districts.

Visually prominent features such as hills, roadways and large groves of trees often identify the edges of districts and neighborhoods. Although these features should not be regarded as barriers to movement from one area to another, they do have the advantage of creating an awareness of districts and neighborhoods within the total city pattern.

The positive effects of natural district boundaries should be emphasized in decisions affecting visually prominent features such as new roadways and large-scale landscaping. At the same time these same types of features can be useful links between districts, and between parks and other public and semi-public facilities. Connections between districts and facilities should be

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improved, with special attention to the possibilities for landscaped pathways that will provide an alternative to the street system in movement about the city.

ORIENTATION FOR TRAVEL

Policy 1.8 Increase the visibility of major destination areas and other points for orientation.

In travel about the city, the ability to see one's destination and other points of orientation is an important product of the city pattern. Such an ability should be fostered in public and private development.

The design of streets, the determination of street use and the control of land uses and building types along streets should all be carried out with the visibility of such orienting features taken into account. Views from streets and other public areas should be preserved, created and improved where they include the water, open spaces, large buildings and other major features of the city pattern. Entranceways to the city and to districts are of special concern in this respect, as are lateral and downhill views that show a panorama or corridor with prominent features.

Policy 1.9 Increase the clarity of routes for travelers.

Many types of improvements can be made in street areas and in their surroundings to provide greater clarity and increase the ease of travel. Once such improvements have been made, adequate maintenance of them is of equal importance.

Among the least difficult actions would be development of a better system of identifying and directional signs, through improvement of verbal messages, symbols, graphic design and sign placement.

Although trafficway signs should be improved, the purpose and direction of traffic channels should also be made as clear as possible through design of the channels themselves. The roadway should be consistent in width and materials, with channels separated by islands and dividers where possible and changes of direction made distinct. At intersections, the differences in importance and function of the intersecting streets should be made visually clear by differences in roadway width, landscaping and lighting. The number of streets intersecting at one point should be minimized, and signs and traffic control devices should be adequate to indicate the movements permitted in all traffic lanes.

The roadway environment should be simplified and made attractive through screening of distracting and unsightly elements by landscaping, walls and buildings. The clutter of wires, signs and disordered development should be reduced. Conflict between unnecessary private signs and street directional signs should be avoided.

Clarity of routes is of similar importance for transit riders. Legible and frequent trafficway signs and an ordered roadway environment will assist these riders. Other improvements should be made in the vicinity of transit stops: these include wider sidewalks, landscaping, lighting and waiting shelters to help identify the stops, and better signs at stops and on vehicles to explain

routes, types and frequency of service, and transfer points.

Policy 1.10 Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

Orientation for travel is most effectively provided where there is a citywide system of streets with established purposes: major through streets that carry traffic for considerable distances between districts, local streets that serve only the adjacent properties, and other streets with other types of assigned functions. Once the purposes of streets have been established, the design of street features should help to express those purposes and make the whole system understandable to the traveler.

The appropriate purpose of and role for a street in the overall city street network depends on its specific context, including land use and transportation characteristics, and other special conditions. Streets in residential areas must be protected from the negative influence of traffic and provide opportunities for neighbors to gather and interact. Streets in commercial areas must have a high degree of pedestrian amenities, wide sidewalks, and seating areas to serve the multitude of visitors. Streets in industrial areas must serve the needs of adjacent businesses and workers; and so forth.

Similarly, busy transportation corridors by necessity carry high volumes and speeds of vehicle traffic, while neighborhood streets have lower speeds and volumes. Hence, the goal for busier corridors should focus on creating a strong image appropriate to the street's importance to the city pattern, buffering pedestrians from vehicular traffic, and improving conditions for pedestrians at crossings. The goal for neighborhood streets should be to protect neighborhoods by calming traffic and providing neighborhood-serving amenities.

The Better Streets Plan identifies and defines a system of street types and describes the appropriate design treatments and streetscape elements for each street type. Future decisions about the design of pedestrian and streetscape elements should follow the policies and guidelines of the Better Streets Plan, as adopted by the Board of Supervisors on _____ and amended from time to time. The Better Streets Plan, is incorporated herein by reference.

Policy 1.10 ~~Policy 1.11~~ Indicate the purposes of streets by means of a citywide plan for street landscaping.

~~Orientation for travel is most effectively provided where there is a citywide system of streets with established purposes: major through streets that carry traffic for considerable distances between districts, local streets that serve only the adjacent properties, and other streets with other types of assigned functions. Once the purposes of streets have been established, the design of street features should help to express those purposes and make the whole system understandable to the traveler.~~

One type of feature that can be readily adjusted to the street system is landscaping. Accordingly, a plan should be put into effect for street landscaping that indicates the relative importance of streets by the degree of formality of tree planting and the species and size of the trees. In addition to differences in traffic-carrying functions, the plan recognizes the width and visual importance of certain streets, the special nature of various activity areas, and the need for

screening or buffering of residential uses along streets carrying heavy traffic. Special consideration is also required for major intersections, and for important views that should not be blocked by landscaping.

~~Policy 1.11~~ Policy 1.12 Indicate the purposes of streets by means of a citywide plan for street lighting.

The same considerations that apply to street landscaping under Policy ~~1.11~~ apply to street lighting as well. A plan similar to that for landscaping should therefore be carried out with respect to lighting, with the design and placement of lighting fixtures and the type of illumination determined by street type and other relevant factors.

NEIGHBORHOOD ENVIRONMENT

...

Fundamental Principles for Neighborhood Environment

These fundamental principles and their illustrations reflect the needs and characteristics with which this Plan is concerned, and describe measurable and critical urban design relationships in the neighborhood environment.

1. The livability, amenity and character of residential areas are greatly enhanced by trees, more so than by any other single element.

2. In areas where houses have no front yards, a sense of nature can be provided by planting in the sidewalk area.

COMMENT: Front yards (setbacks) are not required in many parts of the city. This results in rows of buildings adjacent to the sidewalk. At times it creates a pleasing sense of enclosure; but the result can be rather bleak and monotonous when the street is unrelieved by landscaping or the buildings lack visual interest. A few large trees or other street landscaping can add a needed sense of nature and variety.

3. The use of appropriate plant material, and careful consideration of environmental factors in the design of landscaping and open space, contribute to a neighborhood's identity and improve its environmental quality.

COMMENT (a): Areas of poor environmental quality can often be improved by the addition of benches, trees, shrubs, and textured paving. A "vest-pocket" park in a dead-end service court in Chinatown is one potential form for such improvement.

COMMENT (b): Landscaping can screen residences from commercial or industrial activities, such as by reducing the glare of lights at gas stations and parking lots.

COMMENT (c): Windbreaks can make open spaces more pleasant and usable in windy areas. The sunning area at Phelan State Beach is a good example.

COMMENT (d): A consistent and attractive neighborhood landscaping theme can be established, such as the flowering street trees on Edgewood Avenue.

COMMENT (e): Open space that contains facilities desired by the residents, and that is designed when possible with local participation, is more likely to be used and cared for by local residents.

4. Open space and landscaping can give neighborhoods an identity, a visual focus and a center for activity.

COMMENT (a): Dolores Street has a special identity because its median is consistently planted with large, distinctive palm trees.

5. COMMENT (b): Mission Park and Washington Square are examples of open spaces that are both centers for activity and features giving identity to the surrounding area.

Street rights-of-way on hills too steep for cars or not needed for traffic use are useless for people if covered with concrete. They can be modified to provide useful and attractive open space.

6. Wide, generous sidewalk areas provide opportunities for outdoor recreation and pedestrian amenities.

A. Portions of wide sidewalks can be turned into children's play areas, and sitting areas for adults.

B. In intensive shopping areas, wide sidewalks allow free pedestrian movement, and provide room for benches for resting and shelters for transit patrons.

7. Interesting details in the design of street furniture, paving and other features in pedestrian area can increase the amenity and character of streets.

8. Wide streets can be narrowed at the intersections and landscaped to provide sitting areas and visual amenity.

9. Open, unlandscaped parking areas are dull and unattractive, and generally have a deleterious effect upon their surroundings.

A.: Parking lots next to the street, such as those for supermarkets and diners, detract from street life and impair definition of street space. Placement of buildings adjacent to the street, with the parking behind, can improve this condition.

B. Parking lots along the street in housing developments neither define the street nor contribute visual interest.

C. Parking under buildings or in an inside court allows the building to help define the street and avoids the blighting visual effects of an exposed parking lot.

10. Parking garages lack visual interest if they have extensive rows of doors, blank walls or exposed vehicles. Extensive curb cuts prevent planting and other enhancement of the street, eliminate curb-side parking and are potentially dangerous to pedestrians.

A. Arcades create some visual interest where long garage facades or multiple driveways cannot be avoided.

B. Restricting entry and exit points minimizes curb cuts.

C. A basement garage one-half level down brings the building closer to street level and increases visual interest for pedestrians.

D. The inclusion of stores at ground level maintains continuity of pedestrian activity on what would otherwise be a sterile street frontage of parking garages in a commercial area.

11. Fast and heavy traffic on residential streets makes them unattractive for pedestrian activities, and generates irritating dirt and noise.

COMMENT: Widening of residential streets or making them one-way can increase traffic-carrying capacity at the expense of the environment for fronting residences.

12. Excessive speeds and amounts of traffic in residential neighborhoods can be reduced by a variety of design techniques, including narrowing of streets or intersections, landscaping, diversion of traffic and closing of streets.

A. Visually narrow street spaces assist in reducing the speed of traffic. Most drivers tend to reduce speed in confined spaces, since confinement narrows the field of vision and creates a sense of rapid movement.

B. Diversion of cars from a straight path in a residential neighborhood is an effective way of discouraging through traffic.

C. Modifying long, wide, straight sections of street eliminates the opportunity or temptation for vehicles to speed.

13. Intensive landscaping, walls and other screening devices can insulate residential and pedestrian areas from the adverse effects of heavily used trafficways.

A. Buffer planting can effectively screen adjacent residences from heavy traffic.

B. Park areas and smaller open spaces can be protected from the noise and sight of traffic if well screened by berms, changes in level, and landscaped barriers.

C. Even small-scale landscaping can ameliorate the effect of heavy traffic on adjacent areas.

14.

~~*Separation of pedestrian and vehicle movement eliminates conflicts and contributes to pedestrian comfort.*~~

~~*Pedestrians and vehicles can be separated by creating separate levels or by prohibiting traffic from certain streets.*~~

~~*Vehicle-free or pedestrian-priority spaces contribute to pedestrian comfort and the public life of the city.*~~

~~*Pedestrians can be given primacy in certain areas of the city by prohibiting traffic from certain streets, either permanently or temporarily, or through the design of shared public ways that prioritize pedestrian travel but accommodate small numbers of slow-moving vehicles.*~~

15. In the design of new pedestrian areas, changes of level can add greatly to interest and amenity if a reasonable relationship between levels is maintained.

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Most important is the visual connection between levels, which enhances the experience of being on one level through awareness of the other level(s).

COMMENT (a): A space slightly above street level gives a sense of overlook and advantage to its occupants, while the passerby retains visual connection and interest.

COMMENT (b): A space slightly below street level gives a sense of intimacy and enclosure to its occupants, as well as a sense of overlook and advantage for the passerby on the sidewalk.

COMMENT (c): A space too far above street level loses visual contact with the street.

COMMENT (d): A small space too far below street level is uncomfortable to its occupants and suitable only as a place of movement or access.

16. Continuity of interest and activities at ground level in commercial buildings adjacent to pedestrian ways creates rich street life and enhances pedestrian experiences.

A. Stores contribute both visual interest and activity to the street in downtown and district shopping areas and are the principal generators of street life.

B. Office lobbies usually lack interest for the passerby, and they can detract from a good shopping environment.

C. Major office buildings contribute more to street life if they have commercial activity at ground level.

17. Arcades provide continuous covered access to buildings and greatly increase pedestrian comfort in inclement weather.

18. Alleys and small streets which are usable as part of the general network of pedestrian and service ways are potential areas of activity and interest.

COMMENT: Large new projects that provide mid-block pedestrian and service shortcuts similar to those that now exist would continue and improve upon a workable pattern.

19. Planting and paving treatment in alleys, coupled with active uses in the adjacent buildings, form, in effect, a commercial promenade.

COMMENT: The intimate pedestrian scale offers a welcome contrast to the wider streets around.

20. Dignified and well-maintained signs designed with respect for the scale and character of the street can enhance commercial areas.

When signs do not relate to the area, when they reach excessive size, and when they feature blatant and discordant designs, they reflect poorly upon the overall quality of a commercial area.

21. Pedestrian scale can be achieved at the base of large vertical building surfaces by the use of arcades, emphasis of horizontal divisions, texture and other architectural details.

22. The undergrounding of overhead utility wires enhances the appearance of streets and neighborhoods.

23. Attractive and well-maintained public buildings, streets and parks can stimulate private improvements.

24. Public buildings can contribute to neighborhood appearance if they are well-designed, attractively painted and generously landscaped.

COMMENT (a): Chain link fencing used around many school grounds is unattractive. The growing of ivy on such fencing can ameliorate its effect somewhat.

COMMENT (b): Lack of landscaping and total asphaltting make school playgrounds a negative rather than a positive feature in many neighborhoods.

COMMENT (c): Use of bright and lively colors in painting drab public buildings could enhance many neighborhoods.

25. Parks on hillsides can be developed for sitting areas with views, and for unusual recreational facilities that take advantage of the hill, such as a long slide for children.

26. Private lands that are landscaped or developed as open space contribute to the visual and recreational resources of the city.

COMMENT (a): Private landscaping or developed as open space contribute to the visual and recreational resources of the city.

COMMENT (b): As the city becomes increasingly built up and acquisition of public open space more difficult, privately developed open spaces become more important. Open spaces at the Crown-Zellerbach Building and St. Francis Square are good examples of such private development.

27. Improved and diverse means of transportation can increase the value and use of parks.

The ease with which pedestrians and motorists locate parks can be increased by improved signs or special roadway treatment.

28. If auto traffic and parking in parks are discouraged, recreational use can be increased.

COMMENT: A large park such as Golden Gate Park can be made more usable by a special transportation system that links various facilities and encourages motorists to leave their vehicles outside the park or in peripheral parking areas.

29. Waterfront development that maximizes the interface between land and water increases the opportunities for public access to the water's edge.

A. Finger piers create a greater variety of possible ways to experience the water and the city.

B. Commercial and residential uses oriented toward the water and designed to create varied public spaces can add visual interest to the waterfront.

30. Open space along the water provides opportunities for maximum public use of the waterfront.

FILE NO.

31. Street rights-of-way carried through to the water allow views directly to the waterfront and provide a sense of contact with the water.

Section 5. The Transportation Element of the San Francisco General Plan is hereby amended as follows:

VEHICLE CIRCULATION

Objective 18 Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.

There should be a hierarchical system of streets functioning in accordance with the planned movement of vehicles and the management of congestion. Street design, capacity and treatment should be a direct manifestation of the streets intended use in satisfying both present and prospective travel demand, and also its non-traffic purposes such as open space and pedestrian movement. It is recognized that in some cases it will be necessary to determine a maximum level of traffic for which street capacity will be provided, implying a tolerable level of congestion as a constraint, if other objectives of the city are to be attained.

Safety and livability along the city streets are primary concerns. This element seeks to balance the needs for vehicle circulation in the provision for through traffic on major arterials and discouragement of it on local streets, particularly residential streets. The following factors determine the selection of major and secondary arterials:

- The width of the right-of-way relative to traffic capacity required;
- The extent of transit use on the street;
- Land uses bordering the street;
- Safety of the street for moderate- and high-speed traffic, and the ability to "calm" traffic where appropriate;
- The relation of the street to the definition of the neighborhood by its residents;
- The presence or absence of conflicts caused by driveways, parking, and deliveries to commercial uses.

Certain streets, such as Geary Boulevard, Van Ness Avenue, Columbus Avenue and The Embarcadero, are important to more than one mode of transportation, and a balance of transportation systems must be maintained. Even with ample right-of-way width, the ability of these streets to be all things to all users is inherently compromised. Special attention, including the allocation of resources, the range of treatments and the long-term improvement strategies, should be given to achieve the desired balance on these streets.

TABLE 2: DESIGN GUIDELINES FOR STREETS

Design of streetscape and pedestrian elements should follow the policies and guidelines for the appropriate street type as described in the Better Streets Plan, as adopted by the Board of Supervisors. The Better Streets Plan is incorporated herein by reference. The street types in the Better Streets Plan are intended to guide the design of streetscape and pedestrian features, and not to replace functional transportation classifications.

Major and Secondary Arterials

Where residential uses abut on major and secondary arterials, they should be screened visually and physically wherever possible.

A consistent pattern of trees at regular intervals should be used to identify major streets.

Medians should be landscaped with attention given not to diminish the safety and sightlines of traffic, especially at intersections.

Extensive buffers should be used to separate busy arterials from active pedestrian areas.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

The brightness (apparent illumination) of street lighting should be greater than on residential streets ~~and the color or hue different from that on residential streets.~~

Destination information should be concentrated on major streets with signs used to route traffic on the major streets system.

Local Residential Streets

Excessive traffic speeds and volumes should be restricted and discouraged by **every means possible** per Policy 18.4.

Where possible, vehicular access directly to and from local streets should be from other than major arterials, e.g., via a secondary arterial or collector street.

When alternate access is possible, residences should not access to major arterials.

Local streets, other than collectors, should be primarily for access to residences and to serve for emergency vehicles; pedestrian-dominant streets with the maximum feasible amount of street space devoted to environmental amenities desired and needed by the residents.

Residential streets should be well-lighted without being excessively bright.

Sufficient space should be provided in the right-of-way to allow safe bicycle movement on all city streets.

Intersections

FILE NO.

All intersections should accommodate safe pedestrian crossings. Accommodations may include bulb-outs to shorten the distance that pedestrians must cross; pedestrian refugees in the middle of major arterials such as Market Street, for pedestrians to rest safely if they do not cross within one light cycle; ~~and preferential or on-demand signaling for intersections with low pedestrian volumes~~ pedestrian signals; pedestrian-priority signal timing; and other pedestrian facilities. Every street intersection should accommodate pedestrian crossings safely; intersections that sacrifice pedestrians crossing opportunities to better accommodate automobile traffic should be re-designed.

Street width, traffic controls, destination and route information and illumination should be maximized at the intersection of two major arterials.

Two intersecting residential streets should have minimal roadway width, wide sidewalks and no change in illumination from that on the streets themselves.

Intersections of residential streets and major arterials that are not transit corridors should be minimized; where they must intersect, cross and left-turn movements should be limited by curb alignments or medians.

Policy 18.1 Wherever feasible, divert through automobile and commercial traffic from residential neighborhoods onto major and secondary arterials, and limit major arterials to nonresidential streets wherever possible.

Major and secondary arterials are to carry traffic among districts in the city. Local streets are intended only to provide access to and from homes and other uses within each neighborhood. However, many residential streets function as major or secondary arterials, and because there are no other alternatives, the function of these streets is needed to prevent traffic from spreading onto other residential streets. In such cases, buffering measures such as landscaping in sidewalks and medians should be taken to mitigate the impacts of traffic.

Policy 18.2 Design streets for a level of traffic that serves, but will not cause a detrimental impact on adjacent land uses, or eliminate the efficient and safe movement of transit vehicles and bicycles.

The need for traffic carriers must be balanced against the adverse effects of heavy traffic on the use of adjacent land and the quality of the environment. The needs of residents for peace and quiet, safety from harm, and useful open space must be given consideration. Each area and each street of the city have different characteristics which determine the level of traffic which can be absorbed without serious adverse impacts. The following factors should be the basis for a judgment on the acceptable levels of traffic on a specific street:

- The predominance of land uses fronting the street;
- The distance between the curb and building line established by sidewalk width or setback;
- The presence or absence of buffering between street and building in the form of landscaping, change in elevation, or similar condition;
- The level of pedestrian and bicycle traffic;
- The proportion of the street which is residential in land use;
- Whether residences face the street;
- The presence of hospitals, schools, parks, or similar facilities on or near the street.

The widening of streets at the expense of sidewalks or of setbacks should not occur where space is necessary for pedestrian movement, buffering from noise, useful open space and landscaping. This is especially true in densely populated neighborhoods with little public or private open space. No additional sidewalk narrowings, tow-away zones and one-way streets should be instituted in a residential neighborhood if it would compromise the safety and comfort of the pedestrian resident. Existing towaway lanes should be phased out if they present a hazard to pedestrian safety. In addition, widening of streets should not occur at the expense of bicycle travel. The roadway space needed by bicyclists, whether between the line of traffic and the curb or the line of on-street parking, varies between four and six feet. The needs of bicyclists must be

considered wherever the curb lane is proposed to be narrowed. Street restripings and widenings may be appropriate in industrial areas where access for oversize freight vehicles is important, but these projects should not reduce or eliminate the efficient movement of transit vehicles and bicycles.

Policy 18.3 The existing single-occupant vehicular capacity of the bridges, highways and freeways entering the city should not be increased and should be reduced if needed to increase the capacity for high-occupancy vehicles, transit and other alternative means of commuting, and for the safe and efficient movement of freight trucks. Changes, retrofits, or replacements to existing bridges and highways should include dedicated priority for high-occupancy vehicles and transit, and all bridges should feature access for bicyclists and pedestrians. When bicycle access is increased on a bridge, care needs to be taken to provide appropriate and safe bicycle access to both ends of the bridge.

It is recognized that provision for further vehicular access into the city would conflict with the environmental objectives of the city, overload the city street system, and jeopardize the city's commitment to mass transit. This policy allows for the introduction of exclusive transit, bike and carpool/vanpool lanes on bridges, highways and freeways where these lanes are compatible with the overall transportation system's needs.

Policy 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets (*chicanes*) and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- Colored and/or textured sidewalks and crosswalks.
- *Median and intersection islands*

Policy 18.5 Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.

Streets in large parks, around small parks and along recreational parts of the shoreline should function primarily for access to recreational facilities and for scenic driving, not as thoroughfares. Heavy or fast surface traffic endangers pedestrians and cyclists, cuts off access to recreation and reduces the pleasure of being in parks by causing noise, pollution and visual disharmony. Excessive automobile traffic also inhibits the movement of freight rail, freight and delivery trucks and vans that supporting the maritime uses along the waterfront. Pedestrian entrances to parks should be at street intersections to the extent possible.

Policy 18.6 Use the Street Hierarchy System of the Transportation Element as the foundation for any national, state, regional and local network of streets and highways in San Francisco.

The Street Hierarchy System of the Transportation Element incorporates the CMP and MTS networks, which were developed with the cooperation of local, regional and state agencies and representatives. Any future classification of streets and highways should reflect the structure of the hierarchy system of this document.

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MASS TRANSIT

Objective 20 Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.

In order to encourage residents, commuters, and visitors to switch their travel modes away from the automobile, we must improve transit service to make it a preferred alternative. Improvements to the existing system can be implemented at a relatively low cost, however, such improvements are often resisted due to real or perceived negative impact on parking or traffic circulation. For this reason, transit improvements should be based on a rational street classification system in which all transportation functions of the street network are analyzed, and only certain streets or locations are designated "transit preferential." Transit preferential streets (TPS) should be established along major transit routes, and general traffic should be routed away from these streets wherever possible.

In certain locations pedestrian' needs must also be addressed in transit system improvements. This is important near major activity centers and interline transfer points. For this reason "transit centers" should be established as part of the transit preferential streets (TPS) system where pedestrian safety, accessibility, and circulation needs are addressed, and transit information and minimum passenger amenities are provided.

Policy 20.1 Give priority to transit vehicles based on a rational classification system of transit preferential streets.

The TPS classification system should consider the multi-modal functions of the street, the existing and potential levels of transit service and ridership, and the existing transit infrastructure. Through street classification, transit preferential treatments should be concentrated on the most important transit streets, and the treatments applied should respond to all transportation needs of the street. For example, on streets that are major arterials for transit and not for automobile traffic, treatments should emphasize transit priority. On streets that are major arterials for both transit and automobiles, treatments should emphasize a balance between the modes, emphasizing the movement of people and goods rather than vehicles. This method ensures that transit preferential treatments are applied in the most efficient and cost effective manner.

Policy 20.2 Reduce, relocate or prohibit automobile facility features on transit preferential streets, such as driveways and loading docks, to avoid traffic conflicts and automobile congestion.

Limiting curbcuts allows traffic, specifically transit vehicles, to proceed more efficiently.

FILE NO.

New curb cuts for access to private property should be avoided when possible. In some instances, curb cuts are restricted.

See Map 9 of the Market Octavia Plan Area

Policy 20.3 Develop transit preferential treatments according to established guidelines.

Treatment guidelines are important in establishing consistency in treatment type and design, and to ensure that all functions of the streets are considered in treatment design, not just transit. The emphasis is on reducing conflicts between modes wherever possible and on moving people and goods rather than on moving vehicles.

Policy 20.4 Develop transit centers according to established guidelines.

Transit centers have significant potential to improve transit service by improving conditions at major stops and transfer points. Transit centers should address both pedestrian and transit needs and be designed to reinforce the link and interdependence between the surrounding neighborhood and the transit system, enhancing the sense of place for the neighborhood, and improving the visibility of the transit system. Guidelines must be followed to facilitate design consistency and ensure that safety, accessibility, circulation, information, comfort and aesthetic issues are adequately addressed. Transit Center treatments include enlargement of passenger queuing areas by bulbing at bus stops; the accommodation of passenger needs e.g. shelter, transit information; and by ensuring that adequate safety, accessibility, circulation, and aesthetic concerns are addressed.

Policy 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

Transit amenities should be provided according to the importance of the transit station. On primary transit streets, greater numbers of amenities for waiting riders should be provided; on secondary transit streets, fewer amenities may be provided. All amenities should be designed and located to provide for comfort for waiting passengers, ease of access to and from the waiting bus, accessibility of the adjacent sidewalk, and to denote the transit station as a special place in the streetscape environment. ~~Bus shelters and other passenger facilities and amenities are often not placed due to objections from adjacent property owners. Guidelines ensure that all relevant issues are addressed up front in locating sidewalk elements at transit stops.~~

Policy 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

Bus shelters and other passenger facilities and amenities are often not placed due to objections from adjacent property owners. Guidelines ensure that all relevant issues are addressed up front in locating sidewalk elements at transit stops.

Policy 20.6 Provide priority enforcement of parking and traffic regulations on all Transit Streets, particularly Transit Preferential Streets.

Transit service is substantially improved when enforcement of existing parking and traffic regulations is applied. Enforcement efforts should be maximized by establishing a priority system whereby enforcement is first applied on the primary transit streets. This includes enforcement against meter feeding, illegal parking, double parking, bus zone parking, and illegal use of bus lanes.

Policy 20.7 Encourage ridership and clarify transit routes by means of a city-wide plan for street landscaping, lighting and transit preferential treatments.

Sidewalks along transit routes should be attractive and well-lit to encourage walking to and from transit. Streetscape design elements such as trees and lighting are often placed without regard to the transit lines operating on the street. Many lines use fixed guideways which are as much a part of the streetscape as the trees and lights. Street design which is coordinated with transit routes improves the ability to comprehend the routing of lanes and the layout of the transit system.

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Objective 21 Develop transit as the primary mode of travel to and from downtown and all major activity centers within the region.

The automobile cannot serve as the primary means of travel to and from downtown. An alternative means of equal convenience and greater efficiency is required, not only to downtown, but also among all major activity centers. While direct service is available from almost all parts of the city to downtown, travel is often slow and vehicles are overcrowded during the peak hours. Crowding can never be eliminated completely. However, it is important for continued patronage that transit service, from feeder buses to regional trunklines, accommodate basic ridership comfort in conformance with the service standard ratio of passengers to seats for each operator and type of transit vehicle. Travel to downtown should be possible in less than 30 minutes from all parts of the city. This can be achieved with express buses, exclusive bus lanes, and construction and expansion of rapid transit lines along major corridors.

The use of transit to travel between the suburbs and downtown and other major centers in the city can only become primary with the development of a good regional transit system connecting downtown to other parts of the region. Existing regional rail lines should be expanded where feasible.

Policy 21.1 Provide transit service from residential areas to major employment centers outside the downtown area.

Reverse commuting to areas other than downtown is expected to increase and place new requirements on the transit system. The city should pursue means of providing this transit for residents where it is not available.

Policy 21.2 Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

Policy 21.3 Make future rail transit extensions in the city compatible with existing BART, CalTrain or Muni rail lines.

In order to ensure potential linkages, interchange of vehicles and cost savings, new rail transitlines should be of the same basic type as either the BART, CalTrain or Muni systems, depending on the potential link. Special systems, such as cable cars or other limited service facilities, need not be compatible.

Policy 21.4 Provide for improved connectivity and potential facility expansion where any two fixed-guideway transit corridors connect.

The development of any rail or fixed-guideway transit corridor requires a significant capital investment and often results in surface disruption during construction. While the Citywide Rail Transit Plan proposes several new rail transit corridors, it is unlikely that all planned transit corridors will be built at the same time. To facilitate future corridor expansion, reduce long-term costs and minimize future disruptions, provisions should be made where two or more planned corridors intersect to accommodate the later development of the corridors.

Policy 21.5 Facilitate and continue ferries and other forms of water-based transportation as an alternative mode of transit between San Francisco and other communities along the Bay, and between points along the waterfront within San Francisco.

Since the Loma Prieta earthquake, ferry service has resumed between San Francisco and the East Bay. Commuter ferries now provide service between San Francisco and Vallejo, Larkspur, Tiburon, Sausalito, Oakland and two points in Alameda. They help reduce traffic congestion while providing a pleasant and useful alternative to a number of commuters who might otherwise choose to drive, and should be promoted in accordance with the recommendations of MTC's Regional Ferry Plan and any future local and regional transit expansion programs.

Policy 21.6 Establish frequent and convenient transit service, including water-based transit, to major recreational facilities and provide special service for sports, cultural and other heavily attended events.

It is important to promote transit as the primary mode of transportation to sports, cultural and other heavily attended events. Certain popular destinations, such as the Zoo, Golden Gate Park and Yerba Buena Gardens, are well-served by transit. The future recreational and cultural uses for the Presidio, Hunter's Point and Treasure Island are likely to need expanded landside and water transit to relieve congestion. The objective should be increased access to these places for those without cars; and reduced noise, pollution, and congestion when those with cars use transit.

Policy 21.7 Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems, by coordinating fares and schedules, and by providing bicycle access and secure bicycle parking.

Policy 21.8 Bridges and freeways should have exclusive transit lanes where significant transit service is provided by transit.

Transit lines can provide more efficient service by operating on their own rights-of-way. These can be instituted on bridges and freeways leading into the city, and interconnect, where feasible, with a system of exclusive transit lanes or transit priority street treatments within the city.

Policy 21.9 Improve pedestrian and bicycle access to transit facilities.

Pedestrian access to and from major destinations and the serving transit facility should be direct, ~~and~~ uncomplicated, *safe, accessible, and inviting*. Bicyclists should be accommodated on regional and trunkline transit vehicles including light rail vehicles wherever feasible, and at stations through the provision of storage lockers and/or secured bicycle parking.

Policy 21.10 Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities.

Policy 21.11 Ensure the maintenance and efficient operation of the fleet of transit vehicles.

Consideration should be given with every transportation system funding and development decision to maintaining and operating transit vehicles and the facilities that support them.

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PEDESTRIAN

The close-knit urban fabric of San Francisco, combined with the dramatic hills and sweeping vistas, makes walking an ideal mode for exploring and moving about the city. In a dense city such as San Francisco, the sidewalk is a vital source of open space, a refuge for sun and air. It is the space that everyone shares, the place in which the entire spectrum of urban life is encountered and experienced, for better or for worse. Since everyone is a pedestrian at one point or another, the sidewalk provides a strong sense of the overall image of the city.

Over much of the twentieth century, the priority given to traffic concerns has contributed to the significant degradation of the pedestrian environment. Freeways were built, streets were widened, and pedestrian crossings were eliminated. Peak-hour tow away traffic lanes were established on busy pedestrian streets, creating a hazardous situation where automobiles speed past within a few feet of overcrowded sidewalks.

The purpose of this section is to address pedestrian issues and to provide direction and policy that ensures pedestrian movement in the city is safe, convenient and pleasant, in recognition that pedestrian travel is an important component of the transportation system, especially in this transit-oriented city.

Objective 23 Improve the city's pedestrian circulation system to provide for efficient, pleasant, and safe movement.

Policy 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

Sidewalks should be sufficiently wide to comfortably carry existing and expected levels of pedestrians, and to provide for necessary pedestrian amenities and buffering from adjacent roadways. The need for these elements varies by the street context – sidewalk width should be based on the overall context and role of the street.

Policy 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or ~~and~~ where residential densities are high.

Wider sidewalks provide more pedestrian space and also permit more pedestrian amenities. In high-density residential and recreational areas, sidewalks are often utilized as open space, and should be designed and built to accommodate such a use. A good example of this type of sidewalk construction is in Duboce Triangle.

All sidewalks should meet or exceed the minimum sidewalk width for the relevant street type as described in the Better Streets Plan. Sidewalks below this width should be widened as opportunities arise to do so, balanced with the needs of other travel modes for the street as described in other sections of this element.

Where new publicly-accessible streets are created, such streets should meet or exceed the recommended sidewalk width for the relevant street type.

Policy 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.

New crosswalk closures should not be implemented. Existing closed crosswalks should be evaluated and removed where feasible.

Sidewalks should not be narrowed if doing so would result in the sidewalk becoming less than the minimum sidewalk width for the relevant street type.

Policy 23.4 Tow-away lanes should not be approved, and removal should be considered, if they impair existing and potential pedestrian usage and level of service on abutting sidewalks, as well as the needs of transit operation on the street.

Policy 23.5 Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs

Policy 23.5 Establish and enforce a set of sidewalk zones that provides guidance for the location of all pedestrian and streetscape elements, maintains sufficient unobstructed width for passage of people, strollers and wheelchairs, consolidates raised elements in distinct areas to activate the pedestrian environment, and allows sufficient access to buildings, vehicles, and streetscape amenities.

Sidewalks should be viewed holistically and through the organizing logic of a set of zones. Sidewalk zones ensure that there is sufficient clear width for pedestrians, and that there are appropriate areas for streetscape elements that will activate the sidewalk and provide amenities to pedestrians. New streetscape elements should be placed according to established guidelines for sidewalk zones, and existing elements should be re-located to meet these guidelines as opportunities arise to do so.

Policy 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

Appropriate treatments may include widening sidewalks at corners to provide more pedestrian queuing space and shorter crosswalk distances, especially where streets are wide. Large pedestrian islands should be installed to provide pedestrians with a safe waiting area while crossing where traffic volumes are high and/or streets are unusually wide. Consideration should be given to bicycle movement and the efficient operation of transit service in sidewalk widenings.

Corner bulbs reduce the crossing distance and provide more corner queuing space. The reduced crossing distance makes crossing safer, while the increased queuing area reduces the corner overcrowding that often spills into the street. Care should be taken not to constrain the movement of bicycles and transit vehicles in the design of sidewalk bulbs. *Corner bulbs should be designed to shorten crossing distance and enhance visibility to the maximum extent possible while still retaining necessary vehicle movements.*

Policy 23.7 Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.

The timing and length of traffic signals should be set to provide enough "green" time for all pedestrians to cross streets safely. Timing should account for people using wheelchairs and carriages, where use of curb cuts is necessary for access to the crosswalk from the sidewalk. On wide streets, pedestrian islands should be established as necessary to provide slower-moving pedestrians with some relief and a waiting area. U-turns permitted at intersections with large pedestrian volumes should be reconsidered in the interest of improving pedestrian safety.

Policy 23.8 Support pedestrian needs by incorporating them into regular short-range and long-range planning activities for all city and regional agencies and include pedestrian facility funding in all appropriate funding requests.

Pedestrian issues are affected by decisions in a variety of agencies and need to be considered. A number of local and regional agencies and departments plan transportation projects, which are increasingly developed as multi-modal projects, could incorporate pedestrian improvements. In particular, local and regional mass transit projects must pay particular attention to pedestrian needs, especially at significant transfer points. For many transportation projects, pedestrian improvements could be included with the project for far less than if the pedestrian project was a stand alone project. In general, the larger the project, the more potential to address pedestrian needs.

Policy 23.9 Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.

Consideration of special pedestrian and wheelchair access should be given to areas and crosswalks where there is a large concentration of ~~elderly~~ seniors and ~~disabled~~ persons with disabilities. Design of streets should follow the principles of "universal design" where practicable. Universal design is a best practice that seeks to serve the needs of individuals with disabilities while providing cross-benefit to all users. Curb ramps should be provided at all crossings, prioritized based on the City's ADA Transition Plan for Curb Ramps and Sidewalks.

Objective 24 Improve the ambience of the pedestrian environment.

Policy 24.1 Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.

Historic street lights impart a sense of history and character and can create continuity in the public realm even as the surrounding built environment changes over time. Historic street lights such as the Path of Gold (Market Street) lights and Golden Triangle (Mason/Powell) lights should be preserved, and restored as funding allows, according to the Secretary of the Interior's Standards. New street improvements should be designed to be compatible with the character of historic street lights and other existing historic streetscape elements.

~~Historic streetlight removal is an on-going problem in the city as the responsible departments argue that historic streetlights are not worth the expense. Given San Francisco's historic architectural heritage, we should be protecting more historic elements not removing them.~~

Policy 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

Street trees are the organizing element of the pedestrian environment. Locations for street trees should be identified and other streetscape elements placed in relation to existing or potential street tree planting locations, so as not to remove opportunities for planting new trees. ~~one of the most important elements in creating a liveable streetscape. They~~ Street trees provide shade, create a human scale on the street, soften the edge between the building and the street, and serve as a buffer between pedestrian space and the street. Moreover, street trees are an important environmental consideration as they contribute to cleaner air. An appropriate program of irrigation and maintenance should be implemented with street tree planting.

Policy 24.3 Install pedestrian-serving street furniture where appropriate.

Street furnishings, including seating, should be provided according to the appropriate guidelines for the relevant street type. Higher concentrations of street furnishings are appropriate on downtown and commercial streets, near major civic or institutional uses, and adjacent to transit stops. Street furnishings may also be located in less active areas where there is a need to provide neighborhood open space, and the possibility for people to use and care for the space.

Policy 24.4 Preserve pedestrian-oriented building frontages.

Building frontages that invite people to enter, that provide architectural interest and a sense of scale, and that are transparent enough to provide visual connections to and from the sidewalk help make the pedestrian environment more agreeable and safe.

Policy 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets”; *by adding pocket parks in sidewalks or medians,* **especially in neighborhoods deficient in open space.**

Public open space gives neighborhoods their identity, a visual focus, and a center for activity.
San Francisco's ~~should make improvements to~~ streets and alleys *play a key* role in the City's open space network – *streets comprise approximately 25% of the city's overall land.* In many neighborhoods currently underserved by open space there is little opportunity to create significant new parks due to a lack of available land. In high-density areas, ~~the~~ streets *and alleys* afford the greatest opportunity for new public parks and plazas. ~~Public open space gives a neighborhood its identity, a visual focus, and a center for activity.~~

In these areas, the city should create “living streets:” streets transformed into neighborhood-serving open spaces. In many locations, historic development patterns and the intersection of street grids result in excessive but unusable pavement spaces (called “pork chops” to describe a common shape). Similarly, many city streets are designed for more traffic than actually uses them.

These excess paved areas should be converted to pocket parks on widened sidewalks, curb extensions or new medians in appropriate circumstances. Pocket parks are small, active public spaces created in the existing public right-of-way. In addition to landscaping, pocket parks may include features such as seating areas, play areas, community garden space, or other elements to encourage active use of the public open space.

~~Residents and visitors would have an opportunity to experience some of the benefits of open space if streets, alleys and sidewalks were modified. Sidewalks can be widened and landscaped to accommodate open space needs and establish or strengthen neighborhood identity. The Market and Octavia Area Plan provides a number of “living street” proposals which should be studied further.~~

Objective 25 Develop a citywide pedestrian network.

Policy 25.1 Create a citywide pedestrian street classification system.

Similar in scope to the classification systems developed for pedestrians downtown and for automobiles citywide, the system permits directed planning for pedestrian improvements and the designation of pedestrian routes between significant destinations. Also similar to the other systems is the need to balance treatments and priority functions on streets that have an important function as defined by one or more street classification system, such as Van Ness Avenue, Geary Boulevard and The Embarcadero.

The classification system also addresses auto-oriented conditions that conflict with pedestrian travel on pedestrian-priority streets.

Policy 25.2 Utilizing the pedestrian street classification system, develop a citywide

pedestrian network that includes streets devoted to or primarily oriented to pedestrian use.

This network is composed of existing routes such as the Bay and Ridge trails, stairways, exclusive pedestrian streets, and pedestrian-oriented vehicular streets. The network links important destinations, neighborhood commercial districts, and open spaces.

Policy 25.3 Develop design guidelines for pedestrian improvements in Neighborhood Commercial Districts, Residential Districts, Transit-Oriented Districts, and other pedestrian-oriented areas as indicated by the pedestrian street classification plan.

The design guidelines ensure identifiable, pedestrian-oriented treatments for important pedestrian streets and set minimum standards for the placement of pedestrian streetscape elements.

Pedestrian Enclaves: The City can also improve portions of public rights-of-way to improve neighborhood character and provide open space improvements on portions of streets by establishing “pedestrian enclaves.” Pedestrian enclaves are defined by location rather than size; enclaves can utilize portions of the street and can establish broad corner bulb-outs. They should provide either restful space for pedestrians to enjoy a moment of reflection or active space such as open air weights or a dog obstacle course. In all cases, the design of the space should be mindful of adjacent activities and uses. In most cases enclaves should include benches, landscaping, and should improve the streetscape environment. A vista, garden, or streetscape view should be included to provide the user with a springboard for reflection. Examples of pedestrian enclaves include bulb outs on Noe Street north of Market Street, Octavia Square at the base of Octavia and Market, and could include programming on some major transit plazas. Pedestrian enclaves serve a very localized population.

Policy 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.

Demand-activated traffic signals favor motor-vehicle traffic over pedestrians, and are relatively uncommon in San Francisco. Where they do occur, the signal must be triggered to secure enough time to cross. Otherwise, only a very short time is allocated -- for cross traffic, not pedestrians. As such, demand-activated traffic signals present an inconvenience to pedestrians and should not be used on streets except where there is no significant pedestrian traffic.

Policy 25.5 Where intersections are controlled with a left-turn only traffic signal phase for automobile traffic, encourage more efficient use of the phase for pedestrians where safety permits.

Left-turn only phases often occur where the streets from which the turn is made are wide and heavily-trafficked, and are usually followed by a red light that activates cross traffic. To help overcome the pedestrian challenges of street width and traffic volume, the left-turn phase time

may enable pedestrians to begin their crossing earlier when safety allows. If the left turn is made onto a one-way street, the pedestrian traffic crossing against the one-way direction would have a relatively conflict-free opportunity to begin crossing early.

Policy 25.6 Provide enforcement of traffic and parking regulations to ensure pedestrian safety, particularly on streets within the Citywide Pedestrian and Neighborhood Networks.

Cars that fail to stop at signs and lights, park across sidewalks and travel at excessive speeds pose serious threats to pedestrian safety.

Objective 26 Consider the sidewalk area as an important element in the citywide open space system.

Policy 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

Small streets and alleyways play an important role in the citywide open space system, particularly in areas that are deficient in open space. They should be designed to prioritize the full use of the right-of-way for pedestrians, while accommodating small numbers of slow-moving vehicles where appropriate. Such shared public ways should have appropriate pedestrian and open space elements, traffic calming features, and detection cues for persons with visual impairments or other disabilities.

Policy 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

Policy 26.3 Encourage pedestrian serving uses on the sidewalk.

Outdoor café and restaurant seating, merchandise displays, and food vendors all serve to enliven the pedestrian environment. Such uses should be encouraged on appropriate street types, consistent with established guidelines for safety, accessibility, and maintenance.

Policy 26.4 Encourage and support the development of walking tours incorporating signage wherever possible.

There are a number of organized and semi-organized walking tours in the City supported by both private and public entities. Coordination and recognition of these walking tours should be encouraged and, utilizing an idea popular in other cities, signage or markers to direct pedestrians along prominent walking routes should be considered and implemented.

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 7
DRAFT RESOLUTION ADOPTING
GENERAL PLAN AMENDMENTS



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT-7

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Planning Commission Resolution No. _____ HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010
Case No.: 2007.1238EMRTU
Project: Better Streets Plan – Adopting General Plan Amendments
Block/Lot: Various – Citywide
Staff Contact: Adam Varat – (415) 558-6045
adam.varat@sfgov.org
Recommendation: Approval

FORMULATING A RESOLUTION TO ADOPT AMENDMENTS TO THE URBAN DESIGN AND TRANSPORTATION ELEMENTS OF THE GENERAL PLAN TO INCORPORATE THE BETTER STREETS PLAN BY REFERENCE, AND TO DESCRIBE BEST PRACTICES IN STREETScape AND PEDESTRIAN DESIGN FROM THE BETTER STREETS PLAN.

WHEREAS, Section 4.105 of the San Francisco Charter empowers the Planning Commission to establish and update the City’s General Plan, and calls for the General Plan to contain “goals, policies and programs for the future physical development of the City and County of San Francisco.” The Charter calls for the Planning Commission to periodically recommend for approval or rejection to the Board of Supervisors proposed amendments to the General Plan, in response to changing physical, social, economic, environmental or legislative conditions.

The City has previously adopted the Transit-First Policy (San Francisco City Charter Section 16.102) and Better Streets Policy (San Francisco Administrative Code Section 98.1), which calls for decisions about the use and allocation of the public right-of-way to prioritize transportation by foot, bicycle, and transit, and for the City to balance the multitude of uses and functions of the street when arriving at street design decisions. City policy acknowledges that streets play a variety of transportation, recreation, social and ecological roles and that all of these functions must be considered and balanced in the design of public right-of-ways in San Francisco.

The Better Streets Plan (the Plan) creates a comprehensive guide to the design and management of the pedestrian realm of our city’s streets, including detailed guidelines for street types, sidewalk widths and zones, overall streetscape layout, and design guidelines for specific streetscape elements, consistent with all applicable state and federal statutes and regulations.

The Plan has been a collaboration between all City agencies involved in the design and management of the public right-of-way, including the Planning Department, Department of

Public Health (DPH), Department of Public Works (DPW), Mayor's Office on Disability (MOD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and San Francisco County Transportation Authority (SFCTA), all of which have reviewed and commented on the content of the Better Streets Plan.

The proposed General Plan amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would revise Objectives, Policies, and text to the Urban Design and Transportation Elements of the General Plan.

The proposed General Plan amendments would add and amend policies in the Urban Design and Transportation Elements of the General Plan identifying the Better Streets Plan and stating that improvements to the pedestrian realm in San Francisco should be governed by the Plan. It would also add text to the Transportation Element section on pedestrian transportation to identify new pedestrian features and to incorporate new concepts in the design and planning of pedestrian facilities that are described in the Better Streets Plan.

The goals of the Better Streets Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, our understanding of the urban environment, multi-modal transportation system planning and the design and use of public rights-of-way has changed. The General Plan contains a number of Objectives, Policies and figures that do not fully reflect the goals and best practices that can be employed in the design of public rights-of-way that may be achieved by implementing the Better Streets Plan.

A draft Board of Supervisors ordinance, shown in Attachments 5 and 6, identifies the proposed revisions to the General Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

Environmental Review

The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010. The Better Streets Plan was found to have less-than-significant environmental impacts with mitigation measures incorporated, per the Final Mitigated Negative Declaration. The Planning Commission adopted California Environmental Quality Act (CEQA) Findings with mitigation measures incorporated at a public hearing on October 28, 2010, prior to considering adopting amendments to the General Plan.

Planning Code Section 101.1 Findings

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The Planning Commission finds that the Better Streets Plan and the proposed General Plan amendments are on balance in conformity with the eight Priority Policies of Planning Code Section 101.1 and with the General Plan as it is proposed to be amended. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require adoption of the proposed General Plan amendments.

The Planning Commission finds that the proposed General Plan amendments as set forth in draft Board of Supervisor's Ordinance, attached hereto as Attachments 5 and 6, are consistent with the eight Priority Policies of Planning Code Section 101.1. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require approval of the proposed Planning Code amendments.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies, per the discussion below:

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses

The Project will not negatively affect existing, neighborhood-serving retail. By enhancing the pedestrian and streetscape environment, the project will encourage pedestrian travel to neighborhood commercial districts.

2. The project would not have an adverse effect on the City's housing stock or on neighborhood character.

The Project would not have any effect on the City's existing housing stock. The project would result in enhancements to San Francisco's neighborhood character by guiding the creation of streetscape improvements that are consistent with neighborhood context.

3. The project would have no adverse effect on the City's supply of affordable housing

The Project would not have any effect on the City's supply of affordable housing.

4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking

The Project would not impede MUNI or other public transit service. The project will improve the pedestrian qualities of streets, encouraging walking as a mode of transportation. The project includes

guidelines for the design of safe, accessible, and convenient transit stops, and other transit-supportive streetscape elements, which would encourage use of public transit

5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors

The Project would have no effect on the City's industrial and service sectors.

6. The project would improve the facility's preparedness against injury and loss of life in an earthquake

The Project would not have any effect on the City's preparedness for an earthquake.

7. The project would have no adverse effect on landmarks or historic buildings

The Project would not have an adverse effect on landmarks or historic buildings. The Better Streets Plan contains policies to preserve and restore historic elements in the street environment consistent with the Secretary of the Interior's Standards.

8. The project would not have an adverse effect on parks and open space or their access to sunlight and vistas.

The Project would not have any effect on City parks or open spaces or their access to sunlight.

General Plan Conformity Findings

As required by § 4.105 of the Charter of the City and County of San Francisco and § 2A.53 of the Administrative Code of the City and County of San Francisco, the Planning Department is required to submit a report to the Board of Supervisors prior to their consideration physical changes to the design of public rights-of-way in San Francisco. In addition, General Plan amendments and Planning Code amendments require a finding of General Plan conformity prior to their adoption.

The Planning Commission finds the approval of related Planning documents and implementation measures, including a conforming General Plan Amendment, and recommending approval of the Better Streets Plan and amendments to the Administrative Code and Planning Code are, **on balance**, in conformity with the General Plan, as it is proposed to be amended, per the following discussion.

Amendments to the General Plan proposed as part of this legislation are indicated in italic underline. Proposed deletions are shown in ~~strike-through~~.

COMMERCE AND INDUSTRY ELEMENT

POLICY 4.10 Enhance the working environment within industrial areas.

Public efforts to enhance the environment of industrial areas with little or no cost to the city should also be pursued. The promotion of a limited number of small retail areas, restaurants, small parks, and pleasant sidewalks would serve to improve the environment of many dreary industrial areas. City actions of this sort can significantly influence the attractiveness and appeal of industrial neighborhoods.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 6.10 Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

Discussion: The Project calls for additional streetscape amenities in commercial and industrial neighborhoods, such that areas of employment have an attractive streetscape environment and improve workers' quality of life. The Project also calls for improved streetscapes including lighting, landscaping, and site furnishings that will help to revitalize neighborhood commercial corridors and encourage use of local shopping rather than regional shopping destinations.

RECREATION AND OPEN SPACE ELEMENT

POLICY 2.9 Maintain and expand the urban forest.

Trees planted in city parks, on public open space, on city streets and on private property, collectively form the "urban forest".

POLICY 4.7 Provide open space to serve neighborhood commercial districts.

Most neighborhood commercial districts would benefit by improving the streetscape for pedestrians and providing public open space, however small in size, that can be used by shoppers and employees as well as neighborhood residents. Typically, neighborhood commercial districts combine residential and commercial uses and the residential units have little private open space. Street and sidewalk areas, which traditionally perform some public open space function, are heavily used and have many competing uses. Nevertheless, careful planning can produce opportunities to create useful open space. For example in certain areas sidewalks can be widened and seating and landscaping can be provided.

Discussion: The Project calls for the provision of new street trees per established guidelines, and expands opportunities for street trees. The Project also calls for the use of excess areas of the public right-of-way in neighborhood commercial and other districts, such that these areas can create pockets of social activity and public life, including lighting, landscaping, and site furnishings.

TRANSPORTATION ELEMENT

POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

POLICY 1. 6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls, that improve vehicular flow without impeding movement for pedestrians and bicyclists.

The roadway space needed by bicyclists varies between four and six feet depending on the presence of parked cars. The needs of bicyclists must be considered wherever lane widths, especially curb lanes, are proposed to be changed. Multiple turn lanes, designed to reduce congestion for autos, are confusing and dangerous to cyclists and pedestrians, and should not be used if feasible.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

OBJECTIVE 15 ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets (*chicanes*) and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- colored and/or textured sidewalks and crosswalks.
- Median and intersection islands

- POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.
- POLICY 20.7 Encourage ridership and clarify transit routes by means of a city-wide plan for street landscaping, lighting and transit preferential treatments.
- POLICY 21.9 Improve pedestrian and bicycle access to transit facilities.
- OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
- POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
- POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or ~~and~~ where residential densities are high.
- POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.
- POLICY 23.5 ~~Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.~~ Establish and enforce a set of sidewalk zones that provides guidance for the location of all pedestrian and streetscape elements, maintains sufficient unobstructed width for passage of people, strollers and wheelchairs, consolidates raised elements in distinct areas to activate the pedestrian environment, and allows sufficient access to buildings, vehicles, and streetscape amenities.
- POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.
- POLICY 23.7 Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.
- POLICY 23.9 Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.
- OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

- POLICY 24.1 Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.
- POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.
- POLICY 24.3 Install pedestrian-serving street furniture where appropriate.
- POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets”, by adding pocket parks in sidewalks or medians, especially in neighborhoods deficient in open space.
- POLICY 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.
- OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
- POLICY 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.
- POLICY 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.
- POLICY 26.3 Encourage pedestrian serving uses on the sidewalk.

Discussion: The Project calls for the enhancement of the quality of the pedestrian environment throughout the city, including provisions such as including lighting, landscaping, site furnishings, sidewalk widenings, improved pedestrian crossings, minimization and removal of crosswalk closures, minimization and removal of multiple turn lanes, priority pedestrian signal timing, curb ramps, traffic calming elements, and other features. It also calls for enhancement of transit stops, and streetscape design that supports transit service, which will help to improve the transit system in San Francisco. In general, by providing guidelines for the enhancement of the pedestrian realm, the Project would help to encourage greater use of alternative modes of transportation to private vehicles, including walking and transit use.

The Better Streets Plan reflects current best practices in pedestrian and streetscape design, which are not fully reflected in the General Plan. To that end, the project proposes to amend the policies, objectives, and text of the Transportation Element to incorporate these best practices.

URBAN DESIGN ELEMENT

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.
- POLICY 1.10 Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.
- POLICY ~~1.11-1.10~~ Indicate the purposes of streets by means of a citywide plan for street landscaping.
- POLICY ~~1.12-1.11~~ Indicate the purposes of streets by means of a citywide plan for street lighting.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY
- POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.
- POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.
- POLICY 4.3 Provide adequate lighting in public areas.
- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.
- POLICY 4.14 Remove and obscure distracting and cluttering elements.

Discussion: The Project provides a comprehensive set of citywide streetscape and pedestrian design guidelines, including lighting and landscaping features. The Project calls for the enhancement of the quality of the pedestrian environment throughout the city, including provisions such as lighting, landscaping, site furnishings, sidewalk widenings, traffic calming elements, and other features. The Project describes appropriate strategies for different street types: for example, it calls for protection of neighborhood residential areas through traffic calming features, and buffering from busy thoroughways by using landscaping, sidewalk widening, and other buffering elements.

Additionally, the Project calls for use of excess street space for open space, social, and recreational use. Finally, by providing a consistent set of guidance on design and layout of sidewalks, the Project would result in minimization to streetscape clutter.

The Better Streets Plan provides a comprehensive set of citywide streetscape and pedestrian design guidelines, which is not currently reflected in the General Plan. To that end, the project proposes to amend the policies, objectives, and text of the Urban Design Element to incorporate Policy 1.10 to identify the Better Streets Plan as the City's guiding document for design of streetscape and pedestrian features, and to incorporate it into the General Plan.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 3 MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.

POLICY 3.3 Implement plans to improve sewage treatment and halt pollution of the Bay and Ocean.

OBJECTIVE 4 ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

OBJECTIVE 15 INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

POLICY 15.1 Increase the use of transportation alternatives to the automobile.

Discussion: The Project promotes and provides guidelines for improving stormwater management in the public right-of-way, leading to decreases in sewer overflows and improved water quality in the Bay and Ocean. The Project would help to improve air quality by promoting and providing guidelines for alternative modes of transportation, including walking and use of public transit.

COMMUNITY FACILITIES ELEMENT

OBJECTIVE 10 LOCATE WASTEWATER FACILITIES IN A MANNER THAT WILL ENHANCE THE EFFECTIVE AND EFFICIENT TREATMENT OF STORM AND WASTEWATER.

POLICY 10.1 Provide facilities for treatment of storm and wastewater prior to discharge into the Bay or ocean. Locate such facilities according to the Wastewater and Solid Waste Facilities Plan.

Resolution No. _____
October 28, 2010

CASE NO. 2007.1238EMRTU
Amendments to the General Plan
related to the Better Streets Plan

Discussion: The Project promotes and provides guidelines for improving stormwater management in the public right-of-way, leading to decreases in sewer overflows and improved water quality in the Bay and Ocean.

NOW THEREFORE BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA findings in Commission Motion No. _____ and the findings related to consistency with the Planning Code Section 101.1 priority policies and conformity with the General Plan set forth above; and

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340, the Planning Commission adopts a Resolution to Adopt Amendments to the General Plan of the City and County of San Francisco, contained in the draft Ordinance attached hereto as Attachments 5 and 6, and recommends that the Board of Supervisors approve the amendments; and directs the Planning Department to update the General Plan's Land Use Index to reflect these amendments if necessary.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on _____.

Linda Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: October 28, 2010

I:\Citywide\City Design\Better Streets\12) Adoptions\Planning Commission\BSP_adopt_resolution_MR.doc

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 8
DRAFT BOARD OF SUPERVISORS ORDINANCE AMENDING
THE ADMINISTRATIVE CODE, PLANNING CODE,
PUBLIC WORKS CODE, AND SUBDIVISION CODE

BOARD of SUPERVISORS



City Hall
Dr. Carlton B. Goodlett Place, Room 244
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Tel. No. 554-5184
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TDD/TTY No. 554-5227

September 30, 2010

Linda Avery
Planning Commission
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Dear Commissioners:

On September 21, 2010, Mayor Newsom introduced the following proposed legislation:

File No. 101194

Ordinance adopting the Better Streets Plan; amending Chapter 98.1 of the Administrative Code to require street improvements to conform with the policies and guidance of the San Francisco Better Streets Plan (Better Streets Plan); amending various sections of the Planning Code to consolidate requirements for street improvements; to require street improvements to follow the policies and guidance of the Better Streets Plan; to expand and modify existing requirements for provision of street trees; to require specified projects to submit a streetscape plan with application submission; and to describe additional requirements for certain areas of the city subject to neighborhood streetscape plans, including Downtown and Rincon Hill; amending various sections of the Public Works Code to be consistent with the Better Streets Plan, including waiving public right-of-way occupancy fees for Better Streets Plan elements; amending Sections 1335, 1336, and 1337 of the Subdivision Code to require streetscape, pedestrian, and stormwater improvements consistent with the Better Streets Plan as part of subdivision approvals; and making findings, including environmental findings and findings that the Planning Code amendments and General Plan amendments are consistent, on balance, with the General Plan and Planning Code Section 101.1.

The proposed ordinance is being transmitted pursuant to Planning Code Section 302(b) for public hearing and recommendation. The ordinance is pending before the Land Use & Economic Development Committee and will be scheduled for hearing upon receipt of your response.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, reading "Alisa Somera".

By: Alisa Somera, Committee Clerk
Land Use & Economic Development Committee

Attachment

c: John Rahaim, Director of Planning
AnMarie Rodgers, Legislative Affairs
Tara Sullivan, Legislative Affairs
Brett Bollinger, Major Environmental Analysis
Kate Stacy, Deputy City Attorney

[Better Streets Plan Implementation]

Ordinance adopting the Better Streets Plan; amending Chapter 98.1 of the Administrative Code to require street improvements to conform with the policies and guidance of the San Francisco Better Streets Plan (Better Streets Plan); amending various sections of the Planning Code to consolidate requirements for street improvements; to require street improvements to follow the policies and guidance of the Better Streets Plan; to expand and modify existing requirements for provision of street trees; to require specified projects to submit a streetscape plan with application submission; and to describe additional requirements for certain areas of the city subject to neighborhood streetscape plans, including Downtown and Rincon Hill; amending various sections of the Public Works Code to be consistent with the Better Streets Plan, including waiving public right-of-way occupancy fees for Better Streets Plan elements; amending Sections 1335, 1336, and 1337 of the Subdivision Code to require streetscape, pedestrian, and stormwater improvements consistent with the Better Streets Plan as part of subdivision approvals; and making findings, including environmental findings and findings that the Planning Code amendments and General Plan amendments are consistent, on balance, with the General Plan and Planning Code Section 101.1.

Note: Additions are single-underline italics Times New Roman;
deletions are ~~strikethrough italics Times New Roman~~.
Board amendment additions are double underlined.
Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings.

1 (a) Pursuant to Planning Code Section 302, this Board of Supervisors finds that this
2 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in
3 Planning Commission Resolution No. _____ adopted on September __, 2010, and
4 incorporates those reasons herein by reference. A copy of said Planning Commission
5 Resolution is on file with the Clerk of the Board of Supervisors in File No. _____.

6 (b) The Board of Supervisors finds that this ordinance is, on balance, consistent
7 with the General Plan, as proposed for amendment, and the Priority Policies of Planning Code
8 Section 101.1(b) for the reasons set forth in Planning Commission Resolution No.
9 _____, and incorporates those reasons herein by reference.

10 (c) In accordance with the actions contemplated herein, the Planning Commission
11 on _____, 2010 in Resolution No. _____ adopted a mitigated negative
12 declaration, and approved findings pursuant to the California Environmental Quality Act
13 (California Public Resources Code sections 21000 et seq., "CEQA"), including the adoption of
14 a mitigation monitoring and reporting program. The letter from the Planning Department
15 transmitting the proposed Better Street Plan legislation and the proposed General Plan
16 amendments related thereto to the Board of Supervisors, the Mitigated Negative Declaration,
17 the CEQA Findings adopted by the Planning Commission with respect to the approval of the
18 legislation, including a mitigation monitoring and reporting program, the Planning Commission
19 motions and resolutions related to the Better Streets Plan legislation, are on file with the Clerk
20 of the Board in File No. _____. These and any and all other documents
21 referenced in this Ordinance and companion legislation have been made available to the
22 Board of Supervisors and may be found in either the files of the Planning Department, as the
23 custodian of records, at 1650 Mission Street in San Francisco, or in File No. _____
24 with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco,
25

1 and are incorporated herein by reference. This Board hereby adopts the Planning
2 Commission's CEQA Findings as its own and incorporates these findings herein by reference.

3 Section 2. Better Streets Plan Adoption.

4 (a) Since 2007, various City departments have worked collaboratively to develop
5 the Better Streets Plan, an outgrowth of San Francisco Administrative Code Section 98.1. A
6 copy of this Plan is on file with the Clerk of the Board of Supervisors in File No.
7 _____ and is incorporated herein by reference.

8 (b) The Board of Supervisors hereby adopts the Better Streets Plan as an official
9 Plan of the City and County of San Francisco, and urges all City departments to rely on the
10 plan for their decisions regarding the design of streets and other public right-of-ways.

11 Section 3. The San Francisco Administrative Code is hereby amended by amending
12 Section 98.1, to read as follows:

13 **SEC. 98.1 BETTER STREETS POLICY; GOVERNING PRINCIPLES;**
14 **COORDINATION OF DEPARTMENTAL ACTIONS.**

15 (a) The Better Streets Policy is an official policy of the City and County of San
16 Francisco and shall read as follows: Design City streets in keeping with the Urban Design
17 Element of the City's General Plan, the City's Transit-First Policy, best practices in
18 environmental planning and pedestrian-oriented, multi-modal street design, and incorporation
19 of sustainable water management techniques to ensure continued quality of life, economic
20 well-being, and environmental health in San Francisco.

21 (b) In furtherance of the Better Streets Policy, the City recognizes that San
22 Francisco's streets constitute a large portion of the City's public space. Implementation of the
23 Better Streets Policy will ensure that such streets will continue to be:

1 (1) Corridors for all modes of transportation, with a particular emphasis on
2 pedestrians and transit priorities;

3 (2) Organizers of the City's development pattern and how individuals perceive such
4 a pattern; and

5 (3) An integral component of San Francisco's water management infrastructure.

6 (c) The Better Streets Policy also is intended to ensure that the City's public rights-
7 of-way become:

8 (1) Attractive, safe, and useable public open spaces corridors with generous
9 landscaping, lighting, and greenery;

10 (2) Sustainable and healthy components of the City's ecology, taking advantage of
11 available technologies to reduce the environmental impact of our street systems and to
12 comprehensively manage stormwater based on established principles of watershed planning;

13 (3) Providers of access to properties, public view corridors, light, and air; and

14 (4) Providers of habitat for urban wildlife.

15 (d) As part of an approval or decision concerning any public and private project that
16 impacts or is adjacent to a publicly-accessible right-of-way, all City departments shall
17 coordinate their various determinations regarding the planning, design, and use of public
18 rights-of-way in accordance with the Better Streets Policy and the following supporting
19 principles:

20 (1) Streets must be designed as a whole, cognizant of the facing buildings and uses
21 within them, such that the resulting street environment is of appropriate scale and character.

22 (2) Streets that support and invite multiple uses, including safe, active, and ample
23 space for pedestrians, bicycles, and public transit, are more conducive to the public life of an
24 urban neighborhood and efficient movement of people and goods than streets designed
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1 primarily to move automobiles. Decisions regarding the design and use of the City's limited
2 public street space shall prioritize space for pedestrians, bicycles, and public transit over
3 space for automobiles.

4 (3) Streets should be appropriately designed and maintained to ameliorate negative
5 effects of traffic on pedestrian areas and adjacent uses, to provide usable on-street open
6 spaces, to enhance property values, and to increase the safety and attractiveness of
7 neighborhoods.

8 (4) Streets should be appropriately designed and maintained to address the unique
9 characteristics and challenges of the watersheds in which they lie through design treatments
10 that reduce downstream flooding with untreated stormwater and combined sewer overflows
11 into the San Francisco Bay and Pacific Ocean. Decisions regarding City street design and use
12 shall include techniques that reduce impacts on the combined sewage and stormwater system
13 and increase permeable surface area through the planting of street trees and landscaping and
14 minimization of unnecessary pavement. Designs also shall incorporate strategies that
15 facilitate the health and maintenance of street trees and landscaping, such as use of drought-
16 tolerant plantings, passive rainwater retention systems, piping for recycled water, and other
17 water management technologies that minimize the need for potable irrigation water.

18 (5) The design of the City's streets shall minimize visual clutter. This concern shall
19 extend to the number, design, and placement of signs, signals, utility structures, and elements
20 oriented to vehicular traffic. Decisions regarding signs and signals for the control of vehicles
21 must consider and balance the visual impact of the design of the street on all users and the
22 image of the City.

23 (6) The control and signalization of vehicular traffic has significant impacts on the
24 quality and safety of the street experience for all users, including pedestrians, bicyclists, and
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1 public transit users and operators. Decisions regarding the systems and signals for the control
2 of vehicles, including, but not limited to, changes to signal timing, speed limits, and allowable
3 turning movements, must consider and balance the impact on the street experience and
4 safety of all users.

5 (7) The design of the right-of-way and adjacent development, including the
6 maintenance and removal of street trees and other landscaping, allowance of curb cuts, and
7 placement of utilities, have significant impact on the street environment. Decisions regarding
8 street design must consider and prioritize pedestrian safety, enjoyment, and comfort.

9 (8) Paved space on many of the City's streets is more than is needed for the safe
10 and efficient movement of transit, bicycles, and automobiles. The City will encourage
11 innovative solutions to reuse such excess street space as planted or open space areas. The
12 City also will consider establishing a program to encourage and make it possible for adjacent
13 neighborhoods to replace paved areas with usable open space, permeable surfaces,
14 plantings, stormwater retention areas, and other public amenities.

15 (9) New technologies and the rethinking of old techniques will provide opportunities
16 for more sustainable design of our public rights-of-way to increase opportunities for public use
17 and enjoyment, reduce pollution and water usage, better manage stormwater, and provide the
18 opportunity for environmental education where possible. The City will encourage and facilitate
19 the use of innovative solutions based on best practices in environmental planning and
20 pedestrian-oriented, multi-modal design for its publicly-accessible rights-of-way.

21 (10) Major new developments, both public and private, often include the rebuilding of
22 portions of public rights-of-way and should serve as models of the Better Streets Policy.
23 Special efforts should be made to ensure that such new developments lead by example.
24 Public projects should establish model street and open space designs and private projects
25

1 should incorporate stronger street design and landscaping standards. The City should
2 encourage local residents, businesses, and other stakeholders to collaboratively develop such
3 designs and standards in order to foster the community's active use and sense of ownership
4 of these spaces over time.

5 (e) To carry out the intent of this Section, the City has developed, and the Board of
6 Supervisors adopted in Ordinance No. _____, a citywide streetscape master plan and a
7 comprehensive set of streetscape design guidelines, known as the "Better Streets Plan."

8 The Better Streets Plan identifies street types, and provides design guidelines for pedestrian and
9 streetscape elements such as street trees and landscaping, street lighting, sidewalk widths, sidewalk
10 extensions, sidewalk paving, and site furnishings.

11 (1) Streetscape and pedestrian improvements on existing right-of-ways.

12 (i) The Better Streets Plan shall govern design and dimensions of all pedestrian
13 and streetscape elements, including but not limited to those elements shown in Table 1 and defined in
14 the Better Streets Plan, on any public right-of-way.

15 (ii) All public and private sponsors that propose or are required to make changes to
16 any such right-of-way shall:

17 (A) Be consistent with the principles and guidelines for streetscape and pedestrian
18 elements and overall streetscape design found in the Better Streets Plan.

19 (B) Select streetscape elements from a City-approved palette of materials and
20 furnishings, where applicable.

21 (C) Select streetscape elements that are consistent with the overall character and
22 materials of the corridor and district.

23 (iii) Street improvements shall be subject to approval by all applicable City agencies.
24
25

1 (2) Streetscape and pedestrian improvements on new right-of-ways. Any public and
2 private projects that create or develop new public right-of-ways, including streets, alleys and
3 pedestrian pathways; or that bring unaccepted streets up to City standards for accepted streets, shall:

4 (i) Meet or exceed recommended sidewalk widths for the appropriate street type as
5 described in the Better Streets Plan; Where a consistent front building setback of 3 feet or greater
6 extending for at least an entire block face is provided, the recommended sidewalk width may be
7 reduced by up to 2 feet.

8 (ii) Include all standard improvements for the appropriate street type as described in
9 the Better Streets Plan;

10 (iii) Include stormwater facilities as required by Public Works Code Article 4.2.

11 (3) Approvals.

12 (i) Any proposed changes to the public right-of-way shall be subject to approval by
13 the applicable city bodies with permitting jurisdiction over streetscape and pedestrian improvements,
14 and shall comply with all applicable ordinances.

15 (ii) Permitting bodies shall review proposed changes to streetscape and pedestrian
16 elements in the public right-of-way against the principles and guidelines of the Better Streets Plan.

17 (iii) Notwithstanding the provisions of this Section, any sponsor proposing to make
18 changes to the public right-of-way shall apply for and obtain all required permits for street use;
19 changes to the legislated sidewalk widths; and street improvements.

20 (4) Amendments. The Better Streets Plan may be amended from time to time by the Board
21 of Supervisors. The Board of Supervisors hereby delegates authority for non-material amendments to
22 the Directors of those agencies tasked with the design, construction, maintenance, and permitting of
23 features in the public right-of-way, including the Municipal Transportation Agency, Department of
24 Public Works, Planning Department, and Public Utilities Commission, in consultation with the

Mayor's Office on Disability, provided, however, that no such amendment shall be effective until each affected agency approves the amendment after a public hearing.

Table 1: Pedestrian and Streetscape Elements per the Better Streets Plan

<u>#</u>	<u>PHYSICAL ELEMENT</u>	<u>BETTER STREETS PLAN SECTION</u>
<u>1</u>	<u>Curb ramps</u>	<u>5.1</u>
<u>2</u>	<u>Marked crosswalks</u>	<u>5.1</u>
<u>3</u>	<u>Pedestrian-priority signal devices and timings</u>	<u>5.1</u>
<u>4</u>	<u>High-visibility crosswalks</u>	<u>5.1</u>
<u>5</u>	<u>Special crosswalk treatments</u>	<u>5.1</u>
<u>6</u>	<u>Restrictions on vehicle turning movements at crosswalks</u>	<u>5.1</u>
<u>7</u>	<u>Removal or reduction of permanent crosswalk closures</u>	<u>5.1</u>
<u>8</u>	<u>Mid-block crosswalks</u>	<u>5.1</u>
<u>9</u>	<u>Raised crosswalks</u>	<u>5.1</u>
<u>10</u>	<u>Curb radius guidelines</u>	<u>5.2</u>
<u>11</u>	<u>Corner curb extensions or bulb-outs</u>	<u>5.3</u>
<u>12</u>	<u>Extended bulb-outs</u>	<u>5.3</u>
<u>13</u>	<u>Mid-block bulb-outs</u>	<u>5.3</u>
<u>14</u>	<u>Center or side medians</u>	<u>5.4</u>

1	<u>15</u>	<u>Pedestrian refuge islands</u>	<u>5.4</u>
2	<u>16</u>	<u>Transit bulb-outs</u>	<u>5.5</u>
3	<u>17</u>	<u>Transit boarding islands</u>	<u>5.5</u>
4	<u>18</u>	<u>Flexible use of the parking lane</u>	<u>5.6</u>
5	<u>19</u>	<u>Parking lane planters</u>	<u>5.6</u>
6	<u>20</u>	<u>Chicanes</u>	<u>5.7</u>
7	<u>21</u>	<u>Traffic calming circles</u>	<u>5.7</u>
8	<u>22</u>	<u>Modern roundabouts</u>	<u>5.7</u>
9	<u>23</u>	<u>Sidewalk or median pocket parks</u>	<u>5.8</u>
10	<u>24</u>	<u>Reuse of 'pork chops' and excess right-of-way</u>	<u>5.8</u>
11	<u>25</u>	<u>Multi-way boulevard treatments</u>	<u>5.8</u>
12	<u>26</u>	<u>Shared public ways</u>	<u>5.8</u>
13	<u>27</u>	<u>Pedestrian-only streets</u>	<u>5.8</u>
14	<u>28</u>	<u>Public stairs</u>	<u>5.8</u>
15	<u>29</u>	<u>Street trees</u>	<u>6.1</u>
16	<u>30</u>	<u>Tree basin furnishings</u>	<u>6.1</u>
17	<u>31</u>	<u>Sidewalk planters</u>	<u>6.1</u>
18	<u>32</u>	<u>Above-ground landscaping</u>	<u>6.1</u>
19	<u>33</u>	<u>Stormwater management tools</u>	<u>6.2</u>
20	<u>34</u>	<u>Street and pedestrian lighting</u>	<u>6.3</u>
21	<u>35</u>	<u>Special paving</u>	<u>6.4</u>
22	<u>36</u>	<u>Site furnishings</u>	<u>6.5</u>

Table 2. Recommended Sidewalk Widths by Street Type

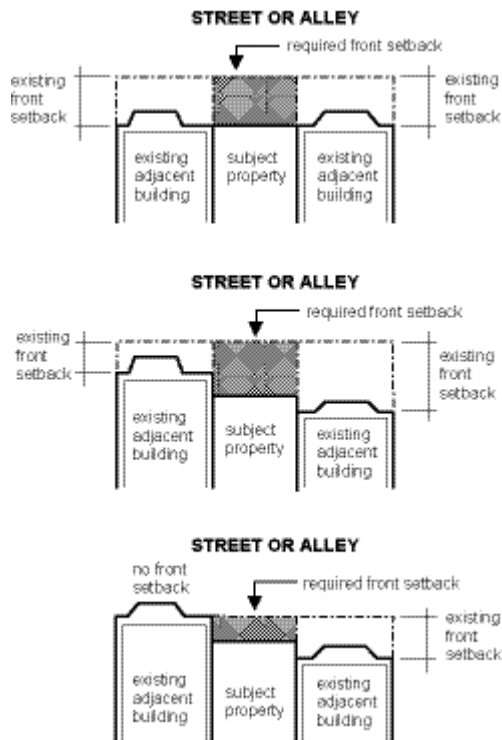
		<u>Recommended</u>
		<u>Sidewalk Width</u>
		<u>(Minimum</u>
	<u>Street Type (per Better</u>	<u>required for new</u>
-	<u>Streets Plan)</u>	<u>streets)</u>
		<u>See Downtown</u>
<u>Commercial</u>	<u>Downtown commercial</u>	<u>Streetscape Plan</u>
-	<u>Commercial thoroughway</u>	<u>15'</u>
	<u>Neighborhood</u>	
-	<u>commercial</u>	<u>15'</u>
<u>Residential</u>	<u>Downtown residential</u>	<u>15'</u>
-	<u>Residential thoroughway</u>	<u>15'</u>
-	<u>Neighborhood residential</u>	<u>12'</u>
<u>Industrial/Mixed-</u>		
<u>Use</u>	<u>Industrial</u>	<u>10'</u>
-	<u>Mixed-use</u>	<u>15'</u>
<u>Special</u>	<u>Parkway</u>	<u>17'</u>
	<u>Park edge (multi-use</u>	
-	<u>path)</u>	<u>25'</u>
-	<u>Multi-way boulevard</u>	<u>15'</u>
-	<u>Ceremonial</u>	<u>varies</u>
<u>Small</u>	<u>Alley</u>	<u>9'</u>
-	<u>Shared public way</u>	<u>n/a</u>
-	<u>Paseo</u>	<u>varies</u>

1
2 Section 4. The San Francisco Planning Code is hereby amended by amending
3 Sections 132, 135, 138.1, 249.1, 428, 825, and 827, to read as follows:

4 **SEC. 132. – FRONT SETBACK AREAS, RTO, RH AND RM DISTRICTS AND FOR**
5 **REQUIRED SETBACKS FOR PLANNED UNIT DEVELOPMENTS.**

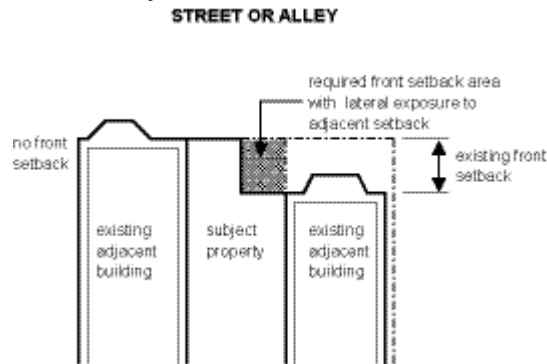
6 The following requirements for minimum front setback areas shall apply to every
7 building in all RH, RTO, and RM Districts, in order to relate the setbacks provided to the
8 existing front setbacks of adjacent buildings. Buildings in RTO Districts which have more than
9 75 feet of street frontage are additionally subject to the Ground Floor Residential Design
10 Guidelines, as adopted and periodically amended by the Planning Commission. Planned Unit
11 Developments or PUDs, as defined in Section 304, shall also provide landscaping in required
12 setbacks in accord with Section 132(g).

13 (a) **Basic Requirement.** Where one or both of the buildings adjacent to the subject
14 property have front setbacks along a street or alley, any building or addition constructed,
15 reconstructed or relocated on the subject property shall be set back to the average of the two
16 adjacent front setbacks. If only one of the adjacent buildings has a front setback, or if there is
17 only one adjacent building, then the required setback for the subject property shall be equal to
18 one-half the front setback of such adjacent building. In any case in which the lot constituting
19 the subject property is separated from the lot containing the nearest building by an
20 undeveloped lot or lots for a distance of 50 feet or less parallel to the street or alley, such
21 nearest building shall be deemed to be an "adjacent building," but a building on a lot so
22 separated for a greater distance shall not be deemed to be an "adjacent building."
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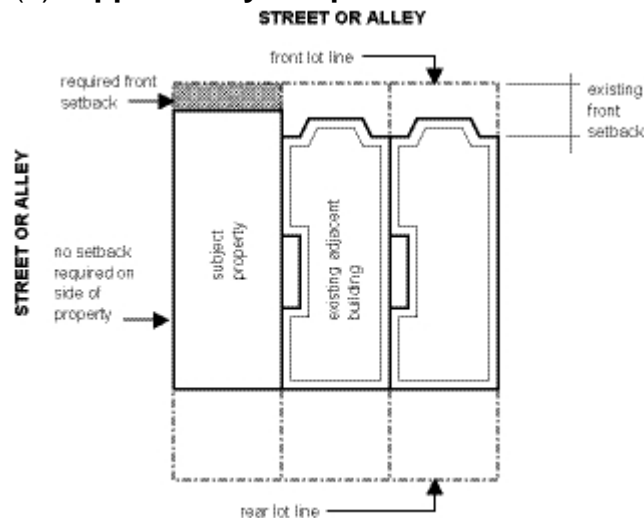
(b) **Alternative Method of Averaging.** If, under the rules stated in Subsection (a) above, an averaging is required between two adjacent front setbacks, or between one adjacent setback and another adjacent building with no setback, the required setback on the subject property may alternatively be averaged in an irregular manner within the depth between the setbacks of the two adjacent buildings, provided that the area of the resulting setback shall be at least equal to the product of the width of the subject property along the street or alley times the setback depth required by Subsections (a) and (c) of this Section; and provided further, that all portions of the resulting setback area on the subject property shall be directly exposed laterally to the setback area of the adjacent building having the greater setback. In any case in which this alternative method of averaging has been used for the subject property, the extent of the front setback on the subject property for purposes of Subsection (c) below relating to subsequent development on an adjacent site shall be

considered to be as required by Subsection (a) above, in the form of a single line parallel to the street or alley.



(c) **Method of Measurement.** The extent of the front setback of each adjacent building shall be taken as the horizontal distance from the property line along the street or alley to the building wall closest to such property line, excluding all projections from such wall, all decks and garage structures and extensions, and all other obstructions.

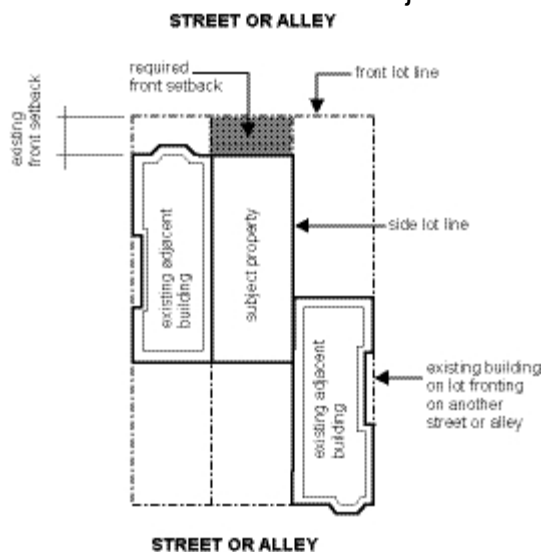
(d) **Applicability to Special Lot Situations.**

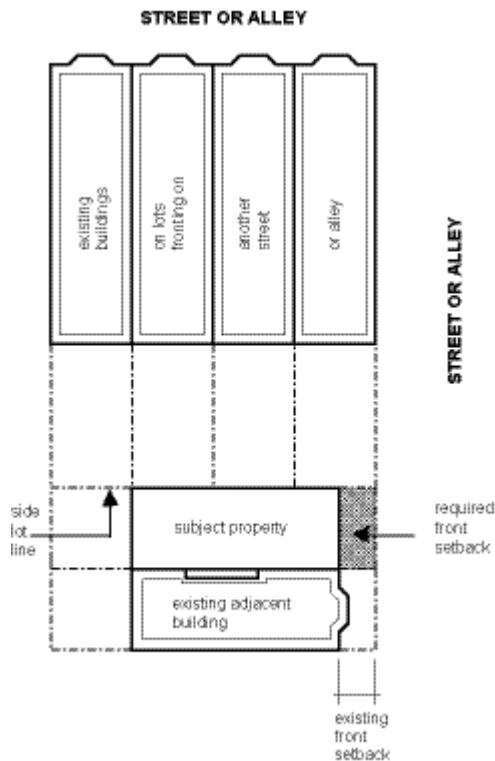


(1) **Corner Lots and Lots at Alley Intersections.** On a corner lot as defined by this Code, or a lot at the intersection of a street and an alley or two alleys, a front setback area shall be required only along the street or alley elected by the owner as the front of the

property. Along such street or alley, the required setback for the subject lot shall be equal to 1/2 the front setback of the adjacent building.

(2) **Lots Abutting Properties That Front on Another Street or Alley.** In the case of any lot that abuts along its side lot line upon a lot that fronts on another street or alley, the lot on which it so abuts shall be disregarded, and the required setback for the subject lot shall be equal to the front setback of the adjacent building on its opposite side.





(3) Lots Abutting RC, C, M and P Districts. In the case of any lot that abuts property in an RC, C, M or P District, any property in such district shall be disregarded, and the required setback for the subject lot shall be equal to the front setback of the adjacent building in the RH, RTO, or RM District.

(e) Maximum Requirements. The maximum required front setback in any of the cases described in this Section 132 shall be 15 feet from the property line along the street or alley, or 15 percent of the average depth of the lot from such street or alley, whichever results in the lesser requirement. The required setback for lots located within the Bernal Heights Special Use District is set forth in Section 242 of this Code.

(f) Permitted Obstructions. Only those obstructions specified in Section 136 of this Code shall be permitted in a required front setback area, and no other obstruction shall be constructed, placed or maintained within any such area. No motor vehicle, trailer, boat or

1 other vehicle shall be parked or stored within any such area, except as specified in Section
2 136.

3 (g) **Landscaping and Permeable Surfaces.** The landscaping and permeable surface
4 requirements of this Section and Section (h) below shall be met by the permittee in the case
5 of construction of a new building; the addition of a new dwelling unit, a garage, or additional
6 parking; or paving or repaving more than 200 square feet of the front setback. All front
7 setback areas required by this Section 132 shall be appropriately landscaped, meet any
8 applicable water use requirements of Administrative Code Chapter 63, and in every case not
9 less than 20 percent of the required setback area shall be and remain unpaved and devoted
10 to plant material, including the use of climate appropriate plant material as defined in Public
11 Works Code Section 802.1. For the purposes of this Section, permitted obstructions as
12 defined by Section 136 shall be excluded from the front setback area used to calculate the
13 required landscape and permeable surface area. *If the required setback area is entirely taken up*
14 *by one or more permitted obstructions, the Zoning Administrator may allow the installation of sidewalk*
15 *landscaping that is compliant with applicable water use requirements of Chapter 63 of the*
16 *Administrative Code to satisfy the requirements of this section, subject to permit approval from the*
17 *Department of Public Works in accordance with Public Works Code Section 810B.*

18 (h) **Permeable Surfaces.** The front setback area shall be at least 50% permeable so
19 as to increase stormwater infiltration. The permeable surface may be inclusive of the area
20 counted towards the landscaping requirement; provided, however, that turf pavers or similar
21 planted hardscapes shall be counted only toward the permeable surface requirement and not
22 the landscape requirement. Permeable surfaces are defined in Section 102.33.

1 (1) The Zoning Administrator, after consultation with the Director of Public Works, may
2 waive the permeable surface requirement if the site does not qualify as a suitable location
3 pursuant to Department of Public Works rules and regulations.

4 (2) If the site receives stormwater run-off from outside the lot boundaries, the Zoning
5 Administrator, after consultation with the General Manager of the Public Utilities Commission,
6 may modify the permeable surface requirement to include alternative management strategies,
7 such as bio-retention or other strategies, pursuant to Public Utilities Commission rules and
8 regulations.

9 (i) **Planned Unit Developments.** In addition to the front yard landscaping requirements in
10 Section 132(g), Planned Unit Developments are required to install the following front yard landscape
11 features.

12 (1) Where ground floor setbacks are required, landscaping is also required in the setbacks per
13 Section 132(g). All building setback areas not occupied by steps, porches or other permitted
14 obstructions shall be permeable as defined in Section 102.33. Setbacks should be designed to provide
15 access to landscaped areas, encouraging active use by residents.

16 (i) A water source should be provided for each residential setback reachable by a 30-
17 foot hose.

18 (ii) To allow for landscaping and street trees at street grade, below-grade parking shall
19 be located at a depth below any surface of the setback to provide a minimum soil depth of 3 feet 6
20 inches.

21 (2) The Zoning Administrator is authorized to modify the additional landscaping requirements
22 for Planned Unit Developments. The Zoning Administrator shall allow modifications only when he or
23 she finds that modifications provide equal or greater ecological benefit than the above requirements,
24 including the use of climate appropriate plant materials as defined in Public Works Code Section

1 802.1. Acceptable modifications may include alternative landscape treatments such as landscaped
2 berms, detention or retention basins, perimeter plantings, pedestrian lighting, benches and seating
3 areas, or additional landscaping and tree planting elsewhere on the site or on the adjacent public
4 right-of-way itself, subject to permit approval from the Department of Public Works.

5 (j) **Relationship to Legislated Setback Lines.** In case of any conflict between the
6 requirements of this Section 132 for front setback areas and a legislated setback line as
7 described in Section 131 of this Code, the more restrictive requirements shall prevail.

8 **SEC. 135. - USABLE OPEN SPACE FOR DWELLING UNITS AND GROUP**
9 **HOUSING, R, NC, MIXED USE, C AND M DISTRICTS.**

10 Except as provided in Sections 134.1, 172 and 188 of this Code, usable open space
11 shall be provided for each dwelling and each group housing structure in R, NC, C, Mixed Use,
12 and M Districts according to the standards set forth in this Section unless otherwise specified
13 in specific district controls elsewhere in this Code.

14 (a) **Character of Space Provided.** Usable open space shall be composed of an
15 outdoor area or areas designed for outdoor living, recreation or landscaping, including such
16 areas on the ground and on decks, balconies, porches and roofs, which are safe and suitably
17 surfaced and screened, and which conform to the other requirements of this Section. Such
18 area or areas shall be on the same lot as the dwelling units (or bedrooms in group housing)
19 they serve, and shall be designed and oriented in a manner that will make the best practical
20 use of available sun and other climatic advantages. "Private usable open space" shall mean
21 an area or areas private to and designed for use by only one dwelling unit (or bedroom in
22 group housing). "Common usable open space" shall mean an area or areas designed for use
23 jointly by two or more dwelling units (or bedrooms in group housing).

1 (b) **Access.** Usable open space shall be as close as is practical to the dwelling unit (or
2 bedroom in group housing) for which it is required, and shall be accessible from such dwelling
3 unit or bedroom as follows:

4 (1) Private usable open space shall be directly and immediately accessible from such
5 dwelling unit or bedroom; and shall be either on the same floor level as such dwelling unit or
6 bedroom, with no more than one story above or below such floor level with convenient private
7 access.

8 (2) Common usable open space shall be easily and independently accessible from
9 such dwelling unit or bedroom, or from another common area of the building or lot.

10 (c) **Permitted Obstructions.** In the calculation of either private or common usable
11 open space, those obstructions listed in Sections 136 and 136.1 of this Code for usable open
12 space shall be permitted.

13 (d) **Amount Required.** Usable open space shall be provided for each building in the
14 amounts specified herein and in Table 135 for the district in which the building is located;
15 provided, however, that in the Downtown Residential (DTR) Districts, open space shall be
16 provided in the amounts specified in Section 825.

17 In Neighborhood Commercial Districts, the amount of usable open space to be
18 provided shall be the amount required in the nearest Residential District, but the minimum
19 amount of open space required shall be in no case greater than the amount set forth in Table
20 135A for the district in which the building is located. The distance to each Residential District
21 shall be measured from the midpoint of the front lot line or from a point directly across the
22 street there from, whichever requires less open space.

23 (1) For dwellings other than SRO dwellings, except as provided in Paragraph (d)(3)
24 below, the minimum amount of usable open space to be provided for use by each dwelling
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1 unit shall be as specified in the second column of Table 135A if such usable open space is all
2 private. Where common usable open space is used to satisfy all or part of the requirement for
3 a dwelling unit, such common usable open space shall be provided in an amount equal to
4 1.33 square feet for each one square foot of private usable open space specified in the
5 second column of Table 135A. In such cases, the balance of the required usable open space
6 may be provided as private usable open space, with full credit for each square foot of private
7 usable open space so provided.

8 (2) For group housing structures and SRO units, the minimum amount of usable open
9 space provided for use by each bedroom shall be 1/3 the amount required for a dwelling unit
10 as specified in Paragraph (d)(1) above. For purposes of these calculations, the number of
11 bedrooms on a lot shall in no case be considered to be less than one bedroom for each two
12 beds. Where the actual number of beds exceeds an average of two beds for each bedroom,
13 each two beds shall be considered equivalent to one bedroom.

14 (3) For dwellings specifically designed for and occupied by senior citizens or physically
15 handicapped persons, as defined and regulated by Section 209.1(m) of this Code, the
16 minimum amount of usable open space to be provided for use by each dwelling unit shall be
17 ½ the amount required for each dwelling unit as specified in Paragraph (d)(1) above.

18 (4) **DTR Districts.** For all residential uses, 75 square feet of open space is required
19 per dwelling unit. All residential open space must meet the provisions described in this
20 Section unless otherwise established in this subsection or in Section 825 or a Section
21 governing an individual DTR District. Open space requirements may be met with the following
22 types of open space: "private usable open space" as defined in Section 135(a) of this Code,
23 "common usable open space" as defined in Section 135(a) of this Code, and "publicly
24 accessible open space" as defined in subsection (h) below. At least 40 percent of the
25

1 residential open space is required to be common to all residential units. Common usable open
2 space is not required to be publicly-accessible. Publicly-accessible open space, including off-
3 site open space permitted by subsection (i) below and by Section 827(a)(9), meeting the
4 standards of subsection (h) may be considered as common usable open space. For
5 residential units with direct access from the street, building setback areas that meet the
6 standards of Section 145.1 and the Ground Floor Residential Design Guidelines may be
7 counted toward the open space requirement as private non-common open space.

8 (e) **Slope.** The slope of any area credited as either private or common usable open
9 space shall not exceed five percent.

10 (f) **Private Usable Open Space: Additional Standards.**

11 (1) **Minimum Dimensions and Minimum Area.** Any space credited as private usable
12 open space shall have a minimum horizontal dimension of six feet and a minimum area of 36
13 square feet if located on a deck, balcony, porch or roof, and shall have a minimum horizontal
14 dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a
15 terrace or the surface of an inner or outer court.

16 (2) **Exposure.** In order to be credited as private usable open space, an area must be
17 kept open in the following manner:

18 (A) For decks, balconies, porches and roofs, at least 30 percent of the
19 perimeter must be unobstructed except for necessary railings.

20 (B) In addition, the area credited on a deck, balcony, porch or roof must either
21 face a street, face or be within a rear yard, or face or be within some other space which at the
22 level of the private usable open space meets the minimum dimension and area requirements
23 for common usable open space as specified in Paragraph 135(g)(1) below.

1 (C) Areas within inner and outer courts, as defined by this Code, must either
2 conform to the standards of Subparagraph (f)(2)(B) above or be so arranged that the height of
3 the walls and projections above the court on at least three sides (or 75 percent of the
4 perimeter, whichever is greater) is such that no point on any such wall or projection is higher
5 than one foot for each foot that such point is horizontally distant from the opposite side of the
6 clear space in the court, regardless of the permitted obstruction referred to in Subsection
7 135(c) above.

8 (3) **Fire Escapes as Usable Open Space.** Normal fire escape grating shall not be
9 considered suitable surfacing for usable open space. The steps of a fire escape stairway or
10 ladder, and any space less than six feet deep between such steps and a wall of the building,
11 shall not be credited as usable open space. But the mere potential use of a balcony area for
12 an emergency fire exit by occupants of other dwelling units (or bedrooms in group housing)
13 shall not prevent it from being credited as usable open space on grounds of lack of privacy or
14 usability.

15 (4) **Use of Solariums.** In C-3 Districts, the area of a totally or partially enclosed
16 solarium shall be credited as private usable open space if (i) such area is open to the
17 outdoors through openings or clear glazing on not less than 50 percent of its perimeter and (ii)
18 not less than 30 percent of its overhead area and 25 percent of its perimeter are open or can
19 be opened to the air.

20 (g) **Common Usable Open Space: Additional Standards.**

21 (1) **Minimum Dimensions and Minimum Area.** Any space credited as common
22 usable open space shall be at least 15 feet in every horizontal dimension and shall have a
23 minimum area of 300 square feet.
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1 (2) **Use of Inner Courts.** The area of an inner court, as defined by this Code, may be
2 credited as common usable open space, if the enclosed space is not less than 20 feet in
3 every horizontal dimension and 400 square feet in area; and if (regardless of the permitted
4 obstructions referred to in Subsection 135(c) above) the height of the walls and projections
5 above the court on at least three sides (or 75 percent of the perimeter, whichever is greater) is
6 such that no point on any such wall or projection is higher than one foot for each foot that
7 such point is horizontally distant from the opposite side of the clear space in the court.

8 (3) **Use of Solariums.** The area of a totally or partially enclosed solarium may be
9 credited as common usable open space if the space is not less than 15 feet in every
10 horizontal dimension and 300 square feet in area; and if such area is exposed to the sun
11 through openings or clear glazing on not less than 30 percent of its perimeter and 30 percent
12 of its overhead area.

13 (h) **Publicly-Accessible Usable Open Space Standards:** In DTR Districts and the
14 Eastern Neighborhoods Mixed Use Districts, any space credited as publicly-accessible usable
15 open space, where permitted or required by this Code, shall meet the following standards:

16 (1) Open space shall be of one or more of the following types:

17 (A) An unenclosed park or garden at street grade or following the natural
18 topography, including improvements to hillsides or other unimproved public areas;

19 (B) An unenclosed plaza at street grade, with seating areas and landscaping
20 and no more than 10 percent of the total floor area devoted to facilities for food or beverage
21 service, exclusive of seating areas as regulated in Subsection (2)(d), below;

22 (C) An unenclosed pedestrian pathway which complies with the standards of
23 Section 270.2 and which is consistent with applicable design guidelines.

1 (D) Streetscape improvements with landscaping and pedestrian amenities that
2 result in additional pedestrian space beyond the pre-existing sidewalk width and conform to
3 the Better Streets Plan and any other applicable neighborhood streetscape plans per Section 138.1
4 or other related policies such as those associated with sidewalk widenings or building
5 setbacks, other than those intended by design for the use of individual ground floor residential
6 units; and

7 (2) Open space shall meet the following standards:

8 (A) Be in such locations and provide such ingress and egress as will make the
9 area convenient, safe, secure and easily accessible to the general public;

10 (B) Be appropriately landscaped;

11 (C) Be protected from uncomfortable winds;

12 (D) Incorporate ample seating. Any seating which is provided shall be available
13 for public use and may not be exclusively reserved or dedicated for any food or beverage
14 services located within the open space;

15 (E) Be well signed and accessible to the public during daylight hours;

16 (F) Be well lit if the area is of the type requiring artificial illumination;

17 (G) Be designed to enhance user safety and security;

18 (H) Be of sufficient size to be attractive and practical for its intended use; and

19 (I) Have access to drinking water and toilets if feasible and appropriate.

20 (3) **Maintenance:** Open spaces shall be maintained at no public expense. The owner
21 of the property on which the open space is located shall maintain it by keeping the area clean
22 and free of litter and keeping in a healthy state any plant material that is provided. Conditions
23 intended to assure continued maintenance of the open space for the actual lifetime of the
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1 building giving rise to the open space requirement may be imposed by the Commission or
2 Department pursuant to applicable procedures in this Code.

3 (4) **Informational Plaque:** Prior to issuance of a permit of occupancy, a plaque shall
4 be placed in a publicly conspicuous location outside the building at street level, or at the site
5 of any publicly-accessible open space. The plaque shall identify said open space feature and
6 its location, stating the right of the public to use the space and the hours of use, describing its
7 principal required features (e.g., number of seats or other defining features) and stating the
8 name, telephone number, and address of the owner or owner's agent responsible for
9 maintenance. The plaque shall be of no less than 24 inches by 36 inches in size unless
10 specifically reduced by the Zoning Administrator in cases where the nature, size, or other
11 constraints of the open space would make the proscribed dimensions inappropriate.

12 (5) Property owners providing open space under this section will hold harmless the
13 City and County of San Francisco, its officers, agents and employees, from any damage or
14 injury caused by the design, construction, use, or maintenance of open space. Property
15 owners are solely liable for any damage or loss occasioned by any act or negligence in
16 respect to the design, construction, use, or maintenance of the open space.

17 (i) **Off-Site Provision of Required Usable Open Space.**

18 (1) **Eastern Neighborhoods Mixed Use Districts.** In the Eastern Neighborhoods
19 Mixed Use Districts, the provision of off-site publicly accessible open space may be credited
20 toward the residential usable open space requirement, subject to Section 329 for projects to
21 which that Section applies and Section 307(h) for other projects. Any such space shall meet
22 the publicly accessible open space standards set forth in Section 135(h) and be provided
23 within 800 feet of the project. No more than 50 percent of a project's required usable open
24 space shall be off-site. The publicly accessible off-site usable open space shall be
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1 constructed, completed, and ready for use no later than the project itself, and shall receive its
2 Certificate of Final Completion from the Department of Building Inspection prior to the
3 issuance of any Certificate of Final Completion or Temporary Certificate of Occupancy for the
4 project itself.

5 (2) **DTR Districts.** In DTR Districts the provision of off-site publicly accessible open
6 space may be counted toward the requirements of residential open space per the procedures
7 of Section 309.1 provided it is within the individual DTR district of the project or within 500 feet
8 of any boundary of the individual DTR district of the project, and meets the standards of
9 subsection (h).

10 (A) At least 36 square feet per residential unit of required open space must be
11 provided on-site. Pursuant to the procedures of Section 309.1, the Planning Commission may
12 reduce the minimum on-site provision of required residential open space to not less than 18
13 square feet per unit in order to both create additional publicly-accessible open space serving
14 the district and to foster superior architectural design on constrained sites.

15 (B) **Open Space Provider.** The open space required by this Section may be
16 provided individually by the project sponsor or jointly by the project sponsor and other project
17 sponsors, provided that each square foot of jointly developed open space may count toward
18 only one sponsor's requirement. With the approval of the Planning Commission, a public or
19 private agency may develop and maintain the open space, provided that (i) the project
20 sponsor or sponsors pay for the cost of development of the number of square feet the project
21 sponsor is required to provide, (ii) provision satisfactory to the Commission is made for the
22 continued maintenance of the open space for the actual lifetime of the building giving rise to
23 the open space requirement, and (iii) the Commission finds that there is reasonable
24 assurance that the open space to be developed by such agency will be developed and open
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1 for use by the time the building, the open space requirement of which is being met by the
2 payment, is ready for occupancy.

3 (3) **Ocean Avenue NCT.** In the Ocean Avenue NCT District, the provision of off-site
4 publicly accessible open space may be credited toward the residential usable open space
5 requirement subject to the procedures of Section 303. Any such open space shall meet the
6 publicly accessible open space standards set forth in Section 135(h) and be provided within
7 800 feet of the project. No more than 50 percent of a project's usable open space requirement
8 may be satisfied off-site. The publicly accessible off-site usable open space shall be
9 constructed, completed, and ready for use no later than the project itself, and shall receive its
10 certificate of final completion from the Department of Building Inspection prior to the issuance
11 of any certificate of final completion or temporary certificate of occupancy for the project itself.

12 **SEC. 138.1. STREETSCAPE AND PEDESTRIAN STREETSCAPE IMPROVEMENTS**
13 **IN C-3 DISTRICTS.**

14 ~~*In meeting its open space requirement through the provision of off site open space, a residential*~~
15 ~~*project may provide space jointly with other project sponsors or public or private entities according to*~~
16 ~~*the rules of subsection (i)(2)(B) above.*~~

17 (a) **Purpose.** *The purpose of this section is to establish requirements for the improvement of*
18 *the public right-of-way associated with development projects, such that the public right-of-way may be*
19 *safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation*
20 *consistent with the San Francisco General Plan, achieve best practices in ecological stormwater*
21 *management, and provide space for public life and social interaction, in accordance with the City's*
22 *"Better Streets Policy" (Administrative Code Section 98.1).*

23 **(b) Better Streets Plan.**
24
25

(1) The Better Streets Plan, as defined in Administrative Code Section 98.1(e), shall govern the design, location, and dimensions of all pedestrian and streetscape items in the public right-of-way, including but not limited to those items shown in Table 1. Development projects that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall conform with the principles and guidelines for those elements as set forth in the Better Streets Plan to the maximum extent feasible.

(2) Proposed improvements also shall be subject to approval by other city bodies with permitting jurisdiction over such streetscape improvements.

Table 1: Pedestrian and Streetscape Elements per the Better Streets Plan

<u>#</u>	<u>PHYSICAL ELEMENT</u>	<u>BETTER STREETS PLAN SECTION</u>
<u>1</u>	<u>Curb ramps*</u>	<u>5.1</u>
<u>2</u>	<u>Marked crosswalks*</u>	<u>5.1</u>
<u>3</u>	<u>Pedestrian-priority signal devices and timings</u>	<u>5.1</u>
<u>4</u>	<u>High-visibility crosswalks</u>	<u>5.1</u>
<u>5</u>	<u>Special crosswalk treatments</u>	<u>5.1</u>
<u>6</u>	<u>Restrictions on vehicle turning movements at crosswalks</u>	<u>5.1</u>
<u>7</u>	<u>Removal or reduction of permanent crosswalk closures</u>	<u>5.1</u>
<u>8</u>	<u>Mid-block crosswalks</u>	<u>5.1</u>

1	<u>9</u>	<u><i>Raised crosswalks</i></u>	<u><i>5.1</i></u>
2	<u>10</u>	<u><i>Curb radius guidelines</i></u>	<u><i>5.2</i></u>
3	<u>11</u>	<u><i>Corner curb extensions or bulb-outs*</i></u>	<u><i>5.3</i></u>
4	<u>12</u>	<u><i>Extended bulb-outs</i></u>	<u><i>5.3</i></u>
5	<u>13</u>	<u><i>Mid-block bulb-outs</i></u>	<u><i>5.3</i></u>
6	<u>14</u>	<u><i>Center or side medians</i></u>	<u><i>5.4</i></u>
7	<u>15</u>	<u><i>Pedestrian refuge islands</i></u>	<u><i>5.4</i></u>
8	<u>16</u>	<u><i>Transit bulb-outs</i></u>	<u><i>5.5</i></u>
9	<u>17</u>	<u><i>Transit boarding islands</i></u>	<u><i>5.5</i></u>
10	<u>18</u>	<u><i>Flexible use of the parking lane</i></u>	<u><i>5.6</i></u>
11	<u>19</u>	<u><i>Parking lane planters</i></u>	<u><i>5.6</i></u>
12	<u>20</u>	<u><i>Chicanes</i></u>	<u><i>5.7</i></u>
13	<u>21</u>	<u><i>Traffic calming circles</i></u>	<u><i>5.7</i></u>
14	<u>22</u>	<u><i>Modern roundabouts</i></u>	<u><i>5.7</i></u>
15	<u>23</u>	<u><i>Sidewalk or median pocket parks</i></u>	<u><i>5.8</i></u>
16	<u>24</u>	<u><i>Reuse of 'pork chops' and excess right-of-way</i></u>	<u><i>5.8</i></u>
17	<u>25</u>	<u><i>Multi-way boulevard treatments</i></u>	<u><i>5.8</i></u>
18	<u>26</u>	<u><i>Shared public ways</i></u>	<u><i>5.8</i></u>
19	<u>27</u>	<u><i>Pedestrian-only streets</i></u>	<u><i>5.8</i></u>
20	<u>28</u>	<u><i>Public stairs</i></u>	<u><i>5.8</i></u>
21	<u>29</u>	<u><i>Street trees*</i></u>	<u><i>6.1</i></u>
22	<u>30</u>	<u><i>Tree basin furnishings*</i></u>	<u><i>6.1</i></u>
23	<u>31</u>	<u><i>Sidewalk planters*</i></u>	<u><i>6.1</i></u>
24	<u>32</u>	<u><i>Above-ground landscaping</i></u>	<u><i>6.1</i></u>

1	<u>33</u>	<u>Stormwater management tools*</u>	<u>6.2</u>
2	<u>34</u>	<u>Street and pedestrian lighting*</u>	<u>6.3</u>
3	<u>35</u>	<u>Special paving*</u>	<u>6.4</u>
4	<u>36</u>	<u>Site furnishings*</u>	<u>6.5</u>
5			
6	<u>Standard streetscape elements marked with a *. (Requirement varies by street</u>		
7	<u>type: see the Better Streets Plan)</u>		

8 (c) **Required streetscape and pedestrian improvements.** Development projects shall include
9 streetscape and pedestrian improvements on all publicly accessible right-of-ways directly fronting the
10 property as follows:

11 (1) **Street trees.**

12 (i) **Application.** In any District, street trees shall be required under the following
13 conditions: construction of a new building; relocation of a building; the addition of gross floor area
14 equal to 20 percent or more of the gross floor area of an existing building; the addition of a new
15 dwelling unit, a garage, or additional parking; or paving or repaving more than 200 square feet of the
16 front setback.

17 (ii) **Standards.**

18 (A) **All districts.** In any district, street trees shall:

19 (aa) **Comply with Public Works Code Article 16 and any other applicable ordinances;**

20 (bb) **Be suitable for the site;**

21 (cc) **Be a minimum of one tree of 24-inch box size for each 20 feet of frontage of the**
22 **property along each street or alley, with any remaining fraction of 10 feet or more of frontage**
23 **requiring an additional tree. Such trees shall be located either within a setback area on the lot or**
24 **within the public right-of-way along such lot.**

1 (dd) Provide a below-grade environment with nutrient-rich soils, free from overly-
2 compacted soils, and generally conducive to tree root development;

3 (ee) Be watered, maintained and replaced if necessary by the property owner, in
4 accordance with Sec. 174 and Article 16 of the Public Works Code and compliant with applicable
5 water use requirements of Chapter 63 of the Administrative Code.

6 (B) DTR, RC, C, NC and Mixed-Use Districts, and Planned Unit Developments. In
7 DTR, RC, C, NC and Mixed-Use Districts, and Planned Unit Developments, in addition to the
8 requirements of subsections (aa) – (ee) above, all street trees shall:

9 (aa) Have a minimum 2 inch caliper, measured at breast height;

10 (bb) Branch a minimum of 80 inches above sidewalk grade;

11 (cc) Be planted in a sidewalk opening at least 16 square feet, and have a minimum soil
12 depth of 3 feet 6 inches;

13 (dd) Include street tree basins edged with decorative treatment, such as pavers or
14 cobbles. Edging features may be counted toward the minimum sidewalk opening per (cc) if they are
15 permeable surfaces per Section 102.33.

16 (C) Street trees shall be planted in a continuous soil-filled trench parallel to the curb,
17 such that the basin for each tree is connected, if all the following conditions are present: (1) the subject
18 lot is in one of the Districts specified in Subsection 138.1(c)(1)(ii)(B); (2) the project is on a lot that (a)
19 is greater than ½-acre in total area, (b) contains 250 feet of total lot frontage on one or more publicly-
20 accessible right-of-ways, or (c) the frontage encompasses the entire block face between the nearest two
21 intersections with any other publicly-accessible right-of-ways, and (3) the project includes (a) new
22 construction; (b) addition of 20% or more of gross floor area to an exiting building; or (c) alteration to
23 greater than 50% of the existing square footage of a building.

1 (aa) The trench may be covered by allowable permeable surfaces as defined in Section
2 102.33, except at required tree basins, where the soil must remain uncovered.

3 (bb) The Zoning Administrator may modify or waive the continuous trench requirement
4 where a continuous trench is not possible due to the location of existing utilities, driveways, sub-
5 sidewalk basements, or other pre-existing surface or sub-surface features.

6 (iii) **Approvals and waivers.**

7 (A) Trees installed in the public right-of-way shall be subject to Department of Public
8 Works approval. Procedures and other requirements for the installation, maintenance and protection
9 of trees in the public right-of-way shall be as set forth in Article 16 of the Public Works Code.

10 (B) In any case in which the Department of Public Works cannot grant approval for
11 installation of a tree in the public right-of-way, on the basis of inadequate sidewalk width, interference
12 with utilities or other reasons regarding the public welfare, and where installation of such tree on the
13 lot itself is impractical, the tree planting requirements of this Section 138.1(c)(1) may be modified or
14 waived by the Zoning Administrator as described herein:

15 (aa) For each required tree that the Zoning Administrator waives, the permittee shall
16 pay an "in-lieu" street tree fee pursuant to Section 428.

17 (bb) When a pre-existing site constraint prevents the installation of a street tree, as an
18 alternative to payment of any portion of the in-lieu fee, the Zoning Administrator may allow the
19 installation of sidewalk landscaping that is compliant with applicable water use requirements of
20 Chapter 63 of the Administrative Code, to satisfy the requirements of Section 138.1(c)(1), subject to
21 permit approval from the Department of Public Works in accordance with Public Works Code Section
22 810B.

23 (cc) In C-3, industrial, and South of Market Mixed Use Districts, the Zoning
24 Administrator may allow the installation of planter boxes or tubs or similar landscaping in place of
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1 trees when that is determined to be more desirable in order to make the landscaping compatible with
2 the character of the surrounding area, or may waive the requirement in C-3, industrial, and mixed use
3 districts, districts where landscaping is considered to be inappropriate because it conflicts with policies
4 of the Downtown Plan, a component of the General Plan, such as the Downtown Plan policy favoring
5 unobstructed pedestrian passage or the Commerce and Industry Element policies to facilitate industry.

6 **(2) Other streetscape and pedestrian elements for large projects.**

7 **(i) Application.**

8 (A) In any district, streetscape and pedestrian elements in conformance with the Better
9 Streets Plan shall be required, if all the following conditions are present: (1) the project is on a lot that
10 (a) is greater than ½-acre in total area, (b) contains 250 feet of total lot frontage on one or more
11 publicly-accessible right-of-ways, or (c) the frontage encompasses the entire block face between the
12 nearest two intersections with any other publicly-accessible right-of-ways, and (2) the project includes
13 (a) new construction; (b) addition of 20% or more of gross floor area to an exiting building; or (c)
14 alteration to greater than 50% of the existing square footage of a building.

15 (B) Project sponsors that meet the thresholds of this Subsection shall submit a
16 streetscape plan to the Planning Department showing the location, design, and dimensions of all
17 existing and proposed streetscape elements in the public right-of-way directly adjacent to the fronting
18 property, including street trees, sidewalk landscaping, street lighting, site furnishings, utilities,
19 driveways, and curb lines, and the relation of such elements to proposed new construction and site
20 work on the subject property.

21 (ii) **Standards.** Notwithstanding the requirements of Section 138.1(c)(2)(i), the
22 Department shall consider, but need not require, the streetscape and pedestrian elements listed below
23 when analyzing a streetscape plan:

1 (A) **Standard streetscape elements.** All standard streetscape elements for the
2 appropriate street type per Table 1 and the Better Streets Plan, including benches, bicycle racks, curb
3 ramps, corner curb extensions, stormwater facilities, lighting, sidewalk landscaping, special sidewalk
4 paving, and other site furnishings, excepting crosswalks and pedestrian signals.

5 (aa) Streetscape elements shall be selected from a City-approved palette of materials
6 and furnishings, where applicable, and shall be subject to approval by all applicable City agencies.

7 (bb) Streetscape elements shall be consistent with the overall character and materials of
8 the district, and shall have a logical transition or termination to the sidewalk and/or roadway adjacent
9 to the fronting property.

10 (B) **Sidewalk widening.** The Planning Department in consultation with other agencies
11 shall evaluate whether sufficient roadway space is available for sidewalk widening for the entirety or a
12 portion of the fronting public right-of-way in order to meet or exceed the recommended sidewalk widths
13 for the appropriate street type per Table 2 and the Better Streets Plan and/or to provide additional
14 space for pedestrian and streetscape amenities. If it is found that sidewalk widening is feasible and
15 desirable, the Planning Department shall require the owner or developer to install such sidewalk
16 widening as a condition of approval, including all associated utility re-location, drainage, and street
17 and sidewalk paving.

18 (C) **Minimum sidewalk width.** New publicly-accessible right-of-ways proposed as part
19 of development projects shall meet or exceed the recommended sidewalk widths for the appropriate
20 street type per Table 2. Where a consistent front building setback of 3 feet or greater extending for at
21 least an entire block face is provided, the recommended sidewalk width may be reduced by up to 2 feet.

22
23 Table 2. Recommended Sidewalk Widths by Street Type

	<u>Street Type (per Better</u>	<u>Recommended</u>
-		

	<u>Streets Plan)</u>	<u>Sidewalk Width</u> <u>(Minimum</u> <u>required for new</u> <u>streets)</u>
<u>Commercial</u>	<u>Downtown commercial</u>	<u>See Downtown</u> <u>Streetscape Plan</u>
-	<u>Commercial thoroughway</u>	<u>15'</u>
-	<u>Neighborhood</u> <u>commercial</u>	<u>15'</u>
<u>Residential</u>	<u>Downtown residential</u>	<u>15'</u>
-	<u>Residential thoroughway</u>	<u>15'</u>
-	<u>Neighborhood residential</u>	<u>12'</u>
<u>Industrial/Mixed-</u> <u>Use</u>	<u>Industrial</u>	<u>10'</u>
-	<u>Mixed-use</u>	<u>15'</u>
<u>Special</u>	<u>Parkway</u>	<u>17'</u>
-	<u>Park edge (multi-use</u> <u>path)</u>	<u>25'</u>
-	<u>Multi-way boulevard</u>	<u>15'</u>
-	<u>Ceremonial</u>	<u>varies</u>
<u>Small</u>	<u>Alley</u>	<u>9'</u>
-	<u>Shared public way</u>	<u>n/a</u>
-	<u>Paseo</u>	<u>varies</u>

1 (iii) **Review and approvals.**

2 (A) The streetscape plan required by this section shall be submitted to the Planning
3 Department no later than 60 days prior to any Department or Planning Commission approval action,
4 and shall be considered for approval at the time of other project approval actions. The Planning
5 Department may require any or all standard streetscape elements for the appropriate street type per
6 Table 1 and the Better Streets Plan, if it finds that these improvements are necessary to meet the goals
7 and objectives of the General Plan of the City and County of San Francisco. In making its
8 determination about required streetscape and pedestrian elements, the Planning Department shall
9 consult with other City agencies tasked with the design, permitting, use, and maintenance of the public
10 right-of-way.

11 (B) Final approval by the affected agencies and construction of such streetscape
12 improvements shall be completed prior to the issuance of the first Certificate of Occupancy or
13 temporary Certificate of Occupancy for the project, unless otherwise extended by the Zoning
14 Administrator. Should conditions, policies, or determinations by other City agencies require a change
15 to the streetscape plan after approval of the streetscape plan but prior to commencement of
16 construction of the streetscape improvements, the Planning Department shall have the authority to
17 require revision to such streetscape plan. In such case, the Zoning Administrator shall extend the
18 timeframe for completion of such improvements by an appropriate duration as necessary.

19 (C) **Waiver.** Any City agency tasked with the design, permitting, use, and maintenance
20 of the public right-of-way, may waive any or all Department required improvements of the streetscape
21 plan as described in this Subsection under that agency's jurisdiction if said agency determines that such
22 improvement or improvements is inappropriate, interferes with utilities to an extent that makes
23 installation financially infeasible, or would negatively affect the public welfare. Any such waiver shall
24 be from the Director or General Manager of the affected agency, shall be in writing to the applicant

1 and the Department, and shall specify the basis for the waiver. Waivers, if any, shall be obtained prior
2 to commencement of construction of the streetscape improvements unless extenuating circumstances
3 arise during the construction of said improvements. If such a waiver is granted, the Department
4 reserves the right to impose alternative requirements that are the same as or similar to the elements in
5 the adopted streetscape plan after consultation with the affected agency. This Subsection shall not
6 apply to the waiver of the street tree requirement set forth in Section 138.1(c)(1).

7 (d) **Neighborhood Streetscape Plans.** In addition to the requirements listed in Subsection
8 138.1(c), the Planning Department in coordination with other city agencies, and after a public hearing,
9 may adopt streetscape plans for particular streets, neighborhoods, and districts, containing standards
10 and guidelines to supplement the Better Streets Plan. Development projects in areas listed in this sub-
11 section that propose or are required through this section to make pedestrian and streetscape
12 improvements to the public right-of-way shall conform with the standards and guidelines in the
13 applicable neighborhood streetscape plan in addition to those found in the Better Streets Plan.

14 (1) **Downtown Streetscape Plan.** The Planning Department shall develop in coordination with
15 the Department of Public Works, and the Planning Commission shall adopt, a Downtown Streetscape
16 Plan which shall provide design guidelines for pedestrian streetscape elements such as the location and
17 type of street trees and landscaping, sidewalk paving material, and the design and location of street
18 furniture.

19 (b) In accordance with the provisions of Section 309 of the Planning Code governing

20 (ii) In any C-3 Districts, ~~street trees and~~ sidewalk paving as set forth in the
21 Downtown Streetscape Plan shall be installed ~~when:~~

22 (1) An owner or developer constructs a new building;

23 (2) There is a substantial alteration of an existing building; or

1 ~~(3) There is an addition of floor area equal to 20 percent or more of an existing building by the~~
2 ~~applicant under the following conditions:~~

3 ~~_____ (A) Any new construction;~~

4 ~~_____ (B) The addition of floor area equal to 20 percent or more of an existing building; or~~

5 ~~_____ (C) Alteration to greater than 50% of the existing square footage of a building.~~

6 ~~(e) (iii)~~ In accordance with the provisions of Section 309 of the Planning Code
7 governing C-3 Districts, when a permit is granted for any project abutting a public sidewalk in
8 a C-3 District, the Planning Commission may impose additional requirements that the
9 applicant install sidewalk improvements such as benches, bicycle racks, lighting, special paving,
10 seating, ~~and~~ landscaping, and sidewalk widening in accordance with the guidelines of the
11 Downtown Streetscape Plan if it finds that these improvements are necessary to meet the
12 goals and objectives of the ~~Master~~ General Plan of the City and County of San Francisco. In
13 making this determination, the Planning Commission shall consider the level of street as defined in the
14 Downtown Streetscape Plan.

15 ~~(d) Any streetscape improvements in the pedestrian right of way required by this Section shall~~
16 ~~comply with the following requirements:~~

17 ~~(1) Improvements in the public right of way, regardless of other requirements in this Code,~~
18 ~~shall meet the guidelines of the Downtown Streetscape Plan adopted by the Planning Commission.~~

19 ~~(2) The proposed improvements shall be subject to approval by the Director of Public Works,~~
20 ~~the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT), the Art Commission,~~
21 ~~the Bureau of Light, Heat, and Power of the Public Utility Commission and the Committee on~~
22 ~~Pedestrian Program Policy (C-3P), and shall comply with all applicable ordinances.~~

23 ~~(3) The Planning Commission shall have authority to require a property owner to hold~~
24 ~~harmless the City and County of San Francisco, its officers, agents and employees, from any damage or~~
25

1 ~~injury caused by the design, construction or maintenance of open space, and to require the owner or~~
2 ~~owners or subsequent owner or owners of the property to be solely liable for any damage or loss~~
3 ~~occasioned by any act or neglect in respect to the design, construction or maintenance of the open~~
4 ~~space. Notwithstanding the provisions of this Section, an applicant shall be required to hold harmless~~
5 ~~and indemnify the City and County of San Francisco as specified in any other necessary permits.~~

6 ~~(4)(iv)~~ If a sidewalk widening or a pedestrian street improvement is used to meet the
7 open space requirement, it shall conform to the guidelines of Section 138.

8 ~~(5) Notwithstanding the provisions of this Section, an applicant shall obtain all required~~
9 ~~permits for sidewalks and street improvements and pay all required fees.~~

10 ~~(6) All determinations concerning the adequacy of the streetscape improvements to be provided~~
11 ~~and their compliance with the requirements of this section shall be made in accordance with the~~
12 ~~provisions of Section 309.~~

13 ~~(e) Location.~~

14 ~~(1)~~ (v) The Planning Commission shall determine whether the streetscape
15 improvements required by this Section may be on the same site as the building for which the
16 permit is being sought, or within 900 feet, provided that all streetscape improvements are
17 located entirely within the C-3 District.

18 ~~(f) Types and Standards of Streetscape Improvements.~~

19 ~~(1) The Planning Commission shall determine whether the project applicant may satisfy the~~
20 ~~requirements of this Section by providing one or more of the following types of streetscape~~
21 ~~improvements: benches, bicycle racks, paving treatments, sidewalk widenings, lighting, trees and~~
22 ~~plantings; depending on the level of street as more particularly defined in the Downtown Streetscape~~
23 ~~Plan.~~

24 ~~(2) The improvements shall meet the following standards:~~

1 ~~—— (i) A minimum of six feet shall be left clear at all times for through pedestrian passage,~~
2 ~~—— (ii) The pedestrian level of service shall not fall to Level D or below, as defined by the~~
3 ~~Highway Capacity Manual published by the Federal Transportation Research Board, and~~
4 ~~—— (iii) Shall be situated in such locations and provide such ingress and egress as will~~
5 ~~make the area easily accessible to the general public.~~

6 ~~(g) Maintenance.~~

7 ~~(1) Fronting property owners shall maintain streetscape improvements at no public expense.~~
8 ~~Conditions intended to assure continued maintenance of the improvements for the actual lifetime of the~~
9 ~~building giving rise to the streetscape improvement requirement may be imposed in accordance with~~
10 ~~the provisions of Section 309.~~

11 ~~(h) Informational Plaque.~~

12 ~~(1) Prior to issuance of permit of occupancy, a plaque shall be placed in a publicly~~
13 ~~conspicuous location outside the building at street level, or at the site of a streetscape improvement,~~
14 ~~stating the right of the public use, and the name and address of the owner or owner's agent responsible~~
15 ~~for maintenance.~~

16 **(2) Rincon Hill Streetscape Plan.**

17 (i) In the Rincon Hill Downtown Residential Mixed Use (RH-DTR) and Folsom and
18 Main Residential/Commercial Special Use Districts, the boundaries of which are shown in Section Map
19 No. 1 of the Zoning Map, for all frontages abutting a public sidewalk, the project sponsor is required to
20 install sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in
21 accordance with the Streetscape Plan of the Rincon Hill Area Plan, developed by the Planning
22 Department and approved by the Board of Supervisors for: (A) any new construction; (B) the addition
23 of floor area equal to 20 percent or more of an existing building; or (C) alteration to greater than 50%
24 of the existing square footage of a building.

1 (ii) Prior to approval by the Board of Supervisors of a Streetscape Plan for Rincon Hill,
2 the Planning Commission, through the procedures of Section 309.1, shall require an applicant to install
3 sidewalk widening, street trees, lighting, decorative paving, seating, and landscaping in keeping with
4 the intent of the Rincon Hill Area Plan of the General Plan and in accordance with this section of the
5 Planning Code

6 (e) **Additional provisions.**

7 (1) **Maintenance.** Unless otherwise determined, fronting property owners shall maintain all
8 streetscape improvements required by this section, including street trees, landscaping, bicycle racks,
9 benches, special paving, and other site furnishings at no public expense per the requirements of Public
10 Works Code Section 706 (sidewalks and site furnishings) and 805 (street trees), except for standard
11 street lighting from a City-approved palette of street lights and any improvements within the roadway.
12 Conditions intended to assure continued maintenance of the improvements for the actual lifetime of the
13 building giving rise to the streetscape improvement requirement may be imposed as a condition of
14 approval by the Planning Department.

15 (2) For any streetscape and/or pedestrian improvements installed pursuant to this section, the
16 abutting property owner or owners shall hold harmless the City and County of San Francisco, its
17 officers, agents, and employees, from any damage or injury caused by reason of the design,
18 construction or maintenance of the improvements, and shall require the owner or owners or subsequent
19 owner or owners of the respective property to be solely liable for any damage or loss occasioned by
20 any act. This requirement shall be deemed satisfied if City permits for the improvements include
21 indemnification and hold harmless provisions.

22 (3) Notwithstanding the provisions of this Section, an applicant shall apply for and obtain all
23 required permits and approvals for changes to the legislated sidewalk widths and street improvements.

1 **SEC. 249.1. - FOLSOM AND MAIN RESIDENTIAL/COMMERCIAL SPECIAL USE**
2 **DISTRICT.**

3 (a) **Purpose.** In order to convert an under-utilized and outmoded industrial area to a
4 unique residential neighborhood close to downtown which will contribute significantly to the
5 City's housing supply, create tapered residential buildings, provide an appropriate mixture of
6 retail sales and personal services to support new residential development, provide a buffer of
7 office and parking use between the bridge and freeway ramps and the housing sites, and
8 allow the existing industrial, service and office uses to remain, there shall be the Folsom and
9 Main Residential/Commercial Special Use District as designated on Sectional Map 1SU of the
10 Zoning Map.

11 (b) **Controls.** The following zoning controls are applicable in the
12 Residential/Commercial Special Use District.

13 *(1) Sidewalk Treatment.*

14 ~~————— (A) The Commission may require an applicant to install lighting, decorative paving,
15 ~~*seating and landscaping on public sidewalks, provided that the conditions imposed by the Commission*~~
16 ~~*meet any applicable ordinances and applicable requirements of the Department of Public Works, the*~~
17 ~~*Bureau of Light, Heat and Power of the Public Utilities Commission and the Art Commission*~~
18 ~~*pertaining to street lighting, sidewalk paving and sidewalk landscaping. The Commission, prior to the*~~
19 ~~*issuance of guidelines by the Department of City Planning, shall require the owner or owners of*~~
20 ~~*property abutting the public sidewalk to hold harmless the City and County of San Francisco, its*~~
21 ~~*officers, agents and employees, from any damage or injury caused by reason of the design, construction*~~
22 ~~*or maintenance of the improvements, and shall require the owner or owners or subsequent owner or*~~
23 ~~*owners of the respective property to be solely liable for any damage or loss occasioned by any act or*~~
24 ~~*neglect in respect to the design, construction or maintenance of the sidewalk improvements.*~~~~

1 ~~————— (B) Street trees shall be installed by the owner or developer in the case of construction~~
2 ~~of a new building, relocation of a building, or addition of floor area equal to 20 percent or more of an~~
3 ~~existing building when such construction, relocation or addition occurs on any site in the special use~~
4 ~~district. The provisions of Section 143(b), (c) and (d) shall apply.~~

5 ~~————— (C) Notwithstanding the provisions of this Subsection, an applicant shall obtain all~~
6 ~~required permits for sidewalks and street improvements and pay all required fees.~~

7 ~~(2)~~ (1) Reduction of Ground-Level Wind Currents.

8 (A) **Requirement.** New buildings and additions to existing buildings shall be
9 shaped, or other wind-baffling measures shall be adopted, so that the developments will not
10 cause ground-level wind currents to exceed, more than 10 percent of the time year-round,
11 between 7:00 a.m. and 6:00 p.m., the comfort level of 11 m.p.h. equivalent wind speed in
12 areas of substantial pedestrian use and seven m.p.h. equivalent wind speed in public seating
13 areas. The term "equivalent wind speed" shall mean an hourly mean wind speed adjusted to
14 incorporate the effects of gustiness or turbulence on pedestrians.

15 When preexisting ambient wind speeds exceed the comfort level, or when a
16 proposed building or addition may cause ambient wind speeds to exceed the comfort level,
17 the building shall be designed to reduce the ambient wind speeds to meet the requirements.
18 The provisions of this Section 249.1(b)(3) shall not apply to any buildings or additions to
19 existing buildings for which a draft EIR has been published prior to January 1, 1985.

20 (B) **Exception.** The Zoning Administrator may allow the building or addition to
21 add to the amount of time the comfort level is exceeded by the least practical amount if (1) it
22 can be shown that a building or addition cannot be shaped and other wind-baffling measures
23 cannot be adopted to meet the foregoing requirements without creating an unattractive and
24 ungainly building form and without unduly restricting the development potential of the building

1 site in question, and (2) it is concluded that, because of the limited amount by which the
2 comfort level is exceeded, the limited location in which the comfort level is exceeded, or the
3 limited time during which the comfort level is exceeded, the addition is insubstantial.

4 The Zoning Administrator shall not grant an exception and no building or
5 addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard
6 level of 26 miles per hour for a single hour of the year.

7 (C) **Procedures.** Procedures and methodologies for implementing this Section
8 shall be specified by the Office of Environmental Review of the Department of City Planning.

9 ~~(3)~~ (2) Uses.

10 (A) Permitted uses are (i) those listed in Sections 209.1 and 209.2 of this Code
11 and (ii) those permitted in an RC-4 District, plus the uses listed in subsection (e)(1)(B) below;
12 provided that, for newly constructed buildings or additions of twenty percent (20%) or more of
13 an existing building's gross floor area, at least six net square feet of residential use is provided
14 for each one net square foot of non-residential use on any lot. Additions of less than twenty
15 percent (20%) of a building's gross floor area are exempt from the six to one residential
16 requirements. Once granted, this exemption from the residential development requirement for
17 building additions may not be repeated for any single property. Any addition of more than
18 twenty percent (20%) of gross square feet of building area shall be required to provide the
19 housing on a 6 to 1 basis for all of the additional building area. All areas used for parking for
20 either residential or non-residential uses shall be excluded in the calculation of the
21 residential/non-residential ratio. For the purposes of application of this 6 to 1 ratio, hotels, inns
22 or hostels as defined under Section 209.2(d) and (e) shall be considered a non-residential
23 rather than a residential use.

1 (B) The use provisions applicable to an RC-4 District shall be applicable to the
2 "Residential/Commercial" Subdistrict with the following modifications or additions:

3 (i) all uses listed under Section 209.3 ("Institutions") shall be permitted as of
4 right as principal uses;

5 (ii) all uses listed under Section 209.4 ("Community Facilities") shall be
6 permitted as of right as principal uses;

7 (iii) utility uses listed in Section 209.6 shall be permitted as conditional uses, with
8 such utility uses to include telecommunications and internet communication co-location, web-
9 hosting and other similar facilities, provided such uses are primarily conducted within
10 enclosed buildings;

11 (iv) in lieu of Section 209.7, automotive uses shall be those permitted in Section
12 223(a), Section 223(m) (except that such use shall be permitted as a principal use for only five
13 (5) years after the construction of the building, after which a conditional use authorization shall
14 be required), and Section 223(p) (except that such parking lot shall be a conditional use
15 limited to two years per each conditional use authorization);

16 (v) Section 209.8 shall not be applicable;

17 (vi) all uses listed in Section 218 shall be permitted as of right as principal uses;

18 (vii) all uses listed in Section 219(c) shall be permitted as of right above the
19 ground floor or below the ground floor, and all office uses listed in Section 219(c) shall be
20 permitted on the ground floor as conditional uses;

21 (viii) all uses listed in Section 222 shall be permitted as of right above or below
22 the ground level, and shall be conditional uses at the ground level

23 (ix) all uses listed in Section 221(a)—(f) shall be permitted as of right as principal
24 uses;

- (x) all uses listed in Section 224(a) shall be permitted as conditional uses;
- (xi) all uses listed in Section 225(b) shall be permitted as of right as principal uses;
- (xii) all uses listed in Section 226(a) shall be permitted as of right as principal uses;
- (xiii) commercial wireless facilities as per Section 227(h) or (i) shall be permitted as conditional uses;
- (xiv) all uses listed in Section 227(r) shall be permitted as of right as principal uses.

(C) A nonconforming use may be changed to any equally or more conforming use without providing the 6 to 1 ratio of required residential space.

(D) No use, even though listed as a permitted use or otherwise allowed, shall be permitted in the Residential/Commercial Subdistrict which, by reason of its nature or manner of operation, creates conditions that are hazardous, noxious, or offensive through the emission of odor, fumes, smoke, cinders, dust, gas, vibration, glare, refuse, water-carried waste, or excessive noise.

~~(4)~~ (3) **Density.**

(A) Residential Density. There shall be no density limit for residential uses in the Residential/Commercial Subdistrict. The provisions of Sections 207.1 and 208 related to residential density shall not apply.

(B) Non-residential Density. There shall be a density limit for non-residential uses, which shall be measured as a Floor Area Ratio (FAR), as defined by Section 102.9, 102.10, 102.11 and 124 of this Code. The maximum nonresidential FAR for newly constructed buildings or additions of twenty percent (20%) or more of an existing building shall be 0.75.

1 Otherwise the FAR for the Residential/Commercial Subdistrict shall be 5 to 1. The provisions
2 of Section 123, 124, 125 and 127 relating to Floor Area Ratio shall apply.

3 (C) Area used for parking for commercial uses or residential uses including
4 parking permitted as of right or by conditional use shall not be considered as commercial
5 FAR.

6 ~~(5)~~ (4) **Open Space.**

7 (A) Open space shall be provided at the ratio of thirty-six net square feet of open
8 space for each dwelling unit if all private, with a ratio of 1.33 of common usable open space
9 that may be substituted for private; open space shall be provided at the ratio of one square
10 foot of open space per 50 square feet of gross floor area for all other uses.

11 (B) The open space requirement for residential use may be met by providing
12 one or more of the following types of open space: private usable open space as set forth
13 below; common open space, including an unenclosed park or plaza at grade or above, or an
14 enclosed or partly enclosed pool or a health club, accessible to residents and guests of
15 residents and not to the general public, and "publicly accessible open space" as set forth in
16 (C)(i) below. Where any publicly accessible open space is used to satisfy the open space
17 requirements for both residential and non-residential use, the open space area must be of an
18 area at least equal to the sum of the separate open space requirements to be satisfied by that
19 open space. Up to forty percent (40%) of the open space requirement for residential uses may
20 be met by providing private open spaces, provided that any such private open space counted
21 toward a portion of the open space requirement has a minimum area of 36 square feet, with a
22 minimum dimension of four feet in any direction.

23 (C) The open space requirement for non-residential uses shall be met by
24 providing "publicly accessible open space," which is defined as open space situated in such
25

1 locations and which provides such ingress and egress as will make the area accessible to the
2 general public and which is open to the public daily for at least twelve daylight hours.

3 (i) Publicly accessible open space. One or more of the following types of open
4 space shall satisfy the definition of publicly accessible open space:

5 (AA) An unenclosed park or garden at grade or above;

6 (BB) An unenclosed plaza with seating areas and landscaping and no more than
7 ten percent (10%) of the floor area devoted to food or beverage service;

8 (CC) An enclosed pedestrian pathway, which extends through the building,
9 which is accessed from a public street at grade, which is landscaped and has access to
10 natural light and ventilation, and in which retail space may face the pedestrian path inside the
11 building provided that no more than twenty percent (20%) of the floor area of the required
12 open space may be devoted to seating areas within the pedestrian path;

13 (DD) A sun terrace or solarium with landscaping;

14 (EE) Sidewalk widening following a regular pattern of setbacks;

15 (FF) A recreation facility on the roof of a parking garage;

16 (GG) An unenclosed pedestrian street that traverses a large block in an east-
17 west direction;

18 (HH) A publicly-accessible area with a scenic overlook;

19 (II) A publicly-accessible area within 900 feet of the site;

20 (JJ) Streetscapes on surrounding streets, as approved by the Planning
21 Department; or

22 (KK) Other similar open space features as more particularly defined in the
23 Recreation and Open Space Section of the Rincon Hill Plan, a part of the General Plan. If a
24 sidewalk widening is used to meet the open space requirement, the Planning Commission
25

1 shall require approval of the open space proposal by the Department of Public Works prior to
2 Planning Commission approval of the project.

3 (ii) The required publicly accessible open space shall, as determined by the
4 Zoning Administrator:

5 (AA) Be in such locations and provide such ingress and egress as will make the
6 area convenient, safe, secure and easily accessible to the general public;

7 (BB) Be appropriately landscaped;

8 (CC) Be accessible to public water and toilet facilities;

9 (DD) Be protected from uncomfortable winds;

10 (EE) Incorporate ample seating and, if appropriate, access to limited amounts of
11 food and beverage service, which will enhance public use of the area;

12 (FF) Be well signed and accessible to the public during daylight hours;

13 (GG) Have adequate access to sunlight if sunlight access is appropriate to the
14 type of area;

15 (HH) Be well lighted if the area is of the type requiring artificial illumination;

16 (II) Be designed to enhance user safety and security;

17 (JJ) Be of sufficient size to be attractive and practical for its intended use; and

18 (KK) The owner of the property on which the open space is located shall
19 maintain it by keeping the area clean and free of litter and keeping in a healthy state any plant
20 material that is provided. The Zoning Administrator shall have authority to require a property
21 owner to hold harmless the City and County of San Francisco, its officers, agents and
22 employees, from any damage or injury caused by the design, construction or maintenance of
23 open space, and to require the owner or owners or subsequent owner or owners of the
24
25

1 property to be solely liable for any damage or loss occasioned by an act or neglect in respect
2 to the design, construction or maintenance of the open space.

3 (D) The provisions of Section 135 concerning usable open space shall not apply.

4 ~~(6)~~ (5) Parking Requirements.

5 (A) There shall be no more than one parking space for each dwelling unit.
6 Parking in excess of one parking space for each dwelling unit shall not be classified as an
7 accessory use, notwithstanding the provisions of Section 204.5(c) of this Code.

8 (B) Parking for retail uses shall be provided at a ratio of one space for each 500
9 occupied square feet of retail space for the first 60,000 occupied square feet of retail space on
10 any project site; any parking for retail square footage in excess of 60,000 square feet per
11 project shall not exceed a ratio of one space per each 1,500 occupied square feet of retail
12 space.

13 (C) Parking for all office uses and any other non-retail commercial use shall be
14 provided at a ratio of one space for each 1,500 occupied square feet of space.

15 (D) At street level, parking shall not front on Folsom Street, and within 25 feet
16 horizontal distance from other street rights of way cannot occupy more than twenty percent
17 (20%) at street level of the cumulative street frontage in the Residential/Commercial
18 Subdistrict.

19 (E) In addition to the amounts of parking set forth above, additional parking shall
20 be allowed as of right for any project that submitted an application for environmental review
21 prior to December 31, 2001, where such parking is necessary to replace parking for any
22 agency or department of the United States Federal Government that is located on, or
23 immediately adjacent to, a development site.

24 ~~(7) Streetscape.~~ (6) Street-Facing Use Requirements.

1 (A) Ground floor retail space (including personal service and restaurants) and
2 space devoted to building and pedestrian circulation is required along the street frontage for a
3 minimum of fifty percent (50%) of the street frontage; exceptions to this standard may be
4 granted administratively by the Zoning Administrator if (s)he deems the exception to provide a
5 more attractive, usable and visually interesting pedestrian streetscape.

6 (B) Uses along a street frontage at grade level shall be visually interesting and
7 attractive to pedestrians. Curb cuts shall be minimized. No parking ingress or egress shall be
8 permitted that would disrupt or delay transit service.

9 ~~(8)~~ (7) **Site Coverage.** There shall be no limit on site coverage. One hundred percent
10 (100%) site coverage shall be permitted.

11 ~~(9)~~ (8) **Dwelling Unit Exposure.** In light of the high-density nature of the
12 Residential/Commercial Subdistrict, the dwelling unit exposure requirements of Section 140
13 shall not apply.

14 ~~(10)~~ (9) **Height and Tower Separation Standards.**

15 (A) There shall be an 85-foot maximum height for the podium/base of a building.

16 (B) There shall be an overall height limit of 400 feet in the
17 Residential/Commercial Subdistrict.

18 (C) There shall be a 50 foot minimum tower height differential between towers
19 on the same development site.

20 (D) In the Residential/Commercial Subdistrict, there shall be a minimum 82½
21 foot separation between towers.

22 (E) All space above the 200-foot height level shall be devoted to residential use.

23 (11) **Bulk Standards.** The Residential/Commercial Subdistrict shall be subject to "W"
24 Bulk District controls, as follows:

1 (A) Base (0—85 feet): Unlimited. The site coverage limitations of Section
2 249.1(b)(1) shall not apply.

3 (B) Buildings over 85 in height, but less than 300 feet in (1) height, shall be
4 limited to a maximum plan length of 100 feet and a maximum diagonal length of 125 feet.

5 (2) Buildings over 300 feet in height shall not exceed a maximum plan
6 length of 115 feet and a maximum diagonal length of 145 feet.

7 (3) Minor increases in Plan length for the purposes of improved design
8 may be approved pursuant to Section 271.

9 (C) A 10% volume reduction is required for the upper tower of any building that
10 is 300 feet in height or taller. The upper tower is defined as the top one-third portion of a free
11 standing tower; for a tower that sits atop a podium or base, the upper tower is defined as the
12 top one-third of the height of the tower as measured from the top of the podium or base.

13 (D) Folsom Street Setback: Above the 85 foot base, at least 50% of the entire
14 Folsom Street frontage shall be set back a minimum of 12½ feet. No setback will be required
15 for any portion of the frontage occupied by a tower with a height in excess of 85 feet, unless
16 that tower or towers occupies more than 50% of the total Folsom Street frontage.

17 (E) The floor plates on either tower shall not exceed an average of 11,000 gross
18 square feet over the entire tower.

19 **SECTION 428. STREET TREES IN-LIEU FEE.**

20 ~~—— (a) In any District, street trees shall be installed by the owner or developer in the case of~~
21 ~~construction of a new building; relocation of a building; the addition of gross floor area equal to 20~~
22 ~~percent or more of the gross floor area of an existing building; the addition of a new dwelling unit; a~~
23 ~~garage, or additional parking; or paving or repaving more than 200 square feet of the front setback.~~

1 ~~———— (b) The street trees installed shall be a minimum of one tree of 24 inch box size for each 20 feet~~
2 ~~of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of~~
3 ~~frontage requiring an additional tree. Such trees shall be located either within a setback area on the~~
4 ~~lot or within the public right of way along such lot.~~

5 ~~———— (c) The species of trees selected shall be compliant with the applicable water use requirements~~
6 ~~of Administrative Code Chapter 63, suitable for the site, and, in the case of trees installed in the public~~
7 ~~right of way, the species and locations shall be subject to approval by the Department of Public Works.~~
8 ~~Procedures and other requirements for the installation, maintenance and protection of trees in the~~
9 ~~public right of way shall be as set forth in Article 16 of the Public Works Code.~~

10 ~~———— (d) In any case in which the Department of Public Works cannot grant approval for installation~~
11 ~~of a tree in the public right of way, on the basis of inadequate sidewalk width, interference with utilities~~
12 ~~or other reasons regarding the public welfare, and where installation of such tree on the lot itself is~~
13 ~~also impractical, the tree planning requirements of this Section 428 may be modified as described in~~
14 ~~Subsection 428(f) or (g) or waived as described in Subsection 428(g) by the Zoning Administrator to~~
15 ~~the extent necessary.~~

16 ~~———— (e) When a pre-existing site constraint prevents the installation of a street tree, as an alternative~~
17 ~~to payment of any portion of the in lieu fee, the Zoning Administrator may allow the installation of~~
18 ~~sidewalk landscaping compliant with the applicable water use requirements of Administrative Code~~
19 ~~Chapter 63 to satisfy the requirements of Section 428, subject to permit approval from the Department~~
20 ~~of Public Works in accordance with Public Works Code Section 8LOB.~~

21 ~~———— (f) In C-3, industrial, and South of Market Mixed Use Districts, the Zoning Administrator may~~
22 ~~allow the installation of planter boxes or tubs or similar landscaping in place of trees when that is~~
23 ~~determined to be more desirable in order to make the landscaping compatible with the character of the~~
24 ~~surrounding area, or may waive the requirement in C-3, industrial, and mixed use districts, districts~~

1 ~~where landscaping is considered to be inappropriate because it conflicts with policies of the Downtown~~
2 ~~Plan, a component of the General Plan, such as the Downtown Plan policy favoring unobstructed~~
3 ~~pedestrian passage or the Commerce and Industry Element policies to facilitate industry.~~

4 ~~——— (g) In Eastern Neighborhoods Mixed Use Districts, street trees shall be installed along all street~~
5 ~~frontages in the public right of way as set forth in subsection (b). Street tree basins shall be edged with~~
6 ~~decorative treatment, such as pavers or cobbles, in accordance with City standards.~~

7 ~~——— (h) For each required tree that the Zoning Administrator waives, the permittee shall pay an~~
8 ~~"in lieu" street tree fee. This fee shall be the amount specified in the Public Works Code Article 16 and~~
9 ~~be payable prior to issuance of any certificate of occupancy. The fee amount shall be deposited in the~~
10 ~~Department of Public Works 'Adopt A Tree Fund.~~

11 ~~——— (i) DTR and C 3 Districts. In DTR and C 3 Districts, in addition to the requirements of~~
12 ~~subsections (a) (h) above, all street trees shall:~~

13 ~~——— (1) have a minimum 2 inch caliper, measured at breast height;~~

14 ~~——— (2) branch a minimum of 8 feet above sidewalk grade;~~

15 ~~——— (3) where in the public right of way, be planted in a sidewalk opening at least 16 square feet,~~
16 ~~and have a minimum soil depth of 3 feet 6 inches;~~

17 ~~——— (4) where planted in individual basins rather than a landscaped planting bed, be protected by a~~
18 ~~tree grate with a removable inner ring to provide for the tree's growth over time;~~

19 ~~——— (5) provide a below grade environment with nutrient rich soils, free from overly compacted~~
20 ~~soils, and generally conducive to tree root development;~~

21 ~~——— (6) be irrigated, maintained and replaced if necessary by the property owner, in~~
22 ~~accordance with Public Works Code, Article 16 and compliant with the applicable water use~~
23 ~~requirements of Administrative Code Chapter 63; and~~

1 ~~———— (7) be planted in a continuous soil filled trench parallel to the curb, such that the basin for each~~
2 ~~tree is connected.~~

3 ~~———— (j) Planned Unit Developments as defined by Section 304 of this Code are required to meet the~~
4 ~~street tree requirements described in Section 428 (a) ~ (h) and shall meet the following additional~~
5 ~~landscaping requirements:~~

6 ~~———— (1) A continuous soil trough with structural soils shall be provided that connects the root~~
7 ~~systems of these street trees to increase tree health is required unless there is a physical constraint.~~

8 ~~———— (2) Where ground floor setbacks are required, landscaping is also required in the setbacks per~~
9 ~~Section 132(g). All building setback areas not occupied by steps, porches or other permitted~~
10 ~~obstructions shall be permeable as defined in Section 102.33. Setbacks should be designed to provide~~
11 ~~access to landscaped areas, encouraging active use by residents.~~

12 ~~———— (i) A water source should be provided for each residential setback reachable by a 30 foot hose.~~

13 ~~———— (ii) To allow for landscaping and street trees at street grade, below grade parking shall be~~
14 ~~located at a depth below any surface of the setback to provide a minimum soil depth of 3 feet 6 inches.~~

15 ~~———— (3) The Zoning Administrator is authorized to modify the additional landscaping requirements~~
16 ~~for Planned Unit Developments. The Zoning Administrator shall allow modifications only when he or~~
17 ~~she finds that modifications provide equal or greater ecological benefit than the above requirements,~~
18 ~~including the use of climate appropriate plant materials as defined in Public Works Code Section~~
19 ~~802.1. Acceptable modifications may include alternative landscape treatments such as landscaped~~
20 ~~berms, detention or retention basins, perimeter plantings, pedestrian lighting, benches and seating~~
21 ~~areas, or additional landscaping and tree planting are provided elsewhere on the site or on the~~
22 ~~adjacent public right of way itself, subject to permit approval from the Department of Public Works.~~
23 ~~If the Zoning Administrator waives the requirement for a street tree under Section 138.1, the~~
24 ~~application shall pay a in-lieu fee. This fee shall be the amount specified in the Public Works Code~~

1 Article 16 and be payable prior to issuance of any certificate of occupancy. The fee amount shall be
2 deposited in the Department of Public Works 'Adopt-A-Tree Fund.'

3 **SEC. 825. DTR DISTRICTS.**

4 (a) **Description.** Downtown Residential (DTR) Districts are transit-oriented, high-
5 density mixed-use residential neighborhoods in and around downtown. These areas are
6 generally transitioning from a variety of commercial and industrial to residential uses. The
7 intent of this district is to enable a mix of new day and nighttime activities, with an emphasis
8 on encouraging new housing within walking distance or a short transit-ride of downtown,
9 supported by a mix of retail, and neighborhood services to meet the needs of residents and
10 the larger downtown community.

11 High-density residential uses, including residential towers in select locations, are
12 allowed and encouraged within the limits set by height and bulk controls. Given the district's
13 proximity to downtown, a range of commercial uses is permitted on the lower stories, with
14 active pedestrian-oriented retail, service, and entertainment uses on the ground floor. Along
15 special streets, pedestrian-oriented uses are required on the first floor. Ground floor entries to
16 individual dwelling units are encouraged on streets that will become primarily residential.

17 There is generally no pattern of mid-block open space or of rear yards. While lot
18 coverage is limited for all levels with residential uses, traditional rear yard open spaces are not
19 required except in the limited instances where there is an existing pattern of them. Specific
20 height and bulk controls establish appropriate heights for both towers and mid-rise
21 development, and ensure adequate spacing between towers and preserve light and air to
22 streets and open spaces. Setbacks are required where necessary to buffer ground floor
23 residential uses or to ensure sunlight access to streets and open spaces. To support the
24
25

1 intensification of land uses in these districts, detailed traffic, streetscape and open space
2 improvements will take place over time.

3 Downtown Residential Districts include all of the individual DTR districts governed this
4 Code except the Transbay Downtown Residential District (TB-DTR), as set forth in Section
5 828, is governed by the Transbay Redevelopment Plan and its Development Controls and
6 Design Guidelines.

7 (b) **Building and Development Standards.** In addition to or in-lieu of the requirements
8 and standards elsewhere in this Code, the following building and development standards are
9 applicable in the Downtown Residential Districts.

10 (1) **Street-Facing Use Requirements.** Pedestrian-oriented commercial, residential,
11 institutional uses, and community services are required ground floor uses on all street facing
12 frontages per the standards of Section 145.1 and 145.4, except for the minimum frontage
13 required for fire doors, parking and loading access, and other utilities.

14 (2) **Lot Coverage.** The requirements of Section 134 shall not apply in DTR Districts.
15 Except as more specifically limited in the Section governing an individual DTR district, lot
16 coverage is limited to 80 percent at all residential levels except on levels in which all
17 residential units face onto a public right-of-way or mid-block pedestrian path meeting the
18 minimum standards of this Section. The unbuilt portion of the lot shall be open to the sky
19 except for those obstructions permitted in yards pursuant to Section 136(c). Exceptions to the
20 20 percent open area requirement may be granted, pursuant to the provisions of Section
21 309.1, for conversions of existing non-residential structures where it is determined that
22 provision of 20 percent open area would require partial demolition of the existing non-
23 residential structure.

1 (3) **Dwelling Unit Exposure.** The requirements of Section 140 shall apply, Reductions
2 in this requirement may be granted though the procedures of Section 309.1.

3 (4) **Lighting.** Pedestrian-scaled lighting shall be provided as an integral element of all
4 building facades and shall be designed and located to accentuate the uses facing the street.
5 Pedestrian-scaled lighting shall be incorporated into all facades and landscaped setback
6 areas in the form of wall sconces, entry illumination and low-level lighting set into edging
7 features. Lighting should be designed to accentuate ground floor retail and residential entries.
8 Incandescent or color-corrected lighting sources must be used.

9 ~~(5) Sidewalk Treatment.~~

10 ~~(A) To carry out policies contained in the San Francisco General Plan related to sidewalk~~
11 ~~treatments in an applicable plan area, the Planning Commission may require an applicant to widen or~~
12 ~~modify sidewalk alignments and to install lighting, decorative paving, seating, bicycle racks,~~
13 ~~landscaping, and other pedestrian amenities on public sidewalks.~~

14 ~~(B) The conditions imposed by the Planning Commission and any sidewalk treatments installed~~
15 ~~by an applicant shall comply with any applicable ordinances, adopted streetscape plans, and with any~~
16 ~~applicable regulations of the Art Commission, the Department of Public Works and the Bureau of~~
17 ~~Light, Heat and Power of the Public Utility Commission regarding street lighting, sidewalk paving,~~
18 ~~seating and sidewalk landscaping.~~

19 ~~(C) The Commission conditions imposed pursuant to subsection (B) shall require the abutting~~
20 ~~property owner or owners to hold harmless the City and County of San Francisco, its officers, agents,~~
21 ~~and employees, from any damage or injury caused by reason of the design, construction, use, or~~
22 ~~maintenance of the sidewalk treatments that the owner will maintain, and shall require the owner or~~
23 ~~owners or subsequent owner or owners of the respective property to be solely liable for any damage or~~

1 ~~loss occasioned by any act or negligence with respect to the design, construction, use, or maintenance~~
2 ~~of the sidewalk treatments that the owner maintains.~~

3 ~~(D) Notwithstanding the provisions of this Section, an applicant shall apply for all required~~
4 ~~permits related to the legislated sidewalk width changes and sidewalk treatments and pay all required~~
5 ~~fees.~~

6 ~~(E) The owner of the property is required to maintain all those improvements other than~~
7 ~~lighting.~~

8 ~~(6) Street Trees. Street trees shall be installed by the owner or developer in the case of~~
9 ~~construction of a new building, relocation of a building, or addition of gross floor area equal to 20~~
10 ~~percent or more of the gross floor area of an existing building. Street trees shall be provided according~~
11 ~~to the provisions of Section 143(b), (c) and (d).~~

12 ~~(7)~~ (5) **Off-Street Parking and Loading.** Restrictions on the design and location of off-
13 street parking and loading and access to off-street parking and loading are necessary to
14 reduce their negative impacts on neighborhood quality and the pedestrian environment.
15 Unless specified otherwise in an individual DTR district, the following off-street parking and
16 loading controls shall apply:

17 (A) **Required Below-Grade.** All off-street parking in DTR districts shall be built
18 below street grade. The design of parking on sloping sites must be reviewed through the
19 procedures of Section 309.1, according to the following standards:

20 (i) For sloping sites with a grade change of at least ten feet laterally along the
21 street, no less than 50 percent of the perimeter of all floors with off-street parking shall be
22 below the level of said sloping street; and

23 (ii) For sites that slope upwards from a street, no less than 50 percent of the
24 perimeter of all floors with off-street parking shall be below the average grade of the site; and
25

1 (iii) Any above-grade parking shall be set back from the street facing facades
2 and wrapped with active uses, as defined by Section 145.1, for a depth of no less than 25 feet
3 at the ground floor and 15 feet on floors above.

4 (B) **Parking and Loading Access.**

5 (i) **Width of openings.** Any single development is limited to a total of two facade
6 openings of no more than 11 feet wide each or one opening of no more than 22 feet wide for
7 access to off-street parking and one facade opening of no more than 15 feet wide for access
8 to off-street loading. Shared openings for parking and loading are encouraged. The maximum
9 permitted width of a shared parking and loading garage opening is 27 feet.

10 (ii) Sidewalk narrowings or porte cocheres to accommodate passenger loading
11 and unloading are not permitted. For the purpose of this section, a "porte cochere" is defined
12 as an off-street driveway, either covered or uncovered, for the purpose of passenger loading
13 or unloading, situated between the ground floor facade of the building and the sidewalk.

14 **SEC. 827. - RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (RH-**
15 **DTR).**

16 The Rincon Hill Downtown Residential Mixed Use District (RH-DTR), the boundaries of
17 which are shown in Section Map No. 1 of the Zoning Map, is established for the purposes set
18 forth below.

19 The RH-DTR District is adjacent to the southern edge of the downtown, generally
20 bounded by Folsom Street, the Bay Bridge, the Embarcadero, and Essex Street. High-density
21 residential uses and supporting commercial and institutional uses are allowed and
22 encouraged within the limits set by height, bulk, and tower spacing controls. Folsom Street is
23 intended to develop as the neighborhood commercial heart of the Rincon Hill and Transbay
24 neighborhoods, and pedestrian-oriented uses are required on the ground floor. Individual
25

1 townhouse dwelling units with ground floor entries directly to the street are required on streets
2 that will become primarily residential, including First, Fremont, Beale, Main, and Spear
3 Streets.

4 While lot coverage is limited for all levels with residential uses that do not face onto
5 streets or alleys, traditional rear yard open spaces are not required except in the limited
6 instances where there is an existing pattern of them, such as smaller lots on the Guy Place
7 block. Specific height, bulk, and setback controls establish appropriate heights for both towers
8 and mid-rise podium development and ensure adequate spacing between towers in order to
9 establish a neighborhood scale and ensure light and air to streets and open spaces. Setbacks
10 are required where necessary to provide transition space for ground floor residential uses and
11 to ensure sunlight access to streets and open spaces. Off-street parking must be located
12 below grade.

13 Given the need for services and open space resulting from new development, projects
14 will provide or contribute funding for the creation of public open space and community facilities
15 as described in the Rincon Hill Area Plan of the General Plan. The Rincon Hill Streetscape
16 Plan, part of the Area Plan, proposes to enhance and redesign most streets in the district to
17 create substantial new open space amenities, improve pedestrian conditions, and improve the
18 flow of local traffic and transit. Detailed standards for the provision of open spaces, mid-block
19 pathways, and residential entries are provided to ensure that new buildings contribute to
20 creating a public realm of the highest quality in Rincon Hill.

21 (a) **Building Standards.**

22 (1) **Development Concept.** The development concept is for podium development up to
23 85 feet in height, with slender residential towers spaced to provide ample light and air to the
24 district. New development will contribute to the creation of a substantial amount of public open
25

1 space, as well as provide private common areas, courtyards, and balconies. Streets will be
2 improved to provide widened sidewalks with substantial public open space. Ground floor uses
3 will be pedestrian-oriented in character, consisting primarily of retail on Folsom Street, and
4 individual townhouse-style residential units on First, Fremont, Beale, Main, and Spear Streets,
5 as well as on alleys and mid-block pathways. Parking will be located below grade, and
6 building utilities (loading bays, service doors, garage doors) will be located in sidewalk vaults
7 or on secondary frontages.

8 (2) **Street-Facing Use Requirements.** Pedestrian-oriented retail, residential,
9 institutional uses, and community services are required ground floor uses on all street facing
10 frontages, except for the minimum frontage required for fire doors, parking and loading
11 access, and other utilities.

12 (A) **Required Ground Floor Retail Spaces.** For frontages facing Folsom Street,
13 ground floor space suitable for retail use is required for no less than 75 percent of all
14 frontages, as specified in Section 145.4.

15 (B) **Required Individual Ground Floor Residential Units.** For building
16 frontages facing Fremont, First, Main, Beale and Spear Streets more than 60 feet from an
17 intersection with Folsom, Harrison, or Bryant Streets, and for building frontages facing Guy
18 Place and Lansing Street, individual ground floor residential units with direct pedestrian
19 access to the sidewalk are required at intervals of no greater than 25 feet, except where
20 residential lobbies, parking and loading access, utilities, and open space are necessary and
21 provided pursuant to the allowances of Section 827 and other sections of this Code. Individual
22 ground floor residential units are also encouraged along Harrison Street, Bryant Street, and
23 alleys and mid-block pedestrian paths where appropriate.

1 (3) **Required Streetwall.** Building area below 85 feet in height is required to be built to
2 100 percent of all property lines facing public rights-of-way, except where setbacks are
3 required by this Section and except where publicly accessible open space is provided
4 according to the provisions of this Section. Recesses, insets and breaks between buildings
5 are permitted to provide vertical articulation to the facade, provided the overall integrity of the
6 streetwall is maintained.

7 (4) **Lot Coverage.** Lots fronting only on the north side of Guy Place are permitted up to
8 80 percent lot coverage.

9 (5) **Upper Story Setback.** To ensure adequate sunlight to streets, alleys, and
10 pedestrian pathways, upper story setbacks are required as follows:

11 (A) All buildings are required to set back at least 10 feet above a height of 65
12 feet along Spear, Main, Beale, Fremont and First Streets. This requirement shall not apply to
13 street frontage occupied by a building taller than 85 feet. This upper story setback
14 requirement shall also not apply to the first 60 linear feet of frontage from corners at Folsom,
15 Harrison, and Bryant Streets.

16 (B) Buildings greater than 60 linear feet from a major street along Guy Place,
17 Lansing Street, and any proposed or existing private or public mid-block pedestrian pathways,
18 are required to be set back at least 10 feet above 45 feet in height from said right-of-way.

19 (C) In order to increase sun access to mid-block pathways and uses along such
20 pathways, all building frontage on the southeast side of mid-block pathways not occupied by a
21 building taller than 85 feet must set back upper stories by 10 feet above a building height of
22 45 feet. For projects on the south side of a mid-block pedestrian pathway taller than 65 feet,
23 an additional upper story setback of 10 feet is required above a building height of 65 feet.

1 (i) **Modifications.** For any lot on the north side of a required mid-block
2 pedestrian pathway, a modification from the required upper story setback of 10 feet above a
3 height of 45 feet may be granted according to the provisions of Section 309.1, provided that,
4 in total, the building is set back by a volume equal to what would be required by meeting the
5 standard in (C) above, and the modification would substantially improve the accessibility,
6 design and character of the mid-block pedestrian pathway.

7 (6) **Ground Floor Residential Units.** Where ground floor residential units are required
8 along Spear, Main, Beale, Fremont, and First Streets, the design standards of the Ground
9 Floor Residential Design Guidelines apply. Ground floor residential units along Guy Place and
10 Lansing Street, within the footprint of towers taller than 105 feet, and those that are proposed
11 in locations where they are not required, are encouraged to meet the standards in this
12 subsection to the greatest degree possible.

13 (7) **Ground Floor Commercial Design.** Ground floor commercial spaces must meet
14 the standards set in Section 145.1 and 145.4.

15 (8) **Off-Street Parking and Loading.**

16 (A) **Parking and Loading Access.**

17 (i) **Width of openings.** The maximum permitted width of all combined parking
18 and loading openings on Guy Place and Lansing Street for any single project is 20 feet.

19 (ii) **Folsom Street.** Access to off-street parking is not permitted on Folsom
20 Street for lots with frontage on another street. For lots fronting solely on Folsom Street,
21 access to parking on a Folsom Street frontage is permitted only through the processes
22 established by Section 309.1 by demonstrating that every effort has been made to minimize
23 negative impact on the pedestrian quality of the street. Loading may not be accessed from
24 Folsom Street.

1 **(9) Open Space.**

2 ~~(1) (i)~~ In addition to the standards of Section 135, open space intended to fulfill the
3 requirements of off-site or publicly-accessible open space may include streetscape
4 improvements with landscaping and pedestrian amenities on Guy Place and Lansing Street,
5 beyond basic street tree planting or street lighting as otherwise required by this Code, in
6 accordance with the Streetscape Plan of the Rincon Hill Area Plan.

7 ~~(10) Streetscape Standards.~~

8 ~~(A) Sidewalk Treatments.~~

9 ~~(i) For all frontages abutting a public sidewalk, the project sponsor is required to install~~
10 ~~sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in accordance~~
11 ~~with the Streetscape Plan of the Rincon Hill Area Plan, developed by the Planning Department and~~
12 ~~approved by the Board of Supervisors.~~

13 ~~(ii) Prior to approval by the Board of Supervisors of a Streetscape Plan for Rincon Hill, the~~
14 ~~Planning Commission, through the procedures of Section 309.1, shall require an applicant to install~~
15 ~~sidewalk widening, street trees, lighting, decorative paving, seating, and landscaping in keeping with~~
16 ~~the intent of the Rincon Hill Area Plan of the General Plan and in accordance with subsections (iii)—~~
17 ~~(vi) below.~~

18 ~~(iii) Sidewalk treatments shall comply with any applicable ordinances and with any applicable~~
19 ~~regulation of the Art Commission, the Department of Public Works and the Bureau of Light, Heat and~~
20 ~~Power of the Public Utility Commission regarding street lighting, sidewalk paving, and sidewalk~~
21 ~~landscaping.~~

22 ~~(iv) The Streetscape Plan and any Commission requirement pursuant to subsection (ii) shall require the~~
23 ~~abutting property owner or owners to hold harmless the City and County of San Francisco, its officers,~~
24 ~~agents, and employees, from any damage or injury caused by reason of the design, construction or~~

~~maintenance of the improvements, and shall require the owner or owners or subsequent owner or owners of the respective property to be solely liable for any damage or loss occasioned by any act.~~

~~(v) Notwithstanding the provisions of this Section, an applicant shall apply for all required permits for changes to the legislated sidewalk widths and street improvements and pay all required fees.~~

~~(vi) The owner of the property is required to maintain all those improvements other than lighting.~~

~~(B)~~ (10) **Mid-Block Pedestrian Pathways.** For developments on Assessor's Blocks 3744—3748, the Commission may require, pursuant to Section 309.1, the applicant to provide a mid-block pedestrian pathway for the entire depth of their property where called for by the Rincon Hill Area Plan of the General Plan. This pathway shall be designed in accordance with the standards of this Section.

(i) **Design.** The design of the pathway shall meet the following minimum requirements:

(AA) Have a minimum width of 20 feet from building face to building face;

(BB) Have a minimum clear walking width of 10 feet free of any obstructions.

(CC) Be open to the sky and free from all encroachments for that entire width, except for those permitted in front setbacks by Section 136 of this Code;

(DD) Provide such ingress and egress as will make the area easily accessible to the general public;

(EE) Be protected from uncomfortable wind, as called for elsewhere in this Code;

(FF) Be publicly accessible, as defined elsewhere in this Section;

1 (GG) Be provided with special paving, furniture, landscaping, and other
2 amenities that facilitate pedestrian use;

3 (HH) Be provided with ample pedestrian lighting to ensure pedestrian comfort
4 and safety;

5 (II) Be free of any changes in grade or steps not required by the natural
6 topography of the underlying hill; and

7 (JJ) Be fronted by active ground floor uses, such as individual townhouse
8 residential units, to the greatest extent possible.

9 (ii) Prior to issuance of a permit of occupancy, informational signage directing
10 the general public to the pathway shall be placed in a publicly conspicuous outdoor location at
11 street level stating its location, the right of the public to use the space and the hours of use,
12 and the name and address of the owner or owner's agent responsible for maintenance.

13 (iii) The owner of the property on which the pathway is located shall maintain it
14 by keeping the area clean and free of litter and keeping in a functional and healthy state any
15 street furniture, lighting and/or plant material that is provided.

16 (iv) Notwithstanding the provisions of this subsection, an applicant shall obtain
17 all required permits for changes to the legislated sidewalk and street improvements and pay
18 all required fees.

19 (v) The property owner or owners must hold harmless the City and County of
20 San Francisco, its officers, agents, and employees, from any damage or injury caused by
21 reason of the design, construction or maintenance of the improvements, and shall require the
22 owner or owners or subsequent owner or owners of the respective property to be solely liable
23 for any damage or loss occasioned by any act.

1 Section 5. The San Francisco Public Works Code is hereby amended by amending
2 Sections 2.4.13, 703.1, 723.2, 786.7, 807, and 812, to read as follows:

3 **SEC. 2.4.13. - TRANSIT, PEDESTRIAN, ~~AND BICYCLE~~, AND STORMWATER**
4 **IMPROVEMENTS AS PART OF PLANNING, CONSTRUCTION, RECONSTRUCTION, AND**
5 **REPAVING PROJECTS.**

6 (a) Whenever the Department or other Municipal Excavator undertakes a project
7 involving the planning, construction, reconstruction, or repaving of a public right-of-way, such
8 project shall include, to the maximum extent practicable and feasible, the following transit,
9 pedestrian, ~~and bicycle~~, and stormwater improvements:

- 10 (1) Street and pedestrian-scale sidewalk lighting;
- 11 (2) Pedestrian and bicycle safety improvement measures, as established in any official
12 City adopted bicycle or pedestrian safety plan or other City adopted planning documents;
- 13 (3) Appropriate access in accordance with the Americans with Disabilities Act;
- 14 (4) Public transit facilities accommodation, including, but not limited to designation of
15 the right-of-way as a transit preferential street designation or bus rapid transit corridor;
- 16 (5) Traffic calming devices;
- 17 (6) Landscaping;
- 18 ~~(7) Streetscape amenities; and~~
- 19 (7) Low-impact design stormwater facilities consistent with the Stormwater Design Guidelines;
- 20 (8) Other pedestrian and streetscape elements listed as appropriate to the relevant street type as
21 identified and defined in the Better Streets Plan; and
- 22 ~~(8)~~ (9) Other street and sidewalk improvements consistent with the City's "Transit
23 First" ~~P~~Policy" (Section 16.102 of the City Charter) and "Better Streets Policy" (Chapter 98.1
24 of the San Francisco Administrative Code).

1 **(b)** ~~(e)~~ The Director, in consultation with the ~~Executive Director~~s of the San Francisco
2 Municipal Transportation Agency, Department of Public Health, ~~and other affected City~~
3 ~~departments, including the~~ Planning Department, ~~and~~ Department on the Environment, San
4 Francisco Public Utilities Commission, and Mayor's Office on Disability shall develop orders,
5 regulations, or amendments to the Department's Standard Plans and Specifications that
6 address the improvements set forth in Subsection (a).

7 **(c)** ~~(d)~~ To the maximum extent practicable and feasible, the Director shall condition all
8 excavation and street improvement permits on the inclusion of the improvements set forth in
9 Subsection (a). If such conditions would exceed the Director's regulatory authority, the
10 Director shall coordinate with other City departments to provide, to the maximum extent
11 practicable and feasible, said improvements on behalf of the City. As part of the decision on
12 any permit or authorization pursuant to the Public Works Code, the Director shall take into
13 account the permit activity's positive and negative impacts on the integration, enhancement,
14 or preservation of the improvements set forth in Subsection (a).

15 **SEC. 703.1. BRICK, QUARRY-TILE OR EXPOSED CONCRETE AGGREGATE**
16 **SIDEWALK SURFACES.**

17 The Director of Public Works is hereby authorized to grant revocable permits to owners
18 of fronting property or their duly authorized agents to construct sidewalk surfaces of brick,
19 quarry-tile, ~~or~~ exposed concrete aggregate, or other commonly-used sidewalk paving material as
20 approved by the Department of Public Works.

21 All sidewalks shall be placed in accordance with specifications and rules which the
22 Director of Public Works is hereby authorized to prepare in conformity herewith and as
23 required for public convenience and safety, such specifications and rules to apply to the
24 quality and proportions of the required materials, the method of construction, and the type of
25

1 finish. The finished surface of the sidewalk shall rise 1/5 inch per foot from curb grade to the
2 property line unless a deviation therefrom is approved by order of this special permit.

3 The Director of Public Works is hereby authorized to order the owner of the fronting
4 property to remove the brick, quarry-tile, or exposed concrete aggregate sidewalk surfaces
5 and to construct a concrete sidewalk in accordance with the provisions of Section 703 hereof,
6 when in the judgment of said Director public interest and convenience require such removal
7 and reconstruction.

8 The order shall specify the time within which the work is to be completed, and also the
9 time within which the owner must declare, in writing to the Director, his intention to do the
10 work.

11 The Director, upon receiving written notice of the intention to comply by the owner, or
12 his authorized agent, may if requested by the owner, grant a reasonable extension of the time
13 specified in the order for the completion of the work.

14 **SEC. 723.2. MINOR SIDEWALK ENCROACHMENTS.**

15 (a) The Director of Public Works may grant permission, revocable at his or her will, to
16 an owner of property abutting any court, alley or street to install and maintain minor
17 encroachments such as fences, retaining walls, steps or stairways and other minor structures
18 in the sidewalk fronting such property where such encroachments are desirable or convenient
19 in conjunction with the owner's use and enjoyment of the property, or required for the safety,
20 convenience and comfort of the public using the sidewalk.

21 (b) Such encroachments shall not occupy more than 10 percent of the area of the
22 sidewalk fronting the property nor more than 25 percent of the width of the sidewalk, unless
23 the Director of Public Works determines that such restrictions are not applicable due to the
24 nature of the encroachment. The Director may require further restrictions or modifications and
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1 impose such conditions as he or she deems necessary. No advertisement shall be permitted
2 on the encroachments.

3 (c) In considering the issuance of permits under the provisions of this Section, the
4 Director of Public Works shall give due regard to the location, neighborhood pattern,
5 anticipated pedestrian traffic, access requirements of the Fire Department, and to the
6 convenience and necessities of the owners, occupants or tenants of offices, stores or shops in
7 the vicinity.

8 (d) The owner of the real property or the owner's authorized agent applying for a
9 permit under the provisions of this Section shall agree to hold harmless the City and County of
10 San Francisco, its officers, agents, and employees, from any damage or injury caused by
11 reason of the installation or maintenance of the encroachment in the sidewalk, and the owner
12 or owners or subsequent owner or owners of the respective real property shall be solely liable
13 for any damage or loss occasioned by any act or neglect in respect to the installation or
14 maintenance of the encroachments in the sidewalk.

15 (e) Each permit issued under the provisions of this Section shall not become effective
16 until the permit has been signed by the owner or the owner's authorized agent and a copy
17 thereof has been recorded in the office of the Recorder of the City and County of San
18 Francisco. Within 15 days following the approval, denial or revocation of a permit by the
19 Director, any person may file a notice of appeal as follows:

20 (1) Appeals of the revocation or denial of a permit issued by the Director for the
21 following encroachments that impede or otherwise impact the Central Subway Corridor, as
22 defined in Section 723.3(3) of this Code; subsidewalk encroachments below the public right-
23 of-way or other encroachments in, on, and/or below the public right-of-way may be appealed
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1 to the Board of Supervisors by filing a notice of appeal with the Clerk of the Board of
2 Supervisors.

3 (2) Appeals of the approval, denial or revocation of all other permits may be appealed
4 by filing a notice of appeal with the Board of Appeal.

5 (3) In the alternative, when the encroachment is related to building construction,
6 rehabilitation or maintenance, any person may appeal the encroachment permit decision to
7 the Building Inspection Commission. A person waives his or her right to appeal to the
8 Building Inspection Commission encroachment permit decisions relating to building
9 construction, rehabilitation or maintenance by instead filing the appeal with the Board of
10 Supervisors or the Board of Appeals. No encroachment permit decision may be appealed to
11 both bodies.

12 (f) For purposes of this Section, an encroachment permit is related to building
13 construction, rehabilitation or maintenance when the object of the encroachment permit
14 affects the applicant's ability to construct, repair or maintain the building.

15 (g) Pending decision by the Board of Supervisors, the Board of Appeals or the Building
16 Inspection Commission, the permit decision by the Director shall be suspended.

17 (h) Before issuance of the permit, the applicant shall be required to pay to the
18 Department of Public Works a fee as set forth in Section 2.1.1 et seq. and a public right-of-
19 way occupancy assessment fee as set forth in subsection (k).

20 (i) Nothing in this Section shall be construed as authorizing the Director of Public
21 Works to grant permit for any encroachment which he or she determines to be inimical to the
22 health, welfare, safety and best interest of the general public, or in violation of the Charter or
23 laws of the City and County of San Francisco or laws of the State of California.

1 (j) The Board of Supervisors, the Board of Appeals or the Building Inspection
2 Commission may affirm, reverse or modify any permit decision made by the Director of Public
3 Works under the provisions of this Section. The decision by the Board of Supervisors, the
4 Board of Appeals or the Building Inspection Commission is final.

5 (k) The Board of Supervisors reserves the right to exact a public right-of-way
6 occupancy assessment fee for the use of the sidewalk or other public right-of-way space
7 permitted under the provisions of this Section.

8 (1) In accordance with Subsection (k) the public right-of-way occupancy assessment
9 fee for minor sidewalk encroachments, whether permitted or unpermitted and as specified in
10 Subsection (k)(2), shall be an annual fee of \$3.00 per square foot of occupancy of the
11 sidewalk or other public right-of-way space. For purposes of calculating the assessment fee,
12 the Department shall charge no less than \$100.00 per year even though the calculated square
13 footage charge for the encroachment may result in a smaller assessment fee.

14 (2) The following categories of minor sidewalk encroachments are subject to the public
15 right-of-way occupancy assessment fee:

16 (a) Encroachments in, on, above, or below the public right-of-way that are
17 affixed or appurtenant to any building whose owner obtained a site permit for new
18 construction on or after August 29, 2005. This Subsection (k)(2)(a) also shall apply to any
19 commercial, industrial, or mixed-use building whose owner obtained a site permit for new
20 construction prior to August 29, 2005; provided, however, that such building is not located in
21 any Neighborhood Commercial District as designated in Planning Code Article 7 and that the
22 encroachment associated with such building was installed or encroachment permit obtained
23 prior to August 29, 2005. This Subsection shall specifically include, but not be limited to, doors
24 that open over the public right-of-way and subsidewalk basements; provided, however, that
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1 this Subsection shall exclude encroachments for shoring and tiebacks. This Subsection shall
2 not apply to a building that has been converted from a commercial, industrial, or mixed-use
3 building into building containing only residential use.

4 (b) Encroachments associated with a commercial, industrial, or mixed-use
5 building that change the vertical or horizontal plane of an existing sidewalk and modify the
6 existing sidewalk slope pattern in order to provide access necessary to comply with the
7 Americans with Disabilities Act; provided, however, that the building obtained a site permit for
8 new construction on or after August 29, 2005.

9 (c) Any enclosure of the public right-of-way that is used exclusively for private
10 benefit and was installed on or after August 29, 2005. This Subsection (k)(2)(c) also shall
11 apply to any enclosure installed prior to August 29, 2005 that is associated with a commercial,
12 industrial, or mixed-use building; provided, however, that the building is not located in any
13 Neighborhood Commercial District as designated in Planning Code Article 7,

14 (d) Underground storage tanks.

15 (3) For purposes of Subsection (k)(2), the term "site permit" also shall mean "building
16 permit."

17 (4) Notwithstanding Subsection (k)(2), no public right-of-way occupancy assessment
18 fee shall be charged against the owner of an historic or architecturally significant building who
19 has installed or seeks a permit to install a minor sidewalk encroachment in order to conform
20 with an applicable Municipal Code; provided, however that this exception shall not apply if the
21 encroachment is a sub-sidewalk basement. For purposes of this Subsection, an historic or
22 architecturally significant building shall be a building so designated pursuant to Planning Code
23 Article 10 or specifically identified as an architecturally significant building on the Planning
24 Department's database or on a list maintained by the Planning Department.

1 (5) Notwithstanding Subsection (k)(2), no public right-of-way occupancy assessment fee shall
2 be charged against the owner of a property for elements installed as a requirement under Planning
3 Code Section 138.1.

4 ~~(5)(6)~~ The public right-of-way occupancy assessment fee shall be subject to the review
5 and adjustment procedures as forth in Sections 2.1.1 et seq.

6 ~~(6)(7)~~ The public right-of-way occupancy assessment fee shall not be charged to any
7 federal, state, or local governmental agencies, commissions, or departments.

8 ~~(7)(8)~~ Notwithstanding this Subsection (m), the public right-of-way assessment fee for
9 underground vaults shall be as specified in Section 2.1.1 et seq.

10 (l) Notwithstanding the fees specified herein, if a project involves voluntary seismic
11 retrofit upgrades to soft-story, wood-frame buildings, as defined by the Director of the
12 Department of Building Inspection, such project applicant shall be exempt from the
13 proportionate share of fees specified under this Section and Sections 2.1.1 et seq. that is
14 related to such retrofit work.

15 **SEC. 786.7. PUBLIC RIGHT-OF-WAY OCCUPANCY ASSESSMENT FEE FOR**
16 **STREET ENCROACHMENTS.**

17 (a) The Board of Supervisors reserves the right to exact a public right-of-way
18 occupancy assessment fee for the use of the street or other public right-of-way space
19 permitted under the provisions of Sections 786 et seq.

20 (b) In accordance with Subsection (a) the public right-of-way occupancy assessment
21 fee for street encroachments, whether permitted or unpermitted, shall be an annual fee of
22 \$3.00 per square foot of occupancy of the street or other public right-of-way space. For
23 purposes of calculating the assessment fee, the Department shall charge no less than
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1 \$100.00 per pear even though the calculated square footage charge for the encroachment
2 may result in a smaller assessment fee.

3 (c) If the Board of Supervisors has imposed an annual public right-of-way occupancy
4 assessment fee for a street encroachment permit, the permittee shall pay the greater of the
5 Board-adopted fee or the assessment fee set forth in Subsection (b).

6 (d) The public right-of-way occupancy assessment fee shall be subject to the review
7 and adjustment procedures as set forth in Sections 2.1.1 et seq.

8 (e) The public right-of-way occupancy assessment fee shall not be charged to any
9 federal, state or local governmental agencies, commission, or departments.

10 (f) Notwithstanding Subsection (b), no public right-of-way occupancy assessment fee shall be
11 charged against the owner of a property for elements installed as a requirement under Planning Code
12 Section 138.1.

13 **SEC. 807. DEPARTMENT OF PUBLIC WORKS URBAN FORESTRY PROGRAM;**
14 **POWERS AND DUTIES.**

15 (a) **Arterial Planting Program.** The Department shall continue its program of
16 appropriate street tree planting along major traffic routes and commercial streets throughout
17 the City.

18 (b) **Neighborhood Planting Program.** The Department shall continue to encourage
19 and support neighborhood planting programs. Support may include, but need not be limited
20 to, provision of trees and materials, sidewalk cutting and removal, planting labor, technical
21 advice, and organizational assistance. The Department is hereby authorized to donate such
22 funds, materials and labor to neighborhood planting programs as are deemed by the Director
23 to be in the public interest and in the interest of the promotion of the urban forest.

1 (c) **Public Education.** The Department shall undertake an on-going program of public
2 outreach and education in order to promote public understanding of the City's urban forest
3 and public adherence to the standards and procedures established under this Article.

4 (d) **Authority over Site Development Plans.**

5 (1) The Department shall have the authority to review and comment on site
6 development plan applications received by the City's Central Permit Bureau that pertain to the
7 planting, alteration, or removal of street trees. The Department shall also have the authority to
8 review and comment on site development plan applications that pertain to the alteration or
9 removal of landmark trees designated pursuant to Section 810(a) of this Article and significant
10 trees pursuant to Section 810A of this Article. Protection of such trees during construction
11 shall be required in accordance with Section 808(c) of this Article. Removal of such trees shall
12 be subject to the applicable rules and procedures for removal set forth in Section 806, 810, or
13 810A of this Article.

14 (2) If the Zoning Administrator modifies or waives the requirements of Planning Code
15 Section ~~143~~ 138.1 pursuant to Planning Code Section ~~143(d)~~ 138.1(c)(1)(iii), the Department
16 shall impose an in-lieu fee of the property owner so excused. Further, if a property owner is
17 required to plant a street tree pursuant to Planning Code Section ~~143~~ 138.1, the Department
18 shall require that the property owner maintain such tree or replace any such tree that
19 subsequently dies or is removed by any person, or pay an in-lieu fee. The Department shall
20 follow the requirements set forth herein for tree replacement or payment of an in-lieu fee
21 unless it makes written findings detailing the basis for waiving said requirements.

22 (e) **Adopt-A-Tree Fund.** Pursuant to Section 10.117-77 of the Administrative Code,
23 the Department shall maintain an Adopt-A-Tree Fund to enhance the urban forestry program.
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1 (f) **In-Lieu Planting Program.** The Department shall develop and implement an In-
2 Lieu Planting Program to offset the loss of street trees, significant trees, and landmark trees
3 due to removal, destruction, or death. The In-Lieu Planting Program shall also compensate for
4 the loss of trees required to be planted by Section ~~143~~138.1 of the Planning Code, yet excused
5 by the Zoning Administrator pursuant to Planning Code Section ~~143(d)~~138.1(c)(1)(iii). The
6 Department shall impose an in-lieu fee in accordance with a fee schedule adopted by the
7 Director where a street tree is destroyed, removed or is excused from planting where
8 otherwise required by Planning Code Section ~~143~~138.1. The Department also shall assess an
9 in-lieu fee or such other penalty as set forth in Section 811 as mitigation for violation of the
10 requirements of this Article. The Department shall follow the requirements set forth herein for
11 payment of an in-lieu fee unless it makes written findings detailing the basis for waiving said
12 requirements. As set forth in Section 811, in lieu fees shall be deposited in the Adopt-A-Tree
13 Fund.

14 (g) **Tree Adoption Program.** The Department shall develop and implement a tree
15 adoption program to allow persons to donate money for the purpose of tree planting and
16 maintenance. Money donated to the City and County for the purpose of tree planting and
17 maintenance shall be deposited into the Adopt-A-Tree Fund.

18 **SEC. 812. ENFORCEMENT OF ORDINANCE; DESIGNATED EMPLOYEES.**

19 The classes of employees of the City and County of San Francisco set forth below shall
20 have the duty of enforcing the provisions of this Article including, but not limited to, the
21 unauthorized removal, injury or destruction of street trees or landmark trees:
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Classification No.	Class Title
3418	Gardener Supervisor
3422	Park Section Supervisor
3426	Urban Forester
3434	Arborist Technician
3436	Tree Topper <u>Arborist Technician</u> Supervisor I
5170	Superintendent, Street Environmental Services
5173	Assistant Superintendent, Street Environmental Services
7281	Street Cleaning Supervisor II
8280	Environmental Control Officer

Section 6. The San Francisco Subdivision Code is hereby amended by amending Sections 1335, 1336, and 1337, to read as follows:

SEC. 1335. PUBLIC FACILITIES.

(a) **General.** Public facilities listed in this Section shall meet the design and construction standards in the Subdivision Regulations.

(b) **Streets.**

(1) **Dedicated Public Streets.** A subdivision shall have direct access to a dedicated public street. Title to a new or widened dedicated public street shall be conveyed to the City by proper deed prior to approval of the Final Map. Newly created publicly-accessible right-of-

1 ways created as part of subdivisions shall conform with the policies and guidelines of the Better Streets
2 Plan.

3 (2) **Private Streets.** Easements for government facilities in private streets shall meet
4 the requirements of Section 1339 of this Code.

5 (c) **Pedestrian Ways.** A pedestrian way through a block shall be required when the
6 length of that block exceeds the criteria in the Subdivision Regulations.

7 (d) **Sanitary and Drainage Facilities.** The subdivider shall provide sewerage and
8 drainage facilities, connected to City facilities, to serve adequately all lots, dedicated areas
9 and all other areas comprising the subdivision.

10 (e) **Fire Protection.** The subdivider shall provide for the installation of fire hydrants,
11 gated connections and other appurtenances and facilities needed for adequate fire protection,
12 including a street fire-alarm box system.

13 (f) **Street Lighting.** The subdivider shall provide street-lighting facilities along all
14 streets, alleys and pedestrian ways for the purposes of traffic safety and crime deterrence.

15 **SEC. 1336. UTILITIES.**

16 (a) The subdivider shall provide a domestic water system, connected to the San
17 Francisco Water Department's water distribution system. He shall also provide electric, gas
18 and communication services connected to the appropriate public utility's distribution system.

19 (b) Stormwater facilities. In the case of all newly constructed subdivisions, the subdivider shall
20 provide facilities for the on-site detention, retention, infiltration and/or conveyance of stormwater,
21 following the principles of low-impact design for stormwater management, in accordance with the
22 Better Streets Plan and the Stormwater Design Guidelines.

23 **SEC.1337. BEAUTIFICATION.**
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1 (a) **Undergrounding of Utilities.** All new utility lines shall be undergrounded as
2 specified in Article 18 of the Public Works Code.

3 (b) **Street Trees and Landscaping.** Trees planted along a public street, within the
4 right-of-way, and all landscaping within said right-of-way shall conform to the requirements of
5 Article 16 of the Public Works Code. In the case of all newly constructed subdivisions, the
6 subdivider shall provide street trees and landscaping conforming to the policies of the Master
7 Plan. Maintenance of said trees and landscaping shall be the responsibility of the abutting
8 property owners.

9 (c) Pedestrian and streetscape elements. Pedestrian and streetscape elements within any new
10 publicly-accessible right-of-way shall conform with the policies and guidelines of the Better Streets
11 Plan.

12 ~~(e)~~(d) **Open Areas.** Where required pursuant to the Master Plan, the subdivider shall
13 provide for the landscaping of open areas and the maintenance thereof. Such open areas
14 shall be restricted to such use by recorded covenants which run with the land in favor of the
15 future owners of the property within the subdivision. No such covenant shall be terminated
16 without the consent of the Board.

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19
20 APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

21
22 By: _____
John D. Malamut
23 Deputy City Attorney

24
25 Mayor Newsom
BOARD OF SUPERVISORS

CASE NO. 2007.0238EMRTU
BETTER STREETS PLAN AND RELATED ACTIONS

October 14, 2010

ATTACHMENT 9
DRAFT RESOLUTION TO RECOMMEND APPROVAL OF THE
BETTER STREETS PLAN AS AN OFFICIAL PLAN
OF THE CITY AND COUNTY OF SAN FRANCISCO AND TO
AMEND THE PLANNING CODE AND ADMINISTRATIVE CODE
RELATED TO THE BETTER STREETS PLAN



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT-9

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Planning Commission Resolution No. _____

HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010
Case No.: **2007.1238EMRTU**
Project: **Better Streets Plan – Adopting Planning Code Amendments**
Block/Lot: **Various – Citywide**
Staff Contact: **Adam Varat – (415) 558-6045**
adam.varat@sfgov.org
Recommendation: **Approval**

FORMULATING A RESOLUTION TO RECOMMEND APPROVAL OF THE BETTER STREETS PLAN AS AN OFFICIAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO AND TO AMEND THE PLANNING CODE AND ADMINISTRATIVE CODE RELATED TO THE BETTER STREETS PLAN, INCLUDING SECTIONS 132, 135, 138.1, 249.1, 428, 825, AND 827 OF THE PLANNING CODE TO ESTABLISH AND DESCRIBE REQUIREMENTS FOR STREET IMPROVEMENTS FOR NEW DEVELOPMENT, AND CONSOLIDATE EXISTING REQUIREMENTS FOR STREET IMPROVEMENTS INTO A UNIFIED SECTION OF THE PLANNING CODE, AND SECTION 98.1 OF THE ADMINISTRATIVE CODE TO INCORPORATE THE BETTER STREETS PLAN INTO THE EXISTING 'BETTER STREETS POLICY'.

WHEREAS, On September 21, 2010, Mayor Gavin Newsom introduced legislation at the Board of Supervisors that would adopt the Better Street Plan as an official plan of the City and County of San Francisco and amend the Planning Code, Administrative Code, Public Works Code, and Subdivision Code to incorporate the Better Streets Plan and related concepts.

The City has previously adopted the Transit-First Policy (San Francisco City Charter Section 16.102) and Better Streets Policy (San Francisco Administrative Code Section 98.1), which calls for decisions about the use and allocation of the public right-of-way to prioritize transportation by foot, bicycle, and transit, and for the City to balance the multitude of uses and functions of the street when arriving at street design decisions. City policy acknowledges that streets play a variety of transportation, recreation, social and ecological roles and that all of these functions must be considered and balanced in the design of public right-of-ways in San Francisco.

Better Streets Plan

The Better Streets Plan (the Plan) creates a comprehensive guide to the design and management of the pedestrian realm of our city's streets, including detailed guidelines for street types, sidewalk widths and zones, overall streetscape layout, and design guidelines for specific streetscape elements, consistent with all applicable state and federal statutes and regulations.

www.sfplanning.org

The Plan is the product of a significant public outreach program. City staff held over 100 public meetings, including neighborhood meetings, walking tours, focus groups, and tabling events in public spaces, to develop content and receive feedback on the plan, and received over 1,000 responses to two surveys. In addition, staff met monthly with a 15-member Community Advisory Committee to garner directed feedback into the plan development.

The Plan has been a collaboration between all City agencies involved in the design and management of the public right-of-way, including the Planning Department, Department of Public Health (DPH), Department of Public Works (DPW), Mayor's Office on Disability (MOD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and San Francisco County Transportation Authority (SFCTA), all of which have reviewed and commented on the content of the Better Streets Plan.

Planning Code Amendments

Section 302 of the Planning Code empowers the Board of Supervisors to amend the Planning Code by ordinance, in response to changing physical, social, economic, environmental or legislative conditions. Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend amendments to the Planning Code to the Board of Supervisors.

The Planning Code governs permitted land uses and planning standards. Conforming amendments to the Planning Code are required in order to implement the General Plan as it is proposed to be amended in related case 2007.1238M and the Better Streets Plan.

The proposed Planning Code amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco. When implemented, the Better Streets Plan will result in improvements to pedestrian accessibility and safety, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. In order to achieve these goals, the Planning Department recommends adopting amendments to the Planning Code.

Pursuant to Planning Code Section 302 (b), the Commission will consider recommending approval of amendments to sections 132, 135, 138.1, 249.1, 428, 825, and 827 of the Planning Code. The amendments would establish and describe requirements for street improvements for public and private projects, and consolidate existing requirements for street improvements into a unified section of the Planning Code.

The proposed Planning Code amendments would add requirements for project sponsors of large projects (projects that include new construction, greater than 20% addition, or greater than 50% alteration, for projects on lots that are greater than ½-acre in size, have more than 250 linear feet of lot frontage, or whose frontage encompasses an entire block face) to provide the Department with a streetscape plan, and require the Department to consider, but need not require, street improvements consistent with the Better Streets Plan. The proposed amendments would make minor revisions to Sections 132, 135, 138.1, 249.1, 428, 825, and 827, and move

portions of Sections 249.1, 428, 825, and 827 relating to street improvements into Section 138.1, to consolidate all requirements for street improvements into a unified section of the Planning Code.

Administrative Code Amendments

Section 5.41 of the Board of Supervisors Rules of Order directs the Board of Supervisors to refer any changes to the Administrative Code that involve planning or land use issues to the Planning Commission.

The proposed Administrative Code amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would augment the existing "Better Streets Policy" (Chapter 98.1 of the Administrative Code).

The specific amendments to the Planning Code and Administrative Code are included in a draft ordinance, attached hereto as Attachment 8, and reviewed as to form by the City Attorney.

Staff recommends adoption of the draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan.

Environmental Review

The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010. The Better Streets Plan was found to have less-than-significant environmental impacts with mitigation measures incorporated, per the Final Mitigated Negative Declaration. The Planning Commission adopted California Environmental Quality Act (CEQA) Findings with mitigation measures incorporated at a public hearing on October 28, 2010, prior to considering adopting amendments to the General Plan.

Planning Code Section 101.1 Findings

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The Planning Commission finds that the Better Streets Plan and the proposed Planning Code amendments are on balance in conformity with the eight Priority Policies of Planning Code Section 101.1. The Planning Commission, pursuant to Planning Code Section 302, finds from the facts presented that the public necessity, convenience and general welfare require the proposed Planning Code amendments.

Planning Code Section 101.1 findings are included as part of Planning Commission Resolution No. _____ and are summarized in Attachment 7. These documents are incorporated herein by reference.

General Plan Findings

As required by § 4.105 of the Charter of the City and County of San Francisco and § 2A.53 of the Administrative Code of the City and County of San Francisco, the Planning Department is required to submit a report to the Board of Supervisors prior to their consideration physical changes to the design of public rights-of-way in San Francisco.

The Planning Commission finds the approval of related Planning documents and implementation measures, including a conforming General Plan Amendment, a Planning Code Amendment, and recommending approval of the Better Streets Plan and amendments to other sections of the San Francisco Municipal Codes are, **on balance**, in conformity with the General Plan, as it is proposed to be amended.

General Plan findings are included as part of Planning Commission Resolution No. _____ and are summarized in Attachment 7. These documents are incorporated herein by reference.

NOW THEREFORE BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA findings in Commission Motion No. _____ and the findings related to consistency with the Planning Code Section 101.1 priority policies and conformity with the General Plan described in Attachment 7; and

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302 (b) and Section 5.41 of the Board of Supervisors Rules of Order, the Planning Commission hereby adopts a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco, and to Recommend Approval of Associated Amendments to the Planning Code and to the Administrative Code contained the draft Ordinance attached hereto as Attachment 8, and recommends that the Board of Supervisors approve the amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on _____.

Linda Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED: October 28, 2010