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INITIAL STUDY

GLEN PARK COMMUNITY PLAN
PLANNING DEPARTMENT CASE NO. 2005.1004E
STATE CLEARINGHOUSE NO. 2009072013

Date:	January 6, 2010
Case No.:	**2005.1004E**
Project Title:	Glen Park Community Plan
BPA No.:	Not Applicable
Zoning:	Various
Block/Lot:	Various
Lot Size:	Not Applicable
Project Sponsor:	San Francisco Planning Department Jon Swae – (415) 575-9069 Jon.Swae@sfgov.org
Lead Agency:	San Francisco Planning Department
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Project Description:

The draft *Glen Park Community Plan* (draft *Community Plan*) is a policy document that presents an overall concept for enhancing the existing neighborhood, as well as encouraging infill development at the BART parking lot north of the BART station and at the northwest intersection of Diamond Street and Bosworth Street. The draft *Community Plan* proposes general design features and policies to guide future infrastructure improvements and update zoning (to a Glen Park Neighborhood Commercial Transit District [NCT]), design guidelines, and other City policies for future development. Design features and policies provided in the draft *Community Plan* address pedestrian safety, traffic flow, access to transit, parking and other transportation improvements. The draft *Community Plan* also includes improvements to public spaces, such as improvements to the design and character of streets, redesign of the BART Station plaza, connecting public open spaces and greenways, and daylighting portions of Islais Creek. Additionally, the draft Community Plan presents a detailed analysis of the impacts associated with potential development of two infill sites: 1) at the BART parking lot north of the BART station, and 2) at the northwest intersection of Diamond Street and Bosworth Street. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street to the west.

Finding:

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

cc: Supervisor Bevan Dufty, District 8; Distribution List; Historic Preservation Commission; Bulletin Board/Master Decision File.

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FIGURES

TABLES

A. PROJECT DESCRIPTION

INTRODUCTION

The draft *Glen Park Community Plan*[1] (draft *Community Plan*) was developed in 2003 through coordination among the San Francisco Planning Department (Planning Department), the San Francisco Bay Area Rapid Transit (BART) District, and other agencies, with extensive involvement from the Glen Park community. The draft *Community Plan* presents an overall concept for enhancing the positive existing features of the neighborhood, as well as encouraging infill development near transit opportunities and improving accessibility. Design features and policies provided in the draft *Community Plan* address pedestrian safety, traffic flow, access to transit, parking, and other transportation improvements described in further detail below. The draft *Community Plan* also includes improvements to public spaces, such as improvements to the design and character of streets, redesign of the Glen Park BART Station plaza, connection of public open spaces throughout the plan area, and daylighting portions of Islais Creek.

For the purposes of environmental review, this Initial Study evaluates feasible transportation improvements, including improvements to pedestrian, transit, and bicycle circulation and accessibility; infill development at two sites; and potential development of a linear greenway. These transportation improvements, the infill development, and the greenway constitute the proposed project that is being environmentally cleared. In addition, the proposed project includes adoption of the final Glen Park Community Plan and associated rezoning and land use controls.

The transportation improvements analyzed in this document are a result of a study[2] commissioned by the San Francisco Municipal Transportation Agency (SFMTA) to examine the improvements identified in the Glen Park draft *Community Plan*. Transportation-related stakeholders, such as SFMTA, SF Planning, Caltrans, and BART, rated the effectiveness of the different improvements at achieving the intended objectives, affirmed the findings regarding feasibility, and recommended a set of feasible improvements for consideration in the Initial Study.

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1 City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, November 2003, available at: http://www.sfgov.org/site/uploadedfiles/planning/citywide/pdf/gpdplowres.pdf.

2 PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*, prepared on behalf of the City and County of San Francisco Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

The potential infill development analyzed in this Initial Study includes two sites: 1) the Glen Park BART Station parking lot on the north side of Bosworth and Arlington Streets, and 2) five parcels on the northwest corner of Diamond Street and Bosworth Street. The infill development would consist of mixed-used development, including residential and commercial uses. The proposed greenway would consist of a linear open space running from Glen Canyon Park to downtown Glen Park (BART parking lot) and would include possible creek daylighting (bringing Islais Creek to the surface), creation of a stormwater wetland (between Burnsided and Chilton Avenue), incorporation of walkways and possible incorporation of bike lanes.

The EIR will provide a project-level and a program-level analysis. Transportation and infrastructure improvements and infill development at the Glen Park BART Station parking lot and at the Diamond Street and Bosworth Street parcels will be assessed at a project-level of analysis. The general policies of the Community Plan, along with the connected greenways and the Islais Creek daylighting, will be discussed at a program-level of analysis.

It is estimated that implementation of the draft *Community Plan* would occur over a 20-year time-frame (by 2030). Improvements that would occur beyond 2030 (e.g., converting San Jose Avenue from a "freeway" to a City street) are considered speculative in nature and are not included as part of the proposed project evaluated in this Initial Study. Additionally, the purchase of a house located on Lippard Avenue associated with construction of the linear greenway would also be considered speculative and, as such, is not included in the proposed project. These speculative improvements would be subject to environmental review when specific plans for these proposals are developed.

The draft *Community Plan* is still in draft form and may evolve before being finalized as the result of community input, technical studies, economic factors, and other new information. In addition, the Planning Department conducted meetings within the Glen Park neighborhood to solicit feedback on the draft *Community Plan*. The improvements and design strategies presented in this Initial Study reflect minor modifications to the draft *Community Plan,* all of which are consistent with the purpose and intention of the plan to enhance positive existing features of the neighborhood, encourage infill development near transit opportunities, and improve accessibility. While the draft *Community Plan* is still being modified, the final plan is expected to integrate general plan amendments (inclusion of a new area plan) and land use controls (changes in zoning). The plan may also include an implementation strategy which would specify the timing of implementation of capital projects and other aspects of the plan. The key features of the project as outlined in this section are not expected to change such that additional environmental review would be necessary.

Pursuant to the State of California *Public Resources Code* Section 21000 et seq. ("CEQA") and *California Environmental Quality Act Guidelines ("Guidelines"),* Section 15206, the Planning Department issued a Notice of Preparation of an Environmental Impact Report (EIR) and Notice of Public Scoping Meeting for Glen Park Community Plan on July 1, 2009. A public scoping meeting was held on July 16, 2009 to receive oral comments concerning the scope of the EIR. Written comments were also accepted until 5 p.m. on July 31, 2009.

This Initial Study will be available for public comment for 30 days (until February 4, 2010); comments received during this period will be taken into account in the Draft EIR that will be prepared by the San Francisco Planning Department in connection with this project. The EIR will examine the potential for implementation of the draft *Community Plan* to cause or contribute to significant physical or environmental impacts. The EIR will also identify mitigation measures and analyze whether proposed mitigation measures would reduce the environmental effects to a less-than-significant level as defined by CEQA.

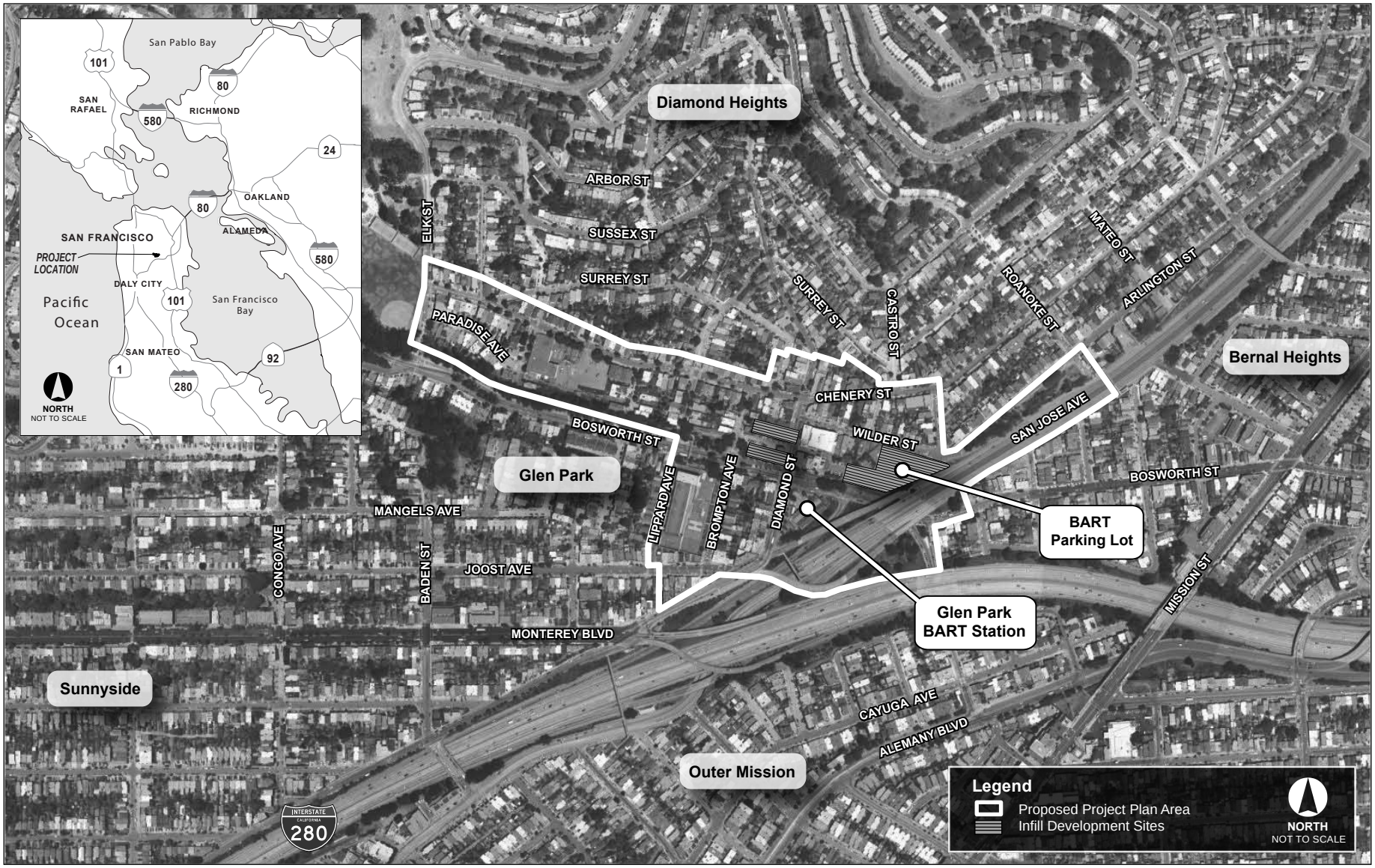
PROJECT LOCATION

As shown in Figure 1, p. 6, the plan area is located in the center of the Glen Park neighborhood in the City of San Francisco. Glen Park is located south of the Diamond Heights and Noe Valley neighborhoods, west of the Bernal Heights neighborhood, and east of Glen Canyon Park. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street to the west. Existing development in this area is a mix of small-scale commercial/retail and residential uses (predominantly single-family residences).

The plan area is generally consistent with the area known as "the village" or "downtown" that encompasses Glen Park's commercial district, the Glen Park BART Station, and nearby public open spaces. The center of the plan area and the area that would be most altered as a result of the proposed project is the neighborhood commercial core at the intersection of Diamond Street and Bosworth Street. Surrounding residential neighborhoods are relatively built out under existing zoning, and the draft *Community Plan* does not propose to alter the land use pattern within these neighborhoods.[3] The commercial core is within a valley in Glen Canyon. Houses on the surrounding hillsides frame the views along Diamond Street and create a sense of enclosure in the downtown area.

Land uses in Glen Park include a mix of residential, institutional (library), transit, retail, office, and recreational uses. Downtown Glen Park is a small-scale, mixed-use district characterized by two- to three-story buildings with ground-floor retail uses and mostly residential uses above.

[3] City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 46.



SOURCE: PBS&J, 2009.

FIGURE 1: REGIONAL AND CITY PROJECT LOCATION

Some office and commercial uses can be found on the second floor of buildings. In addition, a variety of neighborhood-serving stores can be found in the downtown area. The Glen Park BART Station is located on a triangular parcel between Diamond Street, Bosworth Street, and the Interstate 280 (I-280) on-ramp. The station is set back from the street on all sides, with plazas fronting Diamond Street and Bosworth Street and low-lying ground cover between the station and I-280. The station sits at an elevation below the intersection of Diamond Street and Bosworth Street, and below the San Jose Avenue and I-280 overpasses.

The primary public open space in the Glen Park neighborhood is Glen Canyon Park, a 70-acre natural and recreational area. The park provides both active and passive recreation opportunities for residents such as hiking trails, a baseball diamond, tennis courts, a recreation center, and one of the only free-flowing creeks in San Francisco. Glen Canyon Park is not part of the plan area. Islais Creek is free-flowing through the canyon, prior to flowing into an underground culvert just north of the Glen Park Recreation Center, at Elk Street. The creek flows beneath an east-west vegetated easement. The easement runs parallel to Bosworth Street through downtown Glen Park between Lippard Avenue and the BART parking lot, and is located within the plan boundary. The creek eventually discharges to the San Francisco Bay in the Bayview/Hunters Point neighborhood, in southeastern San Francisco.

Glen Park is served by BART; San Francisco Municipal Railway (Muni) bus lines 23, 26, 35, 44, and 52; and the J-Church Muni Metro light rail line. The neighborhood has immediate access to U.S. 101 and I-280. The proximity to I-280, BART, and U.S. 101 provides direct access to downtown San Francisco, the East Bay, the Peninsula, and South Bay regions.

The local street system in Glen Park has a significant influence on the character and accessibility of the neighborhood. Three major roadways define the area of the proposed project: San Jose Avenue, I-280, and Bosworth Street. Downtown Glen Park is located to the north of San Jose Avenue and I-280, east of Bosworth Avenue. The intersection of the three major roadways and the associated infrastructure at the heart of the neighborhood splits Glen Park into four distinct areas: north of San Jose Avenue; northwest of I-280; south of I-280; and between San Jose Avenue and I-280. These four areas created by the roadways define the larger Glen Park community and extend beyond the plan area evaluated in this Initial Study. Beyond the immediate area of the freeway overpasses, ramps, and other infrastructure, neighborhood streets are local serving and form the backbone of the residential and commercial neighborhoods.

There are five existing zoning districts within the plan area. Existing zoning in downtown Glen Park includes small-scale Neighborhood Commercial (NC-2) on parcels facing Diamond Street, Chenery Street, Joost Street, and Wilder Street; Residential, House Districts, One, Two, & Three

Family zoning (RH-1, RH-2, and RH-3, respectively), particularly between Bosworth Street and Chenery Street; and Public (P) along lots just north of Bosworth Street, Glen Park Elementary School, the BART Station, and areas adjacent to San Jose Avenue and the I-280 freeway entrances (Figure 2, p. 9). The majority of the plan area falls within the Residential - One Family (RH-1) District. This zoning district allows one dwelling unit per 3,000 gross square feet (gsf) of lot area. The plan area also includes several Residential - Two Family (RH-2) and Residential - Three Family (RH-3) zoned parcels that allow up to two dwelling units per 1,500 gsf of lot area and up to three dwelling units per 1,000 gsf of lot area, respectively, with conditional use approval. A number of parcels on Diamond Street are zoned Small-Scale Neighborhood Commercial (NC-2), a district that allows public/institutional uses up to 9,999 gsf; commercial uses over 10,000 gsf; and residential uses at a density of one unit per 800 gsf of lot area. This district is designed to preserve small-scale shopping districts that provide goods and services to surrounding neighborhoods. Finally, several parcels are zoned for Public (P) uses within the plan area, including the existing BART parking lot and the San Francisco Public Utilities Commission (SFPUC) public easement.

PROJECT CHARACTERISTICS

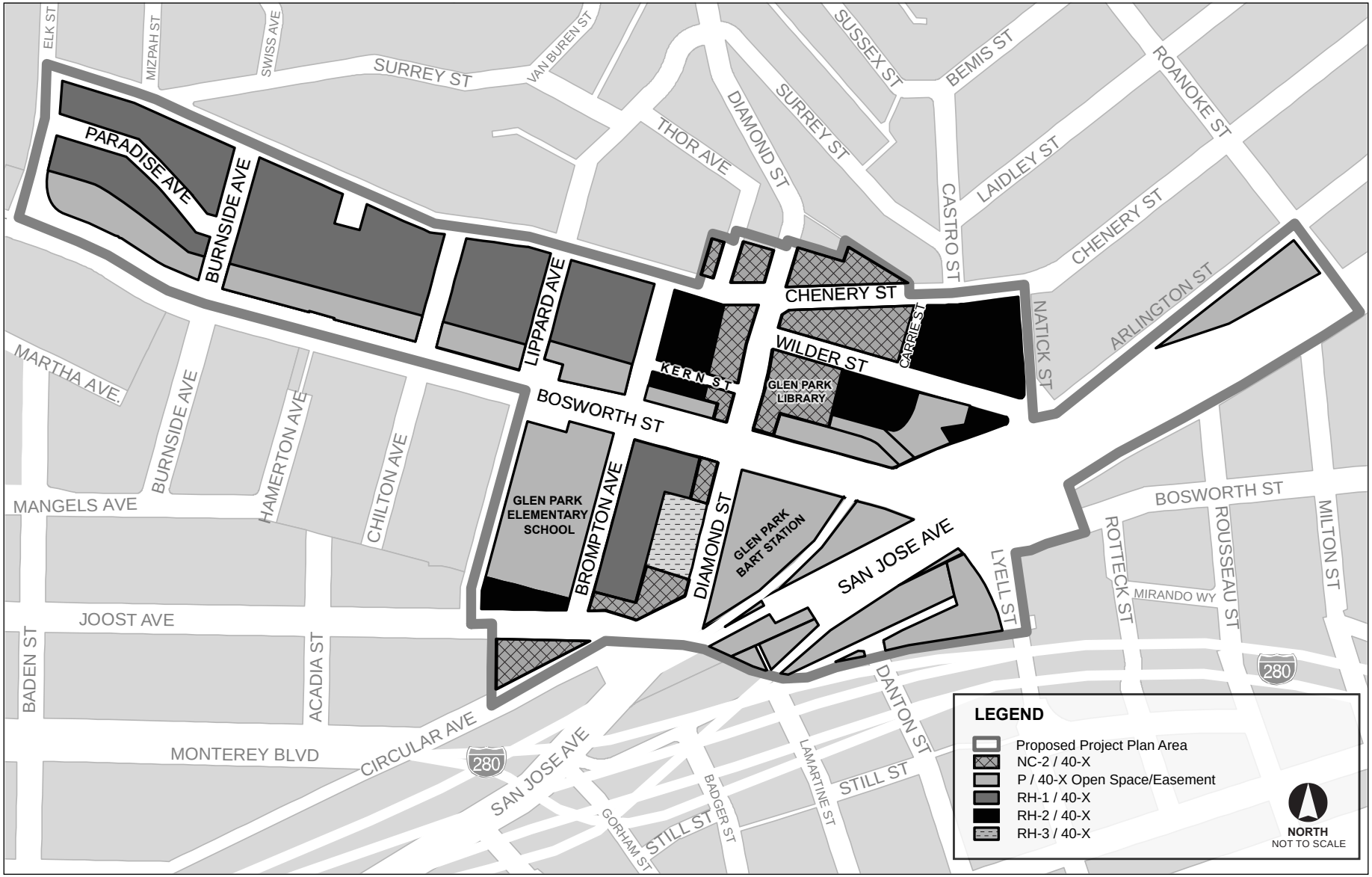
Implementation of the draft *Community Plan* would result in a number of physical improvements, including street network changes, transportation and infrastructure changes, infill development and open space improvements. In addition, the draft *Community Plan* would modify existing land use and zoning controls. Not all of the features of the draft *Community Plan* would be expected to alter the physical environment. Although this Initial Study provides an overview of the draft *Community Plan*'s features, the analysis focuses on those features that would have the potential to result in environmental impacts.

Proposed Changes to Existing Land Use Policies

With adoption, the draft *Community Plan* would become a component of the City's *General Plan* and would shape the City's approach to land use planning within the Glen Park plan area. The primary recommendations of the draft *Community Plan*, summarized from Section IV of the draft *Community Plan*,[4] are to:

- Take advantage of opportunities to increase the available open space within the Glen Park neighborhood.
- Recognize the interrelationship between housing, commercial uses, and parking, and plan accordingly.

[4] City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, pp. 46 to 50.



SOURCE: PBS&J, 2009.

FIGURE 2: EXISTING USE DISTRICTS AND HEIGHT LIMITS

- Define and maintain the limits of the downtown commercial core to preserve existing relationships between the existing high-quality locally-owned shops, services, and restaurants, minimizing the encroachment of chain stores.
- Provide opportunities for the development of new housing in proximity to the commercial core and transit options.

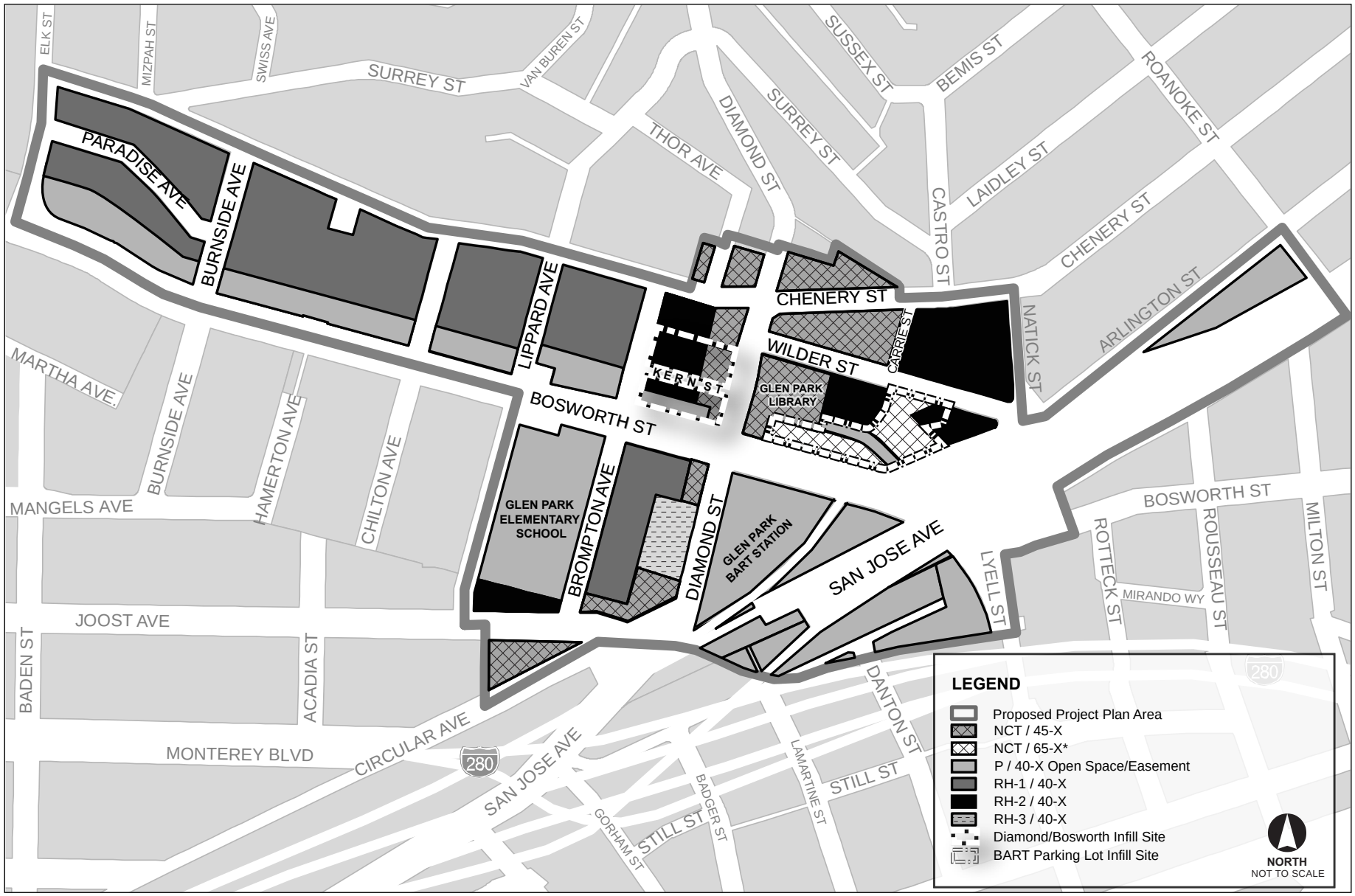
The draft *Community Plan* emphasizes public open space improvements in the downtown core through creation of a linear greenway (refer to Proposed Greenway Improvements subsection, p. 28). The draft *Community Plan* would also create a greater emphasis on synergistic planning of housing, commercial uses, and parking by promoting greater residential densities, mixed-use development, and parking management strategies designed to support local business in the downtown core. The draft *Community Plan*'s land use policies would support small local retailers and service businesses by concentrating development within the traditional commercial core and preventing the encroachment of chain stores. By restricting retail and commercial development to the commercial core, the draft *Community Plan* would prevent retail development on the fringes of this district that would not be economically supported by pedestrian traffic and which could increase the need for local parking. Although development potential in Glen Park is limited, the draft *Community Plan* would promote development of additional housing, maintaining the neighborhood's diversity and taking advantage of its close proximity to shops, restaurants, services, and transit. Together these policies are intended to preserve and enhance the existing character of the Glen Park neighborhood.

Proposed Planning Code Amendments

Glen Park Neighborhood Commercial Transit District

Implementation of the draft *Community Plan* would introduce a new Glen Park Neighborhood Commercial Transit (Glen Park NCT) District to reflect the area's proximity to abundant transit service. The new Glen Park NCT District would incorporate parcels along Diamond Avenue currently zoned NC-2 (Figure 3, p. 11).

The City would also consider rezoning the BART parking lot (currently zoned Public [P]) to a combination of Glen Park NCT and RH-2 if an appropriate transit-oriented development project were proposed for this site. Minimum residential parking requirements within the Glen Park NCT District would be eliminated (refer to Residential Parking Management subsection p. 28, for an overview of proposed parking management strategies).



SOURCE: PBS&J, 2009.

* A 45-X height district will likely be applied at the western portion of this site. However, the boundaries of this district have not been determined.

FIGURE 3: PROPOSED USE DISTRICTS AND HEIGHT LIMITS

Rezoning is an administrative action and does not constitute an entitlement of future development. The Glen Park NCT District rezoning would potentially introduce new physical changes such as setbacks, façade treatments, and minimization of curb cuts. However, this Initial Study recognizes that physical impacts could occur as a result of subsequent development resulting from rezoning, and considers such impacts within this Initial Study.

Revisions to Height and Bulk Controls

Implementation of the draft *Community Plan* would involve modification of height and bulk controls in the *Planning Code*. While most of the plan area would retain the prevailing height limit of 40-X, the height limit would be increased to 45 feet in areas rezoned to Glen Park NCT to encourage active ground-floor uses.

Some consideration would also be given to increasing height limits on portions of the BART parking lot site to 65 feet to account for proximity to transit, affordable housing bonuses, and on-site grade changes. The gradient of the site slopes to the east, resulting in a depression at the eastern portion of the site. The rooftops of buildings on the eastern portion of the site would not be allowed to extend above the rooftops of adjacent development at the intersection of Diamond Street and Bosworth Street. The analysis conservatively indicates a 65-X Height and Bulk District across most of the BART parking lot site. No other height and bulk controls would change as a result of the proposed project.

Anticipated Buildout Under the Proposed Glen Park NCT and RH-2 Zoning Districts

Near-Term Infill Development

The Initial Study provides a detailed analysis of impacts associated with potential development of two infill development sites within the proposed Glen Park NCT District (shown in Figure 3, p. 11). One potential infill site is on the northwest corner of Diamond Street and Bosworth Street, extending northward across Kern Street and bounded by Brompton Avenue to the west. The second site is at the BART parking lot[5] on the north side of Bosworth Street and Arlington Street (east of Diamond Street and the NC-2 District on Diamond Street) extending northward to Wilder Street. Infill development at these sites would consist of mixed-use development, including residential and commercial uses. The new housing at these two sites could be up to 137 dwelling units, including the majority of the estimated total of 150 residential

[5] The BART parking lot is owned by the San Francisco Bay Area Rapid Transit (BART) District. In December 2008, BART issued a request for qualifications for developers interested in working with the City, BART, and the Glen Park community to determine the feasibility of a new transit-oriented development at the Glen Park BART Station. BART is currently in the process of selecting a developer.

units that could be developed with implementation of the draft *Community Plan*. Proposed development at these two infill sites in accordance with the draft *Community Plan* would require amendments to Planning Code zoning and height regulations. Figure 3, p. 11, identifies the two infill sites within the context of the proposed Glen Park NCT District.

These sites were recognized in the draft *Community Plan* as the two sites most likely to be developed under the Glen Park NCT District in the near term because: (1) individuals or organizations with property interests in these parcels have expressed a desire to implement transit-oriented development projects at these sites, and (2) during preparation of the draft *Community Plan*, neighborhood residents indicated that these sites could be better utilized.[6] By presenting the potential physical impacts associated with development of these two infill sites, this Initial Study discusses potential foreseeable environmental impacts. Consideration of potential development at these sites is not intended to convey an endorsement of a particular development strategy or design by the Planning Department or any other department or agency of the City and County of San Francisco.

A description of anticipated maximum development at these two infill development sites is presented below.

Northwest Corner of Diamond Street and Bosworth Street. The Diamond/Bosworth infill site includes five parcels on both sides of Kern Street, between Diamond Street, Bosworth Street, and Brompton Avenue (Assessor's Block 6744; Lots 013, 025, 027, 030, and 031). These parcels total approximately 22,859 gsf. The site is occupied by three residential properties (zoned RH-1) on Lots 030 and 013, fronting onto Brompton Avenue; two mixed-use buildings (zoned NC-2) on Lots 25 and 27, fronting onto Diamond Street; and a gravel parking lot on Lot 31 (zoned RH-2).

The draft *Community Plan* would allow development under the proposed Glen Park NCT District of the five lots at the Diamond and Bosworth infill site as three-story residential-only and mixed-use (ground-floor commercial and upper-floor residential) buildings. Redevelopment of this infill site could include the development of two mixed-use buildings facing onto Diamond Street and two residential-only buildings fronting onto Brompton Avenue. Assuming full buildout of this site, near-term infill development would include:

- 39 to 47 residential units (including two residential-only buildings);
- Between 0 and 8,582 gsf of ground-floor commercial space; and
- 13 to 26 private, off-street parking spaces.

[6] City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 9.

The maximum development potential at the Diamond/Bosworth infill development site would be 47 residential units, approximately 8,582 gsf of commercial space, and 26 off-street parking spaces. Section 152 of the *Planning Code* does not require off-street loading spaces for residential buildings with less than 100,000 gsf of floor area or for buildings with less than 10,000 gsf of floor area devoted to retail/non-profit use. Therefore, pursuant to Section 152 of the *Planning Code*, the Diamond/Bosworth infill site would not be required to include off-street loading spaces. The maximum development potential is used for the environmental analysis to anticipate and describe the greatest impacts that could occur from this development.

BART Parking Lot. The draft *Community Plan* would also rezone the Glen Park BART Station parking lot (Assessor's Block 6745; Lots 042, 048, 053, 057, 066, 067, 068, and 069). The parking lot is located on the north side of Bosworth Street and Arlington Street, south of Wilder Street, east of Diamond Street, and west of Natick Street. These parcels total 27,400 gsf and are zoned Public (P). This site is a 54-space surface parking lot with disabled parking, carshare parking, and five-hour limited parking for BART patrons. The site also contains a small single-story building housing a BART transformer and ventilation system.

The draft *Community Plan* envisions development of the BART parking lot infill development site as a three- to six-story mixed-use residential and commercial development. BART is currently considering such a development at this site. The City would assess any development proposed at this site against the goals of the draft *Community Plan* prior to rezoning the BART parking lot infill development site. The majority of the BART parking lot would be rezoned to the Glen Park NCT District. The parcel adjacent to the BART transformer, fronting on Wilder Street, would be zoned RH-2.

Buildout of the BART parking lot as a transit-oriented mixed-use development would include:

- Glen Park NCT District: mixed use, three- to six-story building with 45 to 90 residential units and between 0 and 14,913 gsf of commercial uses;[7]
- RH-2 District: two residential units; and
- Parking ranging from 2 to 123 off-street parking spaces.

The maximum development potential at the BART parking lot infill development site would be 92 residential units, 14,913 gsf of commercial space, and 123 off-street parking spaces.[8] Section 152 of the *Planning Code* does not require off-street loading spaces for residential buildings with

[7] The maximum development potential of a site was calculated by assuming a 65-X height district uniformly across the site.

[8] Commercial space was estimated by assuming that ground-floor development along the Arlington Street frontage would be entirely devoted to commercial uses.

less than 100,000 gsf of floor area, but requires one loading space for buildings with between 10,000 to 100,000 gsf of floor area devoted to retail/non-profit use. Therefore, pursuant to Section 152 of the *Planning Code*, the BART parking lot infill site would be required to include one off-street loading space. The maximum development potential is used for the environmental analysis to provide a conservative (greatest) estimate of the environmental impacts from this development.

In total, the two infill development sites would accommodate a maximum of 137 residential units, approximately 23,495 gsf of commercial space, and 148 off-street parking spaces.

Other Development Potential

With the exception of the infill sites discussed above, the Glen Park neighborhood is largely built out. The intensity of the development in the residential neighborhoods surrounding the downtown area would not be expected to change with implementation of the draft *Community Plan*. However, it is expected that over the life of the draft *Community Plan* that development of additional parcels within the proposed Glen Park NCT District could occur. As a result of redevelopment, new structures conforming to the standards of the proposed Glen Park NCT District could be built. Such structures would likely be larger in size than existing development. While the majority of the plan area would retain an existing height limit of 40 feet in the residential districts, heights of up to 45 feet in the Glen Park NCT District would be considered to encourage active ground-floor uses.

The maximum development potential in the plan area, excluding development potential associated with the two infill development sites discussed above, would be 13 residential units. No increase in commercial floor areas is anticipated.[9] The maximum development potential under the draft *Community Plan* was determined by assuming a 45-X height district uniformly across the Diamond/Boswell infill site and a 65-X height district uniformly across BART parking lot infill site. The maximum development potential of 150 units and 23,495 gsf of commercial space is used for the environmental analysis to provide a conservative (greatest) estimate of the environmental impacts associated with implementation of the draft Community Plan.

Proposed Design Guidelines

The draft *Community Plan* presents design guidelines to shape the aesthetic and functional character of future development. The design guidelines were developed to meet the objectives of the draft *Community Plan* and, for the purposes of this environmental review, could be

[9] All of the existing buildings within the parcels that would be rezoned currently contain ground-floor commercial uses. Because the Glen Park NCT District limits commercial uses to the ground-floor, commercial uses would be replaced at a 1:1 ratio.

implemented either individually or as a whole. The following design goals were identified in the draft *Community Plan* and would be expected to be advanced by such guidelines:

- Preserve the neighborhood's distinctive character;
- Improve the appearance of the Diamond/Bosworth intersection as a strong entry into the neighborhood commercial district;
- Better integrate the Glen Park BART Station plaza into the surrounding community; and
- Improve design controls for private parking garages to minimize visual impacts and maximize public parking availability.

Public Realm (Streetscape) Guidelines

The draft *Community Plan* promotes smaller blocks and parcel sizes, continuous and shallow setbacks, limited curb cuts for driveways, shaded sidewalks with bulbouts at intersections, and large-canopy shade trees. Over time, the draft *Community Plan* promotes undergrounding of utilities, uniform lighting, special paving at the Diamond Street/Bosworth Street intersection, consolidation of signage, consolidation of news racks, and public art projects. The draft *Community Plan* recommends preparation of a streetscape master plan that would create design standards for these improvements. The analysis of these potential streetscape improvements begins on p. 39, Evaluation of Environmental Effects.

Architectural Design Guidelines

The draft *Community Plan* presents architectural design guidelines for the commercial core. The guidelines recognize that a diversity of architectural styles may be appropriate for this area, as long as the styles generally fit the context and are well built. The draft *Community Plan* recommends minimal setbacks; rhythmic façade treatments (repeating structural bays); visual distinctions between the roofs, middles, and bases of buildings (created through window placement and size, ground-floor architectural features, cornices and eaves, and other features); articulated façades; and minimization of curb cuts.

Infill Development Site Design Guidelines

Although the draft *Community Plan* presents site-specific design guidelines for the infill development sites, it is anticipated that these guidelines would be modified substantially prior to finalization of the draft *Community Plan* and in response to specific development proposals. It is not anticipated that the site-specific design guidelines would have environmental impacts greater than those discussed in this Initial Study and in the EIR. Thus, the site-specific design guidelines presented in the draft *Community Plan* are not addressed in this Initial Study.

Greenway Design Guidelines

Design guidelines pertaining to the linear greenway proposed in the draft *Community Plan* are discussed under Proposed Greenway Improvements, p. 28.

Proposed Transportation Improvements

The Glen Park draft *Community Plan* envisions implementation of a number of transportation improvements, including improvements for pedestrian, transit, and bicycle circulation and accessibility. As discussed in the Introduction, p. 1, SFMTA commissioned a study[10] to examine the improvements identified in the Glen Park draft *Community Plan,* consider different ways of accomplishing the intended objectives of those improvements, and then evaluate their engineering feasibility. Transportation-related stakeholders, such as SFMTA, SF Planning, Caltrans, and BART, rated the effectiveness of the different improvements at achieving the intended objectives and affirmed the findings regarding feasibility. The stakeholder meetings were conducted at the SFMTA offices on August 18 and September 1, 2009, and as part of these meetings, the stakeholders were asked to indicate their preferences among the different improvements.

The outcome of these meetings and further assessment and refinement was a set of feasible improvements identified as best addressing the intent of the Glen Park draft *Community Plan* with respect to traffic calming, bicycle service, pedestrian circulation, and transit connectivity. In addition, the stakeholders identified several variants, or options, to the proposed transportation improvements from the transportation feasibility study that they also considered worthy of environmental review. For purposes of this environmental review, this set of improvements constitutes the proposed transportation improvements that are evaluated as part of the proposed project. The set of transportation improvements included in the proposed project illustrates a possible, logical combination of street, sidewalk, bicycle circulation, and transit modifications, and, collectively, represent the maximum environmental impact of any possible combination of improvements. Table 1, p. 18 summarizes the proposed transportation improvements and variants. These are described in greater detail below.

While the proposed transportation improvements and their variants are evaluated collectively as part of the proposed project, whether or not they are ultimately implemented would depend upon decision-maker support, funding, community interests and priorities, and other factors. The improvements may be implemented individually, in various combinations, or conceivably

[10] PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study,* prepared on behalf of the City and County of San Francisco, Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

not at all. Notably, each improvement has independent utility, meaning that each can be implemented separate from the other improvements and still provide transportation benefit. Importantly, the combination of improvements that could be implemented would result in the maximum combined environmental impact. Finally, the transportation effects of each improvement are highly localized and thus the combined effects of the full complement of the proposed transportation improvements would be virtually the same as the sum of the effects of each individual improvement.

TABLE 1
PROPOSED TRANSPORTATION IMPROVEMENTS AND VARIANTS

Type of Improvement Proposed	Improvement	Variants
Traffic Calming		
Bosworth Street	Speed table, lane narrowing east of Arlington Street, and two new crosswalks with in-pavement warning lights. Bulbout treatments at the intersection of: Monterey Avenue/Joost Avenue; Arlington Avenue/Joost Avenue/Natick Street, and Bosworth Street/Diamond Street.	Roundabout at Bosworth Street/Arlington Street/I-280 on-ramp with signal at Lyell
Bosworth/Diamond Intersection Improvement	Modified signalization with restriping[a] and scramble phase[b]	Widening of Diamond Street with scramble phase
Bicycle Networks		
Bicycle Lanes	Bicycle lane improvements and installation of bicycle racks in the commercial area	No variants
Pedestrian Access		
Pedestrian Connectivity	New pedestrian bridge from existing J-Church metro-line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard Intersection[c]	New at-grade ramp (with or without bus loop)
Pedestrian Improvement under Overpass	Improvement of pedestrian experience under the I-208 and San Jose Avenue	No variants
Alley Network/Greenway Connectivity	Pedestrian connectivity by improving alley network	No variants
Transit Improvements		
J-Church Access	Bus loop with BART concourse entry	No bus loop with BART concourse entry; move inbound 23 stop to Bosworth Street

Source: PBS&J, 2009.

Notes:

a. Restriping refers to replacing old pavement markings.

b. Scramble phase refers to an intersection that allows pedestrians to cross the intersection from different directions simultaneously.

c. The existing pedestrian bridge would be demolished under the proposed project.

Traffic Calming

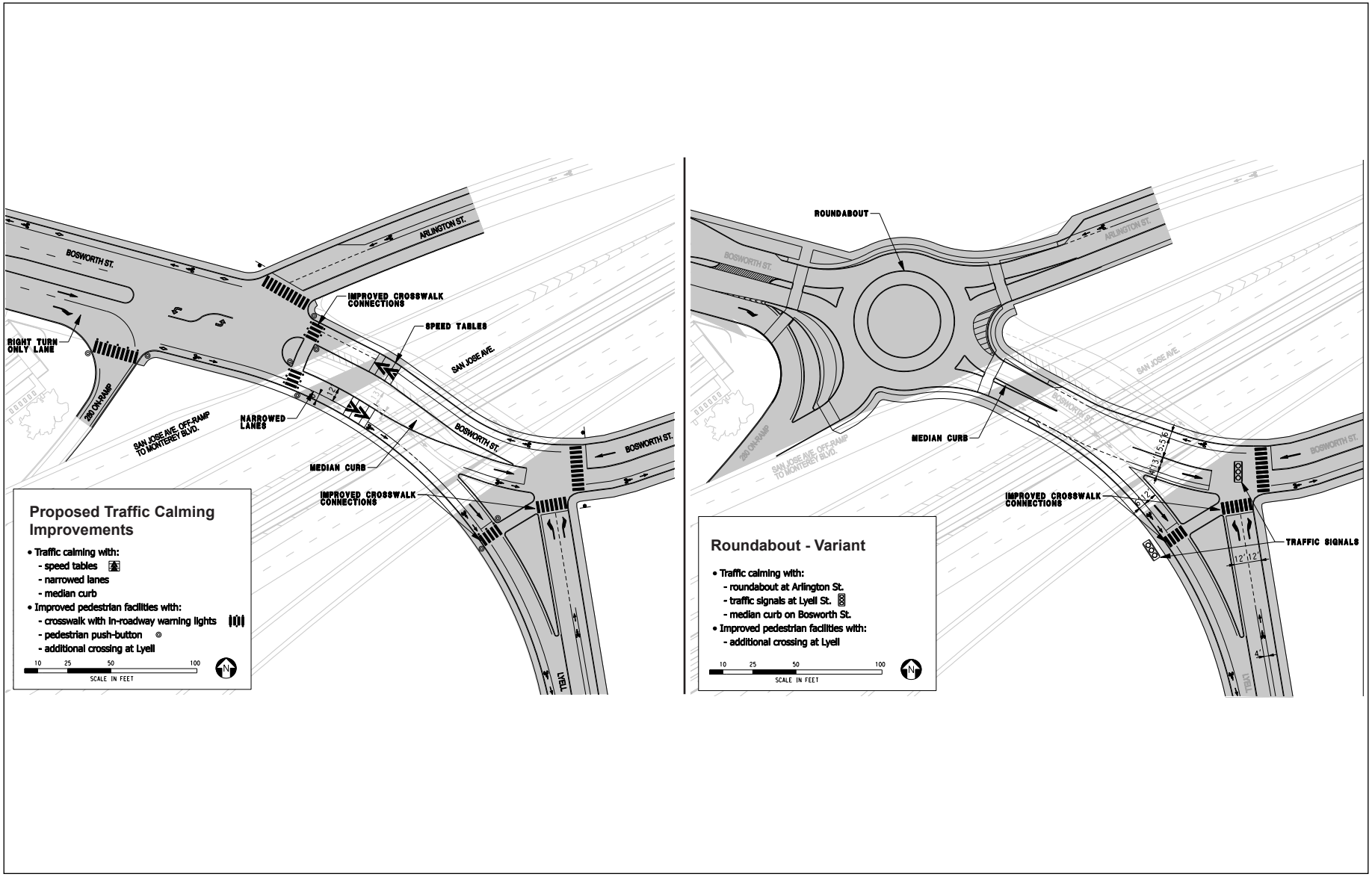
Bosworth Street. The draft *Community Plan* proposes to implement traffic calming measures along Bosworth Street to slow vehicular speeds. Stakeholders indicated a preference for a solution that included a speed table[11] and lane narrowing of Arlington Street. The group also agreed that a variant should be examined to install a roundabout at the Bosworth Street/ Arlington Street/I-280. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. See Figure 4, p. 20 for a depiction of the proposed improvement and variant.

- **Proposed Traffic Calming Improvements.** Traffic calming measures and pedestrian improvements along Bosworth Street would include a speed table at the intersection of Bosworth Street and Lyell Street (no lanes would be removed), lane narrowing east of Arlington Street to Lyell Street, and two new crosswalks with in-pavement warning lights. Bulbout treatments would also be implemented at the following locations to improve pedestrian safety:
  - The intersection of Monterey Avenue/Joost Avenue (four bulbouts) (not shown in Figure 4);
  - The intersection of Arlington Avenue/Joost Avenue/Natick Street (three bulbouts) (not shown in Figure 4); and
  - The northwest corner of the intersection of Bosworth Street/Diamond Street, to shorten the crosswalk distance across Bosworth Street (one bulbout)
- **Roundabout Variant.** In lieu of the traffic calming measures listed above, this variant includes installation of a roundabout at the intersection of Bosworth Street/Arlington Street/I-280 on-ramp. The roundabout would be designed to meet Caltrans and SFMTA design standards. This variant would also include the signalization of the Bosworth Street/Lyell Street intersection. Although several roundabout sizes are under consideration, this Initial Study assumes that the maximum roundabout size of 110 feet in diameter would be implemented, as this provides the most conservative assessment of potential footprint impacts.

Bosworth Street/Diamond Street Intersection Improvements. The draft *Community Plan* proposes to implement traffic calming measures at the Bosworth Street/Diamond Street intersection, as described below (see Figure 5, p. 21 for a depiction of the proposed improvements and variant).

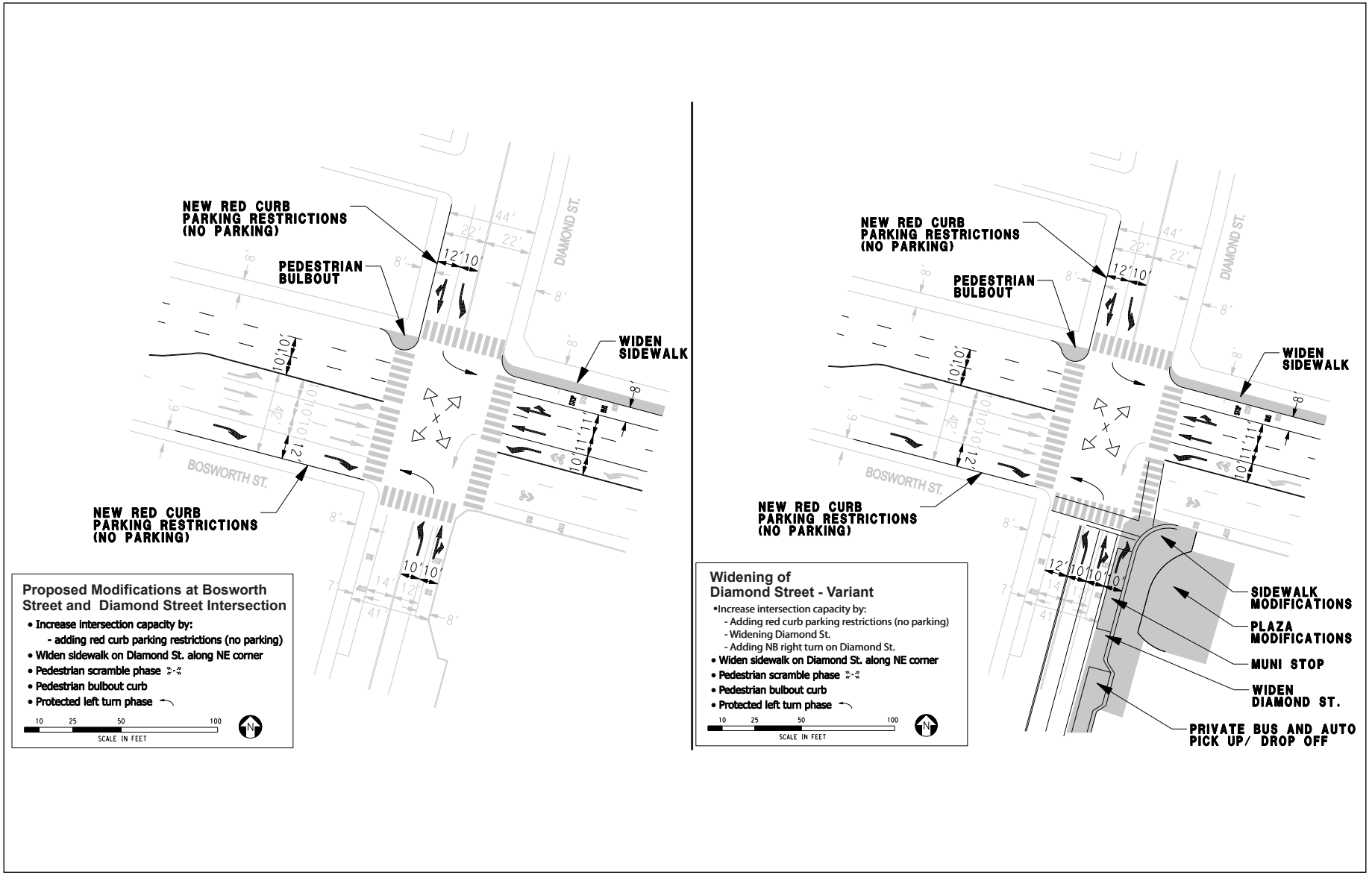
- **Proposed Modified Signalization, Lane Striping, and Pedestrian Scramble**. Modified signalization and lane striping would be implemented at the Bosworth Street/Diamond Street intersection to improve traffic conditions. Improvements would include protected left-turn lanes (northbound and southbound left-turn lanes) and modified signal

[11] A speed table is a wide speed hump with a flat section in the middle.



SOURCE: PBS&J, 2009.

FIGURE 4: PROPOSED IMPROVEMENTS TO BOSWORTH STREET



SOURCE: PBS&J, 2009.

FIGURE 5: PROPOSED IMPROVEMENTS TO BOSWORTH STREET AND DIAMOND STREET INTERSECTION

phases[12] on Diamond Street. Currently the signalization has the following three phases: 1) a leading protected westbound left-turn/through/right-turn phase on Bosworth, 2) Bosworth east and westbound movements, and 3) Diamond north and southbound movements. The proposed improvements would include: 1) a pedestrian scramble phase, which would allow pedestrians to cross the intersection from different directions simultaneously, 2) a leading protected westbound left-turn/through/right-turn phase on Bosworth, 3) Bosworth east- and westbound movements, 4) leading Diamond north and southbound left turns on Diamond, and 5) Diamond north- and southbound movements. The Diamond/Bosworth intersection improvement would require removal of six on-street parking spaces (four of them actual spaces, three on the northwest corner of Diamond and one on southwest corner of Bosworth; the other two would come from prohibiting residents from parking in front of their driveways on the southwest corner of Bosworth Street). The three metered spaces on Diamond would be replaced by permanent (24-hour) southbound through/right-turn lane. The Bosworth parking restriction could be either peak-period or 24-hour.

- **Widening of Diamond Street Variant**. In addition to modified signalization and striping, the northbound approach of Diamond Street could be widened to add a northbound right-turn lane on Diamond Street.

Bicycle Networks

New bicycle lanes are planned for the Glen Park neighborhood in the draft *Community Plan*; however, the bicycle lane improvements proposed in the *San Francisco Bicycle Plan*, approved in June 2009, are more comprehensive and were planned in the context of a citywide bicycle network. Thus, it is assumed for the purposes of this document that the *Bicycle Plan* lane improvements would supersede the bicycle lane improvements identified in the draft *Community Plan*. The *Bicycle Plan* lane improvements for the Glen Park neighborhood have already undergone environmental review.[13] For informational purposes, the bicycle lane improvements in the Glen Park area that are proposed in the *Bicycle Plan* include:

- Project 5-7a is the installation of Class II and Class III bicycle facilities along portions of existing Bicycle Route 45 (from O'Shaughnessy Boulevard, through Bosworth Street, and terminating at San Jose Avenue) and existing Bicycle Route 55 (from Chenery Street, across San Jose Avenue, to Alemany Boulevard) to close a gap between the existing bicycle lanes on San Jose Avenue and Alemany Boulevard on both sides of I-280 and to provide a better connection for bicyclists to the Glen Park BART Station.

[12] A signal phase is a time period during which a particular movement, or combination of movements, at a traffic control signal is allowed to proceed.

[13] City and County of San Francisco, Planning Department, Major Environmental Analysis, 2009. *San Francisco Bicycle Plan Final Environmental Impact Report*. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

- Project 5-7b is the installation of Class I, Class II, and Class III bicycle facilities to close a gap between the existing bicycle lanes on San Jose Avenue, existing Bicycle Route 45, and the existing Class III bicycle Route 70 on Circular Avenue.

The draft *Community Plan* recommends installation of additional bicycle racks in the commercial core and inside the paid area of the BART station. This bicycle parking would supplement other bicycle parking proposed under the draft *Community Plan*. Finally, the traffic calming features discussed under Bosworth Street, p. 19, would also help to increase bicycle safety and accessibility throughout the plan area.

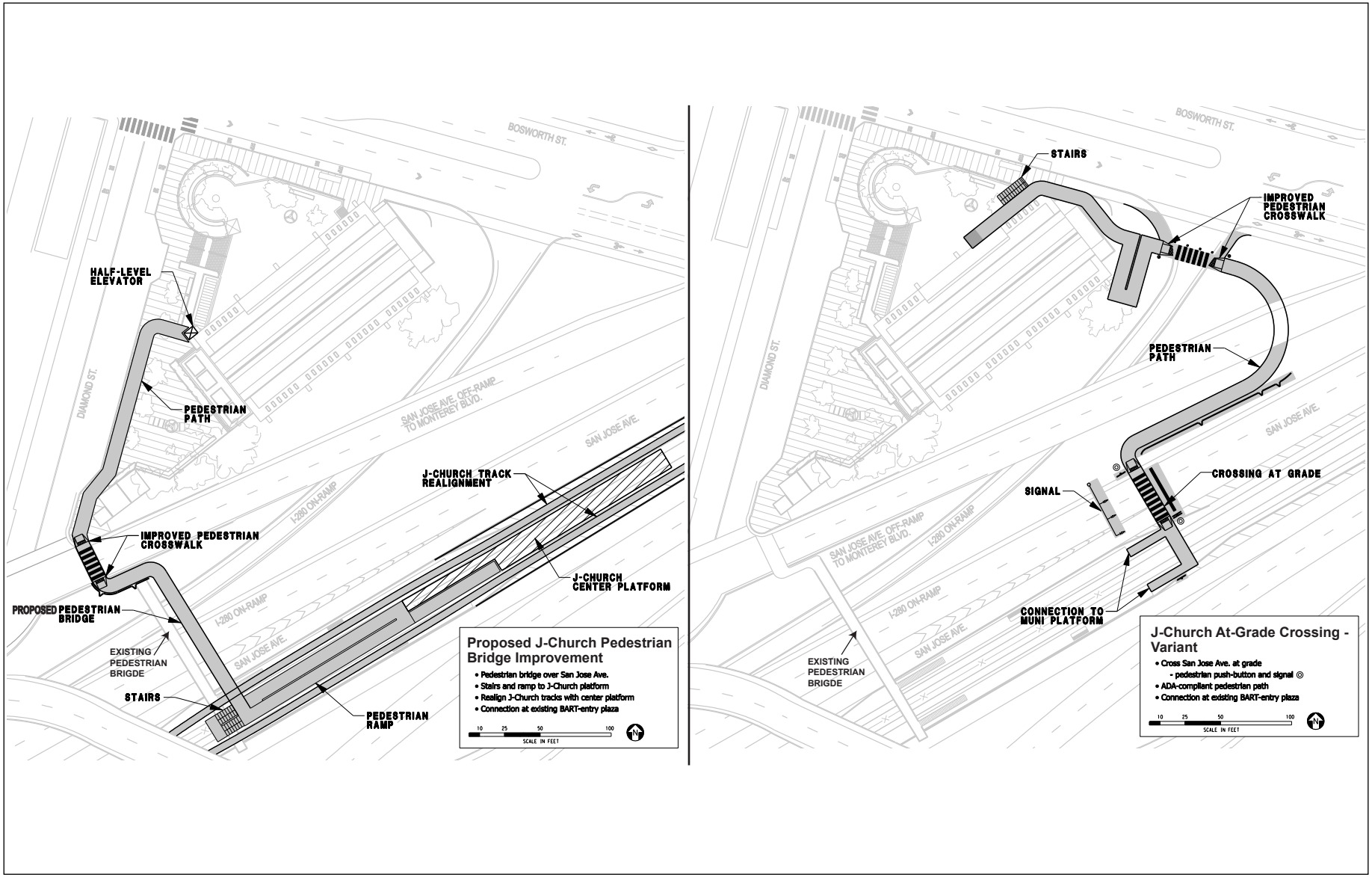
Pedestrian Access

Pedestrian Connection to J-Church Metro Line. The draft *Community Plan* proposes to improve connectivity between the BART station and the J-Church Muni stop on San Jose Avenue. The stakeholders indicated a preference for reconstruction of the existing pedestrian bridge from the existing J-Church Metro line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard. However, an at-grade crossing variant was also determined to be feasible and worth exploring further. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. (See Figure 6, p. 24 for a depiction of the proposed improvement and variant.)

- **Proposed J-Church Pedestrian Bridge Improvement.** The pedestrian bridge from the J-Church Metro line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard would be demolished and rebuilt to provide *Americans with Disability Act* (ADA)-compliant access to the BART station. The new bridge would replace the old bridge which currently extends from the pedestrian ramp at the J-Church platform to the San Jose Avenue off-ramp. The new pedestrian bridge would include an accessible ramp at the J-Church platform and an elevator between Diamond Street and the BART station plaza.

  J-Church At-Grade Crossing Variant. A variant to rebuilding the pedestrian bridge was determined to be feasible in the transportation feasibility study.[14] Instead of rebuilding the existing pedestrian bridge, a new pedestrian ramp would be built between the J-Church platform and the BART station that would cross the J-Church tracks, westbound San Jose Avenue, and the I-280 southbound on-ramp at grade (the

[14] PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*, prepared on behalf of the City and County of San Francisco, Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.



SOURCE: PBS&J, 2009.

FIGURE 6: PROPOSED PEDESTRIAN CONNECTION IMPROVEMENTS FOR THE J-CHURCH METRO LINE

existing bridge would be demolished). The pedestrian ramp could be configured to be compatible with other proposed improvements and variants, such as the "bus loop improvement" or the "no bus loop variant" (see description below under Transit Improvements), providing access to either the new south side BART concourse-level entry or the existing BART entry plaza.

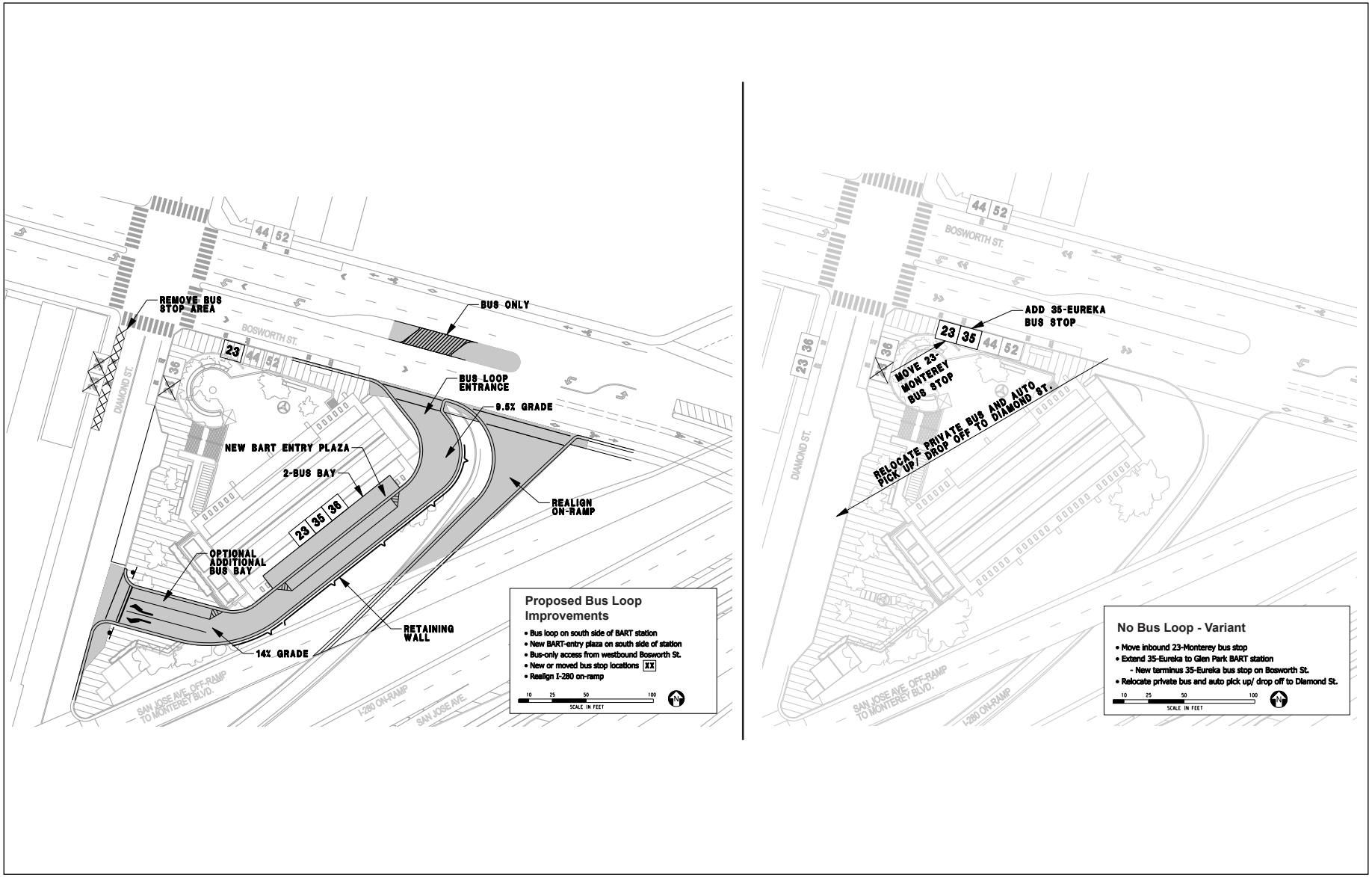
Pedestrian Improvements under Overpasses. The draft *Community Plan* discusses improving the pedestrian experience on Bosworth Street under the I-280 and San Jose Avenue overpasses. Achievement of this objective would largely depend on the urban design measures to be developed in the streetscape master plan (refer to the description of Public Realm [Streetscape] Guidelines, p. 16.)

Alley Network and Greenway Connectivity. The draft *Community Plan* discusses use of the existing alley network and proposed greenway as a means of achieving additional pedestrian connectivity (refer to the description of Proposed Greenway Improvements, p. 28).

Transit Improvements

To enhance transit connections between MUNI bus service and the Glen Park BART Station, the draft *Community Plan* proposes a dedicated busway, accommodating several bus lines, connecting to a new entry to the BART station. The stakeholders indicated a preference for this solution. However, it was also recommended that a variant without a bus loop but still enhanced bus connectivity be examined. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. (See Figure 7, p. 26, for a depiction of the proposed improvement and variant.)

- **Proposed BART Station Bus Loop Improvement.** The draft *Community Plan* proposes a bus loop, providing dedicated access around the existing BART station, to minimize existing transit delays. The draft *Community Plan* considers construction of a bus loop around the Glen Park BART Station with a new concourse-level entry to BART from the south side of the station, with stops for three rerouted bus lines: 35-Eureka, southbound 36-Teresita, and outbound 23-Monterey. The concourse-level entry would include a walk-through bridge through the BART station over the down escalator that would provide access from the bus platform to the current BART entry plaza. As part of the proposed rerouting of the southbound 36-Teresita to the bus loop, the one-way northbound direction of Natick Street would be reversed in a southbound direction. The inbound 23-Monterey stop would also be relocated from Diamond Street to Bosworth Street. Additionally, the I-280 on-ramp would be realigned to accommodate the proposed bus loop.



SOURCE: PBS&J, 2009.

FIGURE 7: PROPOSED TRANSIT IMPROVEMENTS

- **No Bus Loop Variant.** In the absence of a bus loop, the inbound 23-Monterey stop would be relocated from Diamond Street to Bosworth Street and the two existing private vehicle drop-off areas on Bosworth Street and on Diamond Street would be consolidated.

Proposed Parking Management Strategies

On-Street Parking Management

The draft *Community Plan* proposes to implement parking management strategies to better utilize available on-street parking spaces within the neighborhood. A study of existing on-street parking prepared for the draft *Community Plan* revealed that there are approximately 200 free, unregulated all-day parking spaces that are within 1,500 feet of the Glen Park BART Station and downtown core but are not in front of a business or home.[15] Up to 41[16] of these spaces, particularly those along Bosworth Street, would be removed with implementation of the *San Francisco Bicycle Plan*.[17]

The draft *Community Plan* proposes to regulate existing on-street parking according to the following priorities (in order of importance): short-term customer parking, local resident and employee parking, visitor parking for nearby recreational facilities and other attractions, and paid commuter parking. The draft *Community Plan* proposes to implement the following on-street parking management strategy based on these priorities:

- Spaces within 300 to 400 feet of the neighborhood commercial core would be converted to short-term paid parking.
- Spaces farthest from the neighborhood commercial core would be all-day paid parking, allowing employee parking and access to Glen Canyon Park. The fee and distance from the Glen Park BART Station would discourage commuters from using these spaces.
- Spaces mid-distance from the neighborhood commercial core would be managed to favor short-term parking. If the short-term spaces near the commercial district routinely exceeded 85 percent occupancy, the nearest long-term parking spaces would be converted to short-term, with two-hour time limits.
- Existing free two-hour spaces would be eliminated, as these spaces are difficult and costly to enforce.

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15 City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 18.

16 E-mail communication with Kim Walton, Contract & Transportation Feasibility Study Project Manager, San Francisco Municipal Transportation Agency, December 14, 2009.

17 City and County of San Francisco, Planning Department, Major Environmental Analysis, 2009. *San Francisco Bicycle Plan Final Environmental Impact Report*. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

Off-Street Parking Management

As discussed above, studies conducted for the draft *Community Plan* indicate that there is not enough demand to support the construction or operation of a publicly funded parking garage. San Francisco policy requires that all public garages be self-financed through user fees. Parking management studies are not currently being conducted due to a lack of funding and timeline limitations. Finally, BART has indicated that its revenue and ridership goals would be best met by development of the BART parking lot as housing. Thus, it is not anticipated that an alternative use of the BART parking lot for an off-street parking garage will be pursued.

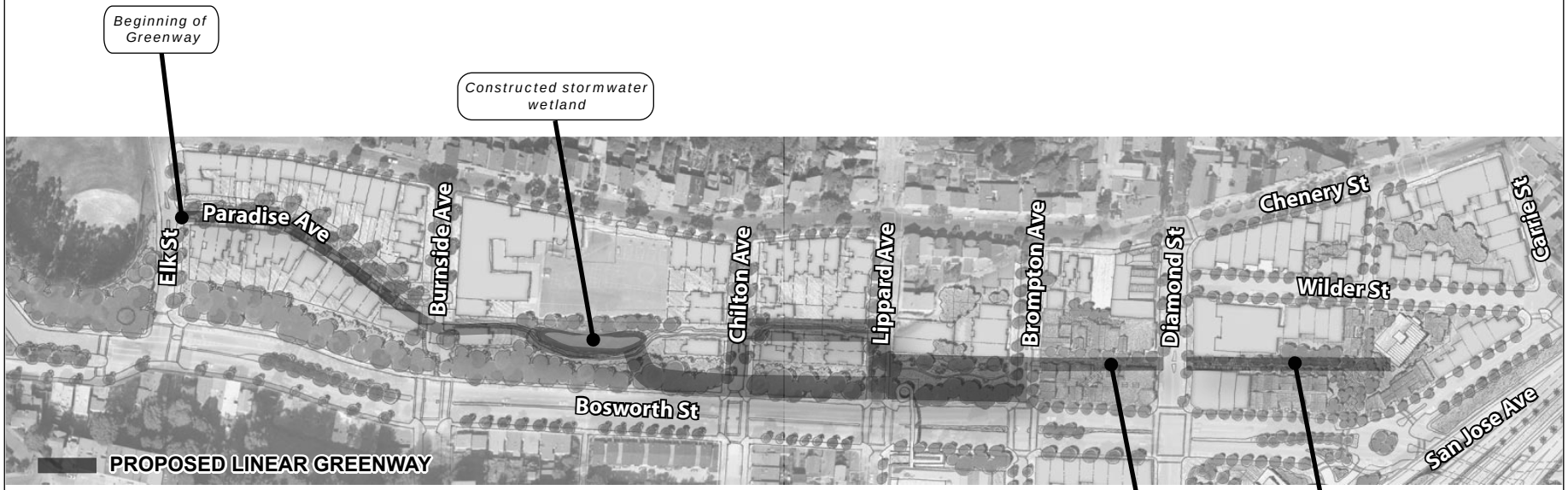
Residential Parking Management

The draft *Community Plan* proposes a number of residential parking management strategies, including eliminating minimum parking requirements for new residential development, establishing design controls to prevent adverse visual and traffic impacts, and changing the management approach to the Residential Parking Permit program that is currently being operated within the plan area. SFMTA has initiated some parking changes in the plan area, primarily focused on Bosworth Street, which include establishing time limits on previously unregulated on-street parking spaces, creating short-term metered spaces, and establishing a new Residential Permit Parking (RPP) Area.

Proposed Greenway Improvements

The draft *Community Plan* includes development of a linear greenway, running from Glen Canyon Park to downtown Glen Park in portions of the blocks between Bosworth Street and Chenery Street (see Figure 8, p. 29). The westernmost segment of this greenway would likely encompass a one-block stretch of Paradise Avenue. This block does not carry through-traffic, and its topographical low point is at the center of street, making it well-suited for bringing Islais Creek to the surface, also known as creek "daylighting."

Except for the small portion of Islais Creek that runs freely through Glen Park, the creek is in an underground culvert just north of the Glen Park Recreation Center, at Elk Street. The creek flows beneath an east-west vegetated easement that runs parallel to Bosworth Street through downtown Glen Park and eventually lets out into the San Francisco Bay. The daylighting of Islais Creek would be the first urban creek restoration in San Francisco and would be designed to serve as an educational model. The creek daylighting project is currently being studied as part of urban watershed planning charrettes and technical studies conducted by the SFPUC,



Note: Creek daylighting may occur in certain areas or along the entire greenway corridor.

SOURCE: Glen Park Community Plan Summary, 2003.

FIGURE 8: PROPOSED LINEAR GREENWAY

and would take place under an Integrated Watershed Management Program (IWMP) currently being prepared by the SFPUC.[18] The IWMP would address wastewater and stormwater issues citywide. The IWMP has not been finalized, and the full details of the creek daylighting are not yet available.

The following strategies and design measures from the draft *Community Plan*, if implemented, could guide the construction/development of Islais Creek daylighting:

- The flow would be managed so that there is no additional risk of flooding. At every street crossing, the water volume would be checked with an orifice or spillway that would allow excess water to flow back into the storm drain, where it is currently carried.
- The design would minimize the potential for stagnant pools to form. During the design process, there would be an understanding of how to re-introduce water into an urban setting to avoid creating an attractive nuisance.
- Currently, the neighborhood experiences some local flooding along the historic creek path during storm events. In order to address this problem, a temporary detention pond would be constructed behind St. John's School. This would hold water from major storms, allowing it to be absorbed into the ground and the storm drain system more slowly and possibly avert a damaging flood. This issue is discussed in more detail on p. 70, Criterion C, under Utilities and Service Systems.

Overall, daylighting the creek would be accompanied by localized stormwater management programs and the creation of a stormwater detention features designed according to the City's *Better Streets Plan*.[19]

The conversion of Paradise Avenue into a greenway would involve removal of all concrete paving lining the street. A 10-foot-wide one-way access road would be installed on the southern side of street, providing access to driveways. An 8-foot wide linear stretch of turf blocks, cobbles or other permeable surface could be used for on-street parking pads for residences.

At Burnside Avenue, the greenway would enter an undeveloped linear easement owned by the SFPUC that runs parallel to Bosworth Street from Elk Street to Arlington Street. Islais Creek runs beneath the easement in an underground culvert. No buildings may be constructed on top of this easement; however, roads, paths, and landscaping are permitted. The easement forms a "greenway" that is used by some members of the community as an informal open space.

[18] San Francisco Public Utilities Commission, "LID Basin Analysis Technical Memorandum Islais Creek Drainage Basin," April 2009, accessed at: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/550, accessed on December 4, 2009.

[19] The *Better Streets Plan* provides design guidance for improvement of San Francisco streets and public areas. This program is described on p. 43 of this Initial Study.

Between Burnside Avenue and Chilton Avenue, adjacent to the St. John's School campus, a stormwater wetland would be created to provide flood management. The greenway would also include interpretive displays.

Between Chilton Avenue and Lippard Avenue, the greenway would split into two parallel stretches, following the SFPUC easement and the vacant lands on Bosworth, with existing houses remaining between. There are two additional houses south of Lippard Avenue in the easement, but the greenway would be routed to avoid removal of these houses. Between Brompton Avenue and Diamond Street, a pedestrian-only street, with limited auto access for deliveries, would be developed. This segment of the greenway would serve as a plaza for the commercial core.

The draft *Community Plan* also discusses the possibility of extending the greenway onto the BART parking lot infill development site. The pedestrian path along the proposed greenway would continue to the BART parking lot infill site along the entire length of the SFPUC easement, linking Diamond Street and Arlington Street. This path would be developed as a tree-lined greenway since this area would contain predominantly residential uses. In addition, a pedestrian path would be established to connect Bosworth Street with Wilder Street. The draft *Community Plan* also recommends the creation of a plaza between Bosworth Street and the SFPUC easement, along with a landscaped area between the SFPUC easement and the BART transformer building. The plaza area could include a central hardscape area, benches, shade trees, and lighting, which may be surrounded by landscaped areas. The landscaped area could be developed with a small community garden, multi-purpose grass areas, a children's play area, or a combination of features.

The description above of the greenway and creek daylighting reflects the 2003 draft *Community Plan* Summary.[20] However, the exact form and dimensions of the greenway and creek daylighting have not yet been determined. Other potential design options of the greenway and creek daylighting could include:

- The creek and greenway could run along the City-owned parcels along Bosworth Street.
- The creek and greenway could feature only a pedestrian and/or bike path and leave the creek below ground.

[20] City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*.p.74.

PROJECT APPROVALS

It is anticipated that the draft *Community Plan* would require the following project approvals, with acting bodies shown in italics:

- Amendment of *Planning Code* Article 2 for rezoning the BART parking lot property fronting Wilder Street from P to RH-2. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Amendment of *Planning Code* Article 7 for rezoning the existing NC-2 district to a new Glen Park NCT District for multiple parcels on Diamond Street and Bosworth Street; Assessor's Block 6745, Lots 042, 048, 053, 057, 066, 067, 068, and 069 from P to Glen Park NCT; and Assessor's Block 6744, Lot 030 from RH-1 to Glen Park NCT. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Amendment of *Planning Code* Zoning Map ZNII to reflect the zoning changes indicated above and Map HTII to reflect revised height and bulk limits for the BART parking lot (the extent of the new 65-X height district has not yet been determined). *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Certification of the Glen Park Community Plan EIR, adoption of the Final Glen Park Community Plan EIR, and adoption of the Mitigation Monitoring Report. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Adoption of the *Glen Park Community Plan* and its incorporation into the *General Plan. San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Approval of infill development on the BART parking lot. *BART Board of Directors.*
- Approval of transportation improvement projects. *San Francisco Municipal Transportation Agency.*
- Approval of *Clean Water Act* Section 401 and Section 404 permits if applicable. *Regional Water Quality Control Board (RWQCB).*
- Consultation for the proposed greenway improvements (including the creek daylighting). *California Department of Fish and Game.*

B. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the *Planning Code* or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☐	☒
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.	☒	☐

GENERAL PLAN

The *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the draft *Community Plan* and policies that relate to physical environmental issues are discussed in Section D, Evaluation of Environmental Effects, p. 39. The compatibility of the draft *Community Plan* with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the draft *Community Plan*. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the draft *Community Plan*.

The draft *Community Plan* would be adopted as an area plan under the *General Plan*. No other changes to the *General Plan* would be required other than minor amendments in other *General Plan* elements, such as the Urban Design Element and the Transportation Element, for internal references and consistency.

PLANNING CODE

Zoning

The *San Francisco Planning Code* (*Planning Code*), which incorporates by reference the City's Zoning Map, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to alter existing buildings, construct new buildings, or demolish existing buildings may not be issued for individual components of the draft *Community Plan* unless either the design of such components conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

Implementation of the draft *Community Plan* would require revisions to the existing *Planning Code* zoning districts and height districts in the plan area as described in Section A, Project Characteristics. The Glen Park NCT District, proposed to front on Diamond Street and extend from just north of Chenery Street to Monterey Boulevard, would modify parking regulations and residential densities to reflect the plan area's close proximity to abundant transit service. As discussed in the following sections, this zoning district would promote greater residential density limits.

Adoption of the draft *Community Plan* and new Glen Park NCT District would require review and approval by the Planning Commission and the Board of Supervisors in the context of the *General Plan* and other relevant plans. Approval of the rezoning would precede implementation of physical development; thus, infill development anticipated under the draft *Community Plan* would be required to be consistent with the zoning map designations that would be in place following creation of the Glen Park NCT District.

Proposition M

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *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 13 a-d, Geology, Soils, and Seismicity);

(7) landmark and historic building preservation (Question 4a, Cultural Resources); and

(8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space).

Prior to issuing a permit for any project which requires an Initial Study under CEQA, 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 project or legislation is consistent with the Priority Policies. As noted above, the impacts of the draft *Community Plan* with regard to the environmental topics associated with the Priority Policies are discussed in Section D, Evaluation of Environmental Effects (p. 39), and provide

information for use in the case reports for the draft *Community Plan*. The case reports and approval motions for the project will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the draft *Community Plan* with the Priority Policies.

SUSTAINABILITY PLAN

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The *Sustainability Plan for the City of San Francisco* (*Sustainability Plan*) was a result of community collaboration to establish sustainable development as a fundamental goal of municipal public policy.

The *Sustainability Plan* is divided into 15 topic areas, ten of which address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five of which are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the *Sustainability Plan* contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the *Sustainability Plan* became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The *Sustainability Plan* serves as a blueprint, with many of its individual proposals requiring further development and public comment.

CLIMATE ACTION PLAN

In September 2004, the San Francisco Department of the Environment and the SFPUC published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions (Climate Action Plan)*. The *Climate Action Plan* examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline greenhouse gas (GHG) emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by

2012; and presents next steps required over the near term to implement the *Climate Action Plan*. 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 are now in progress.

BICYCLE PLAN

The *San Francisco Bicycle Plan*[21] involves the adoption of a citywide bicycle transportation plan and phasing of implementation of near-term, long-term, and other improvements to the bicycle route network, as well as amendments to the *General Plan*, the *Planning Code*, and the *San Francisco Traffic Code*.

The current *San Francisco Bicycle Plan*, which was approved by the SFMTA Board of Directors in June 2009, is an update of the *1997 San Francisco Bicycle Plan*. By maintaining an approved Bicycle Plan, the City and County of San Francisco is eligible for selected State and regional funds to develop bikeways and related facilities. Additionally, *San Francisco City Charter* Sections 16.102 and 8A.113 state that San Francisco should develop "a safe, interconnected bicycle circulation network; travel…by bicycle and on foot must be an attractive alternative to travel by private automobile" and "bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking." The bicycle lane improvements proposed in the draft *Community Plan* follow the alignment of lanes planned in the *San Francisco Bicycle Plan*. Thus, bicycle improvements proposed in the draft *Community Plan* have largely already undergone environmental review and been approved by the City.

BART TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

BART's *Transit-Oriented Development Guidelines* (*TOD Guidelines*) were designed to help guide planning and development around BART stations throughout the entire BART system. The *TOD Guidelines* address the BART customer experience, station area land use, and station circulation and access as they relate to transit-oriented development. The *TOD Guidelines* consider the unique geography, transportation networks, and varied community priorities of the San Francisco Bay Area and also present recommendations that are intended to assist in the planning and development process to reduce delay and conflict for all stakeholders. The ultimate goal of the *TOD Guidelines* is to promote vibrant and livable station areas by supporting high quality transit-oriented development within walking distance of BART stations

[21] The *San Francisco Bicycle Plan* is at the moment subject to a court injunction; these improvements would be implemented when the injunction is lifted.

that benefit both BART's customers and the surrounding community, and that promote the use of BART as a primary means of transportation.

The *TOD Guidelines* do not cite development standards or specify precise land uses for the areas surrounding BART stations. Instead, they allow for flexibility and creativity in adapting to local conditions while adhering to the fundamentals of transit-oriented development. In addition, there may be cases where a strict adherence to a specific guideline may not be feasible or appropriate. Development proposed or anticipated under the draft *Community Plan*, especially infill development at the BART parking lot, would be assessed against the *TOD Guidelines* for general consistency, but the *TOD Guidelines* serve as a guiding document rather than a set of mandatory design standards.

BETTER STREETS PLAN

The *City of San Francisco Better Streets Plan – Draft* (*Better Streets Plan*) creates a unified set of draft standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. The *Better Streets Plan* seeks to balance the needs of all street users, with a particular focus on pedestrians and how streets can be used as public space. The *Better Streets Plan* reflects the understanding that the pedestrian environment is about more than just transportation; that streets serve a multitude of social, recreational, and ecological needs. The City's Draft Vision for the *Better Streets Plan* includes goals such as prioritizing the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life; creating streets where people walk and spend time out of choice, not just necessity; establishing a green network that enhances the City's long-term ecological function and people's connection to the natural environment; and improving street-based social opportunities, community life, access, and mobility for all residents. The *Better Streets Plan* carries out the intent of San Francisco's *Better Streets Policy* (*Administrative Code* Chapter 98), adopted by the Board of Supervisors on February 6, 2006.

C. SUMMARY OF ENVIRONMENTAL EFFECTS

The draft *Community Plan* could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☒ Land Use	☒ Air Quality	☐ Geology and Soils
☒ Aesthetics	☐ Wind and Shadow	☒ Hydrology and Water Quality
☐ Population and Housing	☐ Recreation	☒ Hazards/Hazardous Materials
☒ Cultural and Paleo. Resources	☐ Utilities and Service Systems	☐ Mineral/Energy Resources
☒ Transportation and Circulation	☐ Public Services	☐ Agricultural Resources
☒ Noise	☒ Biological Resources	☒ Mandatory Findings of Signif.

EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The draft *Community Plan* has been evaluated to determine whether the improvements and foreseeable development associated with the plan would result in significant environmental impacts. The draft *Community Plan* could have a significant effect on **land use** because the zoning changes could result in conflicts with applicable policies and the infill development could affect the character of the project vicinity; **visual quality** because subsequent development within the project area could result in changes in the visual character of downtown Glen Park; **cultural resources** (historical, archaeological, and paleontological) because of the potential for these resources to be disturbed by subsequent development projects; **transportation and circulation** because the draft *Community Plan* could increase traffic, decrease levels-of-service (LOS), create hazardous design features and inadequate emergency access, decrease parking, and conflict with adopted policies; **noise** because the draft *Community Plan* could create construction and operation noise and vibration; and **air quality** because construction and operation of the draft *Community Plan* could increase emissions of criteria air pollutants and could expose sensitive receptors to pollutants. These topics, therefore, will be included in the EIR to determine if such impacts would be significant.

EFFECTS FOUND NOT TO BE SIGNIFICANT

All items in the above Initial Study checklist that were not checked as significant have been determined by Planning Department staff not to have a significant adverse effect on the environment. The following potential impacts were determined to be insignificant: population and housing; wind and shadow; recreation; utilities and service systems; public services; geology and soils; mineral and energy resources; and agricultural resources. In addition, biological resources, hydrology, and hazardous materials impacts were determined to be

significant, but can be mitigated to a less-than-significant level through measures included in this document. These items are discussed below and require no further environmental analysis in the EIR.

D. EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study examines the draft *Community Plan* to identify potential effects on the environment that would result from its implementation. For all items checked "Less-than-Significant Impact," "No Impact," or "Not Applicable," the Planning Department has determined that the draft *Community Plan* could not have a significant adverse environmental effect. These issues are discussed below and conclusions regarding effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available from the Planning Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*.

For each checklist threshold, the analysis provides an overview of the draft *Community Plan*'s general impacts. In cases where certain features of the draft *Community Plan* would have different or more severe effects than other elements of the draft *Community Plan*, these impacts are called out under separate subheaders. In addition, where construction and operational impacts would be different for a certain threshold, the discussion provides subheaders to allow readers to identify the difference between such effects. Where mitigation is needed to reduce an impact to a less-than-significant level, appropriate mitigation measures are specified within each section.

For each checklist threshold analyzed, the evaluation has considered the impacts of the draft *Community Plan* both individually and cumulatively. Cumulative development includes development surrounding the plan area that would occur under buildout of local area plans (such as the *Balboa Park Area Plan*), transportation plans and projects (such as the *San Francisco Bicycle Plan* and the Sunnyside Traffic Calming Project), and other local development projects.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
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?	☒	☐	☐	☐	☐
c) Have a substantial impact upon the existing character of the vicinity?	☒	☐	☐	☐	☐

Physical Division of an Established Community (Criterion a)

The Glen Park BART Station is at the intersection of Diamond Street and Bosworth Street, near the downtown core. This intersection and other points along and south of Bosworth Street are difficult for pedestrians to cross because of heavy traffic volumes, poor signalization, and other factors. ADA access to public transportation options, including the BART station and the J-Church Muni line, is also limited.

Draft Community Plan, General Impacts

The draft *Community Plan* does not propose any elements or features that would introduce obstructions to circulation or access or create new physical barriers. The *Community Plan* would allow increased development intensities at the Diamond Street/Bosworth Street infill site; however, proposed development would not be expected to result in a larger overall development footprint. Because the infill site would include pedestrian linkages and other open spaces, development at this site would not introduce obstructions to circulation or create other physical barriers such that division of the existing Glen Park community would occur. Proposed transportation improvements would enhance connectivity for pedestrians, bicycles, and transit by slowing traffic, improving signalization and crossings, and relocating transit stops for improved accessibility. These improvements would reduce the existing obstructions posed by traffic at the Bosworth Street/Diamond Street intersection and in other parts of the plan area. Implementation of proposed greenway improvements would improve access to an informal open space corridor by clearing overgrown vegetation and providing a pedestrian access path. Therefore, the draft *Community Plan* would have no impact with respect to physical division of an established community. This issue will not be discussed in the EIR.

Consistency with Land Use Policies (Criterion b)

Discussion of the consistency of a proposed project with applicable plans and policies is required by Section 15125(d) of the CEQA Guidelines. As discussed in Section B, Compatibility with Existing Zoning and Plans, p. 33, the draft *Community Plan* would be consistent with most applicable City policies, plans, and regulations. The draft *Community Plan* was developed based on General Plan policies that encourage: development of housing; integration of transportation and land use planning; reduction of automobile use; and promotion of alternative modes of travel. The draft *Community Plan's* emphasis on reducing auto use by developing mixed uses near transportation hubs and improving bicycle and pedestrian networks is also consistent with the transportation goals outlined in the San Francisco *Sustainability Plan* and the *Climate Action Plan*. The bicycle network expansions under the draft *Community Plan* would be consistent with the *Bicycle Plan* and the greenway improvements would help to promote the *Better Streets Plan*. The draft *Community Plan* was developed by the Planning Department through a collaborative planning process with the neighborhood community, BART, the SFMTA, Caltrans, the San Francisco County Transportation Authority (SFCTA), the San Francisco Recreation and Park Department, the SFPUC, and the San Francisco Department of Public Works (DPW). Through this process, the draft *Community Plan* has addressed many issues raised by concerned parties and has incorporated strategies and policies that are consistent with the planning efforts of these agencies.

The draft *Community Plan* will be reviewed by the Planning Commission and Board of Supervisors to make findings of consistency with the objectives, policies, and principles of the *General Plan*. Consistency with BART *TOD Guidelines* and other aspects of the *General Plan* would be addressed when detailed development proposals and improvements are subsequently considered for approval.

However, as determined in this Initial Study, the draft *Community Plan* has the potential to adversely affect visual quality, transportation, air quality, noise, and cultural resources issues. Further analysis is needed to determine whether the draft *Community Plan* would be consistent with the intent of policies designed to avoid or mitigate environmental effects related to these topics. Thus, this impact is considered to be potentially significant, and will be discussed in the EIR.

Land Use Character (Criterion c)

The plan area includes residential, retail, and small-scale commercial uses. There are also a number of transit facilities, including a BART station, Muni bus and train stops, and private shuttle drop-off stops. Surrounding building heights are approximately 30 to 40 feet high

(about two to three stories). Other uses in the vicinity include schools, a community center, and the 70-acre Glen Canyon Park.

Draft Community Plan, General Impacts

Overall, the draft *Community Plan* would not substantially alter the existing land use character of the Glen Park neighborhood. One of the primary goals of the draft *Community Plan* is to preserve the character of the Glen Park neighborhood. However, specific development components, such as the infill development that could be allowed under the Glen Park NCT District, could have potentially adverse impacts on the neighborhood's character. Thus, this issue will be analyzed in the EIR.

Cumulative Impacts

Development proposed under the draft *Community Plan* would not physically divide an existing community, and thus, would not contribute to cumulative effects with respect to this topic. The potential for the project to contribute to cumulative effects pertaining to consistency with plans and policies and alteration of existing land use character will be discussed in the EIR.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2.	**AESTHETICS—Would the project:**					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
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?	☐	☐	☒	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☒	☐	☐	☐	☐
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?	☐	☐	☒	☐	☐

Scenic Vistas (Criterion a)

A project would result in significant obstruction of a scenic vista or view corridor if it proposed a structure that would substantially alter a view from a sensitive vantage point, such that characteristic scenic features would no longer be visible. Obstruction of views from private properties is generally not considered a significant physical impact.[22]

[22] Nonetheless, for informational purposes, the discussion of the draft *Community Plan*'s effect on visual character (to be provided in the EIR) will include a description of alteration of views from private residences.

The street grid and development pattern within the Glen Park neighborhood follow the topography of the canyon, and the commercial core, downtown Glen Park, is within a depression at the canyon's mouth. The canyon's crest is northwest of the plan area and runs in a southeasterly, downward sloping direction towards San Jose Avenue, following the historical path of Islais Creek. Views to the north and west of the plan area are limited due to the canyon walls, and primarily encompass foreground and mid-ground views of neighborhood development.

The intersection of Bosworth Street and Diamond Street in the southeastern portion of the plan area is at the crest of a small hill, affording limited views to the south and east. Views from this location do not encompass scenic features, except for hills and valleys that make up San Francisco's topography, as well as distant views of the San Francisco Bay. Views of these features from this location are partially obstructed by raised freeway on-ramps and existing structures, such as the Glen Park BART Station. Due to the topography and raised roadways and structures described above, there are no major scenic vistas from public vantage points in the plan area.

Draft Community Plan, General Impacts

Because there are no scenic vistas in the plan area, implementation of the draft *Community Plan* would not have the potential to alter such vistas, and no impact would occur. This topic will not be addressed in the EIR.

Scenic Resources (Criterion b)

The topography and steep walls of Glen Canyon, the canopy of mature trees rising from surrounding open spaces, and street trees within the plan area and surrounding residential neighborhood provide a wooded backdrop to the plan area. Rock outcroppings in Glen Canyon are visible from some parts of the plan area. The topographical features of the canyon, including the rock outcroppings, are considered to be scenic resources. Although trees contribute to the overall visual character of the neighborhood, individual trees are not considered scenic resources. However, groups of trees, such as trees lining the length of a street, are considered a scenic resource for the purposes of this Initial Study.

Draft Community Plan, General Impacts

Scenic resources consisting of topographical features, such as rock outcroppings, would not be altered as a result of any component of the draft *Community Plan*. These resources are generally outside the plan area within Glen Canyon Park. However, the transportation improvements, the daylighting of the creek, and the infill development that may occur as a result of the

rezoning would most likely result in the removal of trees. Tree removal is regulated by *Public Works Code*, Article 16, particularly of trees that are considered "significant" or "landmark" trees within 10 feet of a public right-of-way. These trees are discussed further under Topic 12, Biological Resources, p. 81. Under the draft *Community Plan*, all removed trees would be replaced by streetscape and greenway improvements, which would include new trees and other vegetation. However, the near-term infill development at the BART parking lot and the northwest corner of Bosworth and Diamond could result in tree removal along the tree-lined Bosworth Street corridor. This issue is discussed in more detail below.

Impacts of Individual Plan Components

Near-Term Infill Development. As discussed above, street trees would likely be removed as a result of draft *Community Plan* implementation. This effect would be most pronounced at the BART parking lot infill development site, where mature street trees line the Bosworth Street corridor. In addition, street trees could be removed at the Bosworth and Diamond infill site. Removal of street trees would be subject to the provisions of *Public Works Code*, Article 16 (refer also to the Biological Resources subsection, p. 81), and trees and vegetation removed pursuant to new development would be required to be replaced. Thus, the impact of street tree removal at this site would be less than significant, and will not be discussed in the EIR.

Visual Character (Criterion c)

Draft Community Plan, General Impacts

The plan area's topography, open space, informal greenways, eclectic architectural styles, and small-scale buildings and street grid contribute to Glen Park's distinct visual character. The draft *Community Plan* recommends an overall concept for enhancing the existing neighborhood and identifies potential infill development at the BART parking lot north of the BART station and at the northwest intersection of Diamond Street and Bosworth Street. The draft *Community Plan* proposes general design features and policies to guide future infrastructure improvements, and would update zoning, design guidelines, and other city policies for future development of the plan area.

The plan recommendations in each of these categories are numerous and have the potential to cause discernable changes to the visual character of the plan area. Although it is anticipated that the vast majority of improvements would enhance the existing visual character, alteration of the character of downtown Glen Park may occur and is considered to be potentially significant. The draft *Community Plan*'s potential impacts on visual character will be addressed in the EIR.

Light and Glare (Criterion d)

Existing sources of light and glare in the Glen Park neighborhood are typical of mixed-use commercial and residential development, and include street lighting, signs, reflections from windows, and other similar sources. In addition, the Glen Park BART Station and its outdoor plaza is an additional source of light and glare in the neighborhood.

Draft Community Plan, General Impacts

Additional ambient light sources could be introduced with implementation of the draft *Community Plan,* but would not significantly affect surrounding properties. New light sources would include residential neighborhood and commercial/retail area streetscape and open space street light improvements as well as infill site development, such as light within the dwelling units and commercial/retail spaces, and light fixtures at the building entrances typical of residential and commercial development. Future development under the draft *Community Plan* would be required to comply with *San Francisco Planning Commission Resolution 9212*, which prohibits the use of mirrored or reflective glass and with *California Building Code* regulations pertaining to exterior lighting. Traffic would not be rerouted as a result of proposed transportation improvements such that light and glare from headlights would shine into residences and other sensitive receptor locations. Light and glare impacts would be less than significant; therefore, this topic will not be evaluated in the EIR.

Cumulative Impacts

As stated above, implementation of the draft *Community Plan* would have no impact on scenic vistas or scenic resources. Development proposed under the draft *Community Plan* would not contribute to cumulative impacts pertaining to these issues. Even though the draft *Community Plan* could have potentially significant impacts on visual character, the canyon and topography visually separate the plan area from other areas that might have foreseeable development. Effects pertaining to the visual character and light and glare of the plan area are localized, and because the draft *Community Plan* addresses all anticipated future development in this area, no additional cumulative impacts are anticipated with respect to visual character. Therefore, these issues will not be addressed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Substantial Population Growth (Criterion a)

In general, a project would be considered growth-inducing if its implementation would result in a substantial population increase and/or new development that might not occur if the project were not implemented. The 2000 U.S. Census indicates that the population of the census tract that covers the plan area (Census Tract 218, an area bounded roughly by 30th Street to the north, San Jose Avenue to the east, Bosworth Street to the south, and Lippard Avenue/Bernie Street/Noe Street to the east) is approximately 3,914 persons. The total number of housing units in Census Tract 218 in 2000 was 1,872. [23]

Draft Community Plan, General Impacts

Development anticipated under the draft *Community Plan* as a result of the proposed Glen Park NCT District would result in up to 150 dwelling units, the majority of which would be located at the infill sites. The draft *Community Plan* would also accommodate up to 23,495 gsf of retail space. This development would result in a plan area population increase of up to 314 residents[24] and up to 67 employees.[25] No population or employment increases would be anticipated as a result of proposed transportation or greenway improvements. The project would increase the overall residential population of the City and County of San Francisco by

[23] U.S. Census Bureau, DP-4. "Profile of Selected Housing Characteristics 2000: Census Tract 218, San Francisco County, California," accessed on August 6, 2009, accessed at: http://factfinder.census.gov/servlet/ QTGeoSearchByKeywordServlet?_ts=267645364898

[24] U.S. Census Bureau, DP-4. "Profile of Selected Housing Characteristics 2000: Census Tract 218, San Francisco County, California." Based on information for Census Tract 218, the average household population was 2.09 persons/household. 150 units x 2.09 persons/unit = approximately 314 residents.

[25] Based on San Francisco Transportation Review Guidelines, retail/commercial uses have about 350 to 450 gsf per employee. (23,495 gsf/350 gsf/employee = 67 employees).

less than 0.1 percent.[26] In addition, based on the year U.S. Census 2000 population totals, a population increase of approximately 314 individuals would represent an approximately 8 percent increase in Census Tract 218.[27] Therefore, the draft *Community Plan* would not induce substantial population growth.

New residential units provided at the infill sites would help to address the citywide need for housing in which job growth and in-migration exceed the supply of new housing. In June 2008, the Association of Bay Area Governments (ABAG) projected regional needs in its *Housing Needs Plan for 2007-2014*. The projected need of the City and County of San Francisco for this time period is 31,193 new dwelling units, or an average annual need of 4,456 net new dwelling units. Of this total, 12,124 very low- to low-income housing units need to be constructed, for an average annual need of 1,732 net new affordable dwelling units.[28]

The need for affordable housing is addressed in part by the City's Inclusionary Affordable Housing Program in *Planning Code* Sections 315 through 315.9. *Planning Code* Section 315 requires that any new residential project over five units provide affordable housing. This requirement can be satisfied by the provision of affordable units on site equal to 15 percent of the total number of units, provision of 20 percent of units off site, or payment of an in-lieu fee.[29] Any housing proposed within the Glen Park NCT District would be required to include affordable units. As such, the draft *Community Plan* would not have an adverse impact on affordable housing.

The existing BART parking lot does not have employees and the number of employees currently working at the commercial and retail portions of the Diamond/Bosworth infill site is unknown, but presumed to be about ten. The proposed project would provide permanent on-site employment for to up to 67 persons. The employment generated by the proposed project would result in a net increase of approximately 57 employees, which would result in a

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[26] The calculation is based on the ABAG estimated total population of 795,800 persons in the City and County of San Francisco in 2005.

[27] Census 2000 population in Census Tract 218 was 3,914 and buildout under the draft *Community Plan* would increase population by about 314 residents. 314 residents/3,914 residents = 8 percent increase.

[28] Association of Bay Area Governments, *San Francisco Bay Area Housing Needs Plan, 2007-2014,* June 2008. For more information see: http://www.abag.ca.gov/planning/pdfs/SFHousingNeedsPlan.pdf.

[29] Mayor's Office of Housing, *2008 Maximum Income by Household Size derived from the Median Income for the City and County of San Francisco,* accessed August 7, 2009, accessed at: www.sfgov.org/site/uploadedfiles/ moh/Rent_Levels/MOH2008AMI_IncomeLimits-CCSFonly.pdf

corresponding demand for approximately 43 new housing units.[30] However, this demand would not be substantial in context of citywide housing growth over the next 20 years.

While the proposed project would increase population and employment at the infill sites relative to existing conditions, the project-specific impacts would not be significant compared to the number of residents and employees within the project vicinity. Overall, the increase in housing and employment would not be significant with regard to expected increases in the population and employment of San Francisco. Therefore, the project would not result in a significant increase in population, directly or indirectly. This topic will not be addressed in the EIR.

Housing and Population Displacement (Criteria b and c)

Demolition of existing housing in San Francisco often leads to the loss of housing units without replacement of these residential dwellings. As a result of demolition, existing residents can be displaced, causing personal hardship and relocation impacts.

Draft Community Plan, General Impacts

Modification of existing zoning would not result in the direct displacement of residents and housing. However, individual components of the draft *Community Plan* could have localized impacts, as discussed below.

Impacts of Individual Plan Components

Near-Term Infill Development. The BART parking lot infill development site is currently used for parking and houses no residents; therefore, neither dwelling units nor residents would be displaced as a result of the development at this site. However, there are currently three residential units and two mixed-use buildings at the Diamond/Bosworth infill development site, which house up to an estimated 10 residents.[31] Residents would be displaced from these units as a result of infill development at this site, which would include demolition of the existing structures. In 1994, the Planning Commission adopted guidelines that require a conditional use permit in order to allow the demolition of residential units. In addition to the criteria for demolition approval, the guidelines require replacement housing or in-lieu fees to the City's

[30] According to ABAG Projections 2007, the employees per household ratio in the City of San Francisco in 2000 was 1.33 (437,533 employed residents/329,700 households = 1.33 employees per household). Therefore, 57 new employees/1.33 employees per household = approximately 43 new housing units.

[31] Three residential units x 2.09 persons per household = approximately 6 people. Two mixed-use buildings with an estimated total of two units x 2.09 persons per household = approximately 4 people.

affordable housing fund as full or partial mitigation for each unit lost.[32] Since 150 new residential units would be constructed in the plan area under the draft *Community Plan*, the existing residents could occupy the new units. As such, implementation of the draft *Community Plan* would result in a less-than-significant impact with regard to residential and housing displacement. This issue will not be discussed in the EIR.

Transportation Improvements. The transportation improvements would focus on improving existing streets and intersections. Under the proposed transportation improvements, several streets in the plan area would be widened to accommodate additional lanes; however, this would not require removal of residences. As such, no residents would be displaced due to the transportation improvements, resulting in no impact. This issue will not be discussed in the EIR.

Greenway Improvements. A public utilities easement crosses through the neighborhood, just north of and parallel to Bosworth Street. This easement accommodates the underground Islais Creek culvert. Three residential buildings are located within the easement and would remain with implementation of the proposed project. Thus, impacts associated with residential and housing displacement would be less than significant for the proposed greenway improvements. This issue will not be discussed in the EIR.

Cumulative Impacts

The additional 150 housing units that would be added to the Glen Park neighborhood as a result of draft *Community Plan* implementation could potentially impact the area when combined with other future housing developments in the area. However, population growth in this area is planned by the City, and is consistent with the ABAG projections for citywide growth. As such, cumulative population and housing impacts would be less than significant and will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL AND 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*?	☒	☐	☐	☐	☐

[32] San Francisco Planning Department, *General Plan Housing Element*, Policy 2.1.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☒	☐	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☒	☐	☐	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐	☐

Architectural Resources (Criterion a)

Carey & Co., Inc. has surveyed and evaluated the built environment in the plan area in order to determine if historic architectural resources per CEQA are present and has prepared a Draft Historic Resources Evaluation (HRE) with its findings.[33] The plan area includes 161 parcels total, including 159 parcels with resources over 45 years old as well as two parcels containing the Glen Park BART Station and power station constructed in 1970. Of the 161 parcels, Carey & Co. surveyed 110 parcels and the San Francisco Planning Department surveyed the other 51 parcels. Seven resources on eight parcels were selected for additional review: 584 Bosworth Street; 21 Brompton Avenue; 23-25 Brompton Avenue; 2830-2842 Diamond Street; 2852-2862 Diamond Street; Glen Park BART Station; and Glen Park Elementary School.

With reference to the Glen Park BART Station, Carey & Co. concluded that it "appears to be eligible for the California Register of Historic Resources (CRHR) under Criterion 3 for possessing high artistic value, for representing the work of a master, and for embodying the distinctive characteristics of a period."[34] With regards to the Glen Park School, Carey & Co. concluded that it "appears to be eligible for the National Register of Historic Places (NRHP) and the CRHR under Criterion A/1 for its association with the Golden Age of school construction in San Francisco and as an excellent example of a Public Works Administration (PWA)-funded school building constructed in the City during the Great Depression." Carey & Co. also concluded that the Glen Park Elementary School "also appears to be eligible for the NRHP and CRHR under Criterion C/3 as a significant example of an Art-Deco style building in San Francisco" [35] and "also appears eligible as a City Landmark."[36] The other five properties were determined to be ineligible for listing on the NRHP, the CRHR, or City Landmarks.

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[33] Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park* Community Plan, September 1, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

[34] Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park* Community Plan, September 1, 2009, p. 2. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

[35] Ibid, p. 2.

[36] Ibid, p. 2.

Draft Community Plan, General Impacts

As discussed above, the plan area includes two potential historical resources that could be affected by implementation of the draft *Community Plan*: the Glen Park BART Station and Glen Park Elementary School. Although the proposed project would not impact the BART station building, it would redesign the BART station plaza to better integrate it with the surrounding community and could also add a bus loop to the station. These new features could alter the external appearance of the station as a whole, resulting in a potentially significant impact. As such, this topic will be discussed in the EIR. In addition, although the draft *Community Plan* does not propose modification of Glen Park Elementary School and would not result in impacts with respect to this structure, a more detailed analysis of this less-than-significant impact, along with other potential architectural resource impacts, will be discussed in the EIR.

Subsurface Resources (Criteria b to d)

Draft Community Plan, General Impacts

The plan area has sensitivity for pre-historic archeological resources in the area surrounding Islais Creek.[37] While there are no known archaeological resources, paleontological resources, or human remains within the plan area, it is possible that such resources may be present. These resources could be encountered during excavation activities resulting from infill development, installation of certain transportation improvements (including the roundabout and the bus loop), and as a result of proposed greenway improvements. Excavation activities could adversely impact existing prehistoric deposits, including human remains. These potentially significant impacts will be discussed in the EIR.

Cumulative Impacts

Implementation of the draft *Community Plan* could contribute to cumulative impacts to historic, archaeological, or paleontological resources, as well as human remains. These topics will be analyzed in the EIR.

[37] PBS&J, 2009. *Draft Archaeological Survey Plan*, August, p. 3.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION **Would the project:**					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☒	☐	☐	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	☒	☐	☐	☐	☐
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?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☒	☐	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐	☐
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	☒	☐	☐	☐	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☒	☐	☐	☐	☐

Traffic Effects (Criteria a and b)

Within downtown Glen Park, streets are narrow and winding with steep slopes; this slows traffic and creates an environment conducive to foot traffic. The plan area also has immediate access to U.S. 101 and I-280. The proximity to I-280 provides direct access to downtown San Francisco, the East Bay, the Peninsula, and the South Bay. Drivers access the freeway on-ramps and San Jose Avenue via Bosworth Street, a four-lane arterial that runs east-west through the plan area. Traffic along this road is heavy, and congestion at the intersection of Bosworth Street and Diamond Street, the primary intersection entering the downtown core, is common.

Draft Community Plan, General Impacts

Traffic volumes would likely increase as a result of increased development intensities along Bosworth Street, Arlington Street, and Diamond Street associated with proposed zoning changes and development at the infill sites at the northwest corner of Diamond Street and Bosworth Street and the BART station parking lot. This expected increase in traffic volumes

could cause level of service standards to be exceeded at one or more intersections despite the safety and operational improvements proposed for the plan area. In addition, a number of the proposed transportation improvements were designed to improve pedestrian safety and access, which could slow traffic, contributing to potentially significant delays. Because implementation of the draft *Community Plan* would have a potentially significant impact on traffic operations in the plan area, impacts on roads and intersections will be analyzed in the EIR.

Air Traffic Patterns (Criterion c)

Draft Community Plan, General Impacts

The plan area is not located within an airport land use plan area or within two miles of an airport. Therefore, impacts to air traffic patterns are not applicable to the draft *Community Plan* and will not be addressed in the EIR.

Design Hazards (Criterion d)

Draft Community Plan, General Impacts

All transportation design features associated with the draft *Community Plan*, including ingress and egress, rights-of-way, and other features, would be expected to meet current geometric and safety design standards. In general, it is not anticipated that implementation of the draft *Community Plan* would create hazardous conditions in the plan area. However, individual components of the draft *Community Plan* could have localized impacts, as discussed below.

Impacts of Individual Plan Components

Transportation Improvements. Pedestrian and bicycle movements around the proposed roundabout variant could expose users to safety hazards if not properly designed, resulting in a potentially significant impact. This issue will be addressed in the EIR. In addition, potential safety hazards associated with the proposed J-Church at-grade crossing variant will be addressed in the EIR.

Emergency Access (Criterion e)

Draft Community Plan, General Impacts

The traffic calming measures that are proposed to improve pedestrian safety and BART station accessibility would potentially slow traffic speeds and emergency response times in the plan area. The impacts of implementation of the draft *Community Plan* on emergency access will be analyzed in the EIR.

Parking (Criterion f)

Parking is a concern for many residents, businesses, and commuters in the Glen Park neighborhood. Merchants want to ensure that their customers are able to find short-term parking; residents desire available on-street parking near their houses; and commuters desire short- and long-term parking near the BART station and other transit options. However, parking availability in the plan area is limited. The draft *Community Plan* indicates that there are nearly 200 free, unregulated, all-day parking spaces within 1,500 feet of the BART station and the commercial district. Other existing parking areas in the plan area include a gravel parking lot at the northwest corner of Diamond Street and Boswell Street and the 54-space BART parking lot. However, existing parking management strategies do not fully address the need for short-term commercial parking and other parking priorities identified by the community.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand vary from day to day, from day to night and from month to month. 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 a social effect, rather than an impact 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 Section 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. 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 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."

Draft Community Plan, General Impacts

Proposed intersection improvement measures, the proposed bus loop, and the foreseeable development of infill sites on the northwest corner of Diamond Street and Bosworth Street and the Glen Park BART Station parking lot would require the removal of on-street and off-street parking.

The draft *Community Plan* proposes to address this loss of parking through the parking management strategies described under Proposed Parking Management Strategies, p. 27. The parking management strategies set priorities for parking use, provide guidelines for parking restrictions, and suggest recommendations for parking enforcement. These strategies would help to address the decrease in parking availability that would result with implementation of the draft *Community Plan*.

Although changes in the availability of parking are not considered to be significant, additional discussion of proposed parking changes will be provided in the EIR for informational purposes.

Alternative Transportation (Criterion g)

The Glen Park neighborhood is served by BART; Muni bus lines 23, 35, 36, 44, and 52; and the J-Church Muni light rail line. A number of private shuttles also pick up and drop off employees in front of the Glen Park BART Station during commuting hours. The neighborhood is also pedestrian friendly and new bicycle lanes will be implemented throughout the neighborhood as proposed by the *San Francisco Bike Plan* (which was approved June 2009).

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would not conflict with any policies, plans, or programs supporting alternative transportation accessibility. The draft *Community Plan* proposes to improve BART station accessibility through a redesign of the BART entry plaza, improve J-Church accessibility through development of a pedestrian bridge or at-grade crossing, and improve Muni bus stop accessibility through implementation of a bus loop (or with the variant, through relocation of stops).

The increased development intensities along Bosworth Street, Arlington Street, and Diamond Street associated with proposed zoning changes and development at the infill development sites could cause an increase in transit demand. Further study is needed to determine whether existing capacity would be adequate to accommodate the increase. Proposed transportation improvements could also affect transit travel times, a potential conflict with existing policies. Impacts associated with transit impacts would be potentially significant. Impacts on transit capacity and service times will be analyzed in the EIR.

Cumulative Impacts

Development in the vicinity of the plan area would have the potential to result in cumulative traffic and transit impacts. The effect of cumulative development on existing traffic conditions will be assessed in a traffic study, and the draft *Community Plan*'s contribution to potential cumulative impacts will be analyzed in the EIR.

Implementation of the draft *Community Plan* would also contribute to cumulative loss of parking spaces. Although the draft *Community Plan* indicates that there are nearly 200 free, unregulated, all-day parking spaces within 1,500 feet of the BART station and the commercial district, up to 41 of these parking spaces are planned to be removed pursuant to implementation of the *San Francisco Bicycle Plan*. As discussed above, the proposed project would require the removal of on-street and off-street parking, which would be in addition to the parking loss associated with new bicycle lanes on Bosworth Street as proposed in the *San Francisco Bicycle Plan*. As such, the proposed project, in combination with the *San Francisco Bicycle Plan*, would result in potentially significant parking losses. Although parking is not considered a physical environmental effect by the City, disclosure of cumulative parking effects and any potential secondary impacts will be provided in the EIR for informational purposes. In addition, the Sunnyside Traffic Calming Project, located adjacent to the project site, would install speed bumps and raised crosswalks. Potential impacts on cumulative traffic conditions will be discussed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☒	☐	☐	☐	☐
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐	☐
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
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?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☒	☐	☐	☐	☐

Exposure to Noise and Vibration (Criteria a, b, and g)

Sensitive receptors are land uses where people may be sleeping or performing tasks requiring concentration, such as residences, hospitals, libraries, and schools. In the plan area, sensitive receptors include residents of existing housing units, users of the public library, and Glen Park Elementary School students, and the future residents of proposed infill housing.

Ambient noise levels along the major streets in the plan area (i.e., Bosworth and Diamond) are likely higher than many other outlying neighborhoods in San Francisco because of their high traffic volumes, which include Muni buses serving the Glen Park BART and J-Church light rail stations. Other major noise sources just south of the plan area include BART trains and motor vehicle traffic on I-280.

Draft Community Plan, General Impacts

Local noise measurements and traffic noise modeling will be conducted to determine the noise impacts on existing and future sensitive receptors. Impacts on sensitive receptors from noise and vibration sources are considered potentially significant and will be discussed in the EIR.

Site preparation and other construction activities in the plan area associated with proposed infill development, transportation improvements, and greenway improvements could temporarily generate high noise and vibration levels on adjacent parcels. Without suitable precautions or mitigations, such levels could disrupt normal activities and/or cause damage to existing structures. This impact is considered to be potentially significant and will be discussed in the EIR. A screening-level construction impact assessment will be conducted to determine the draft *Community Plan*'s effect on adjacent sensitive receptors.

Increased Ambient Noise Levels (Criteria c and d)

Draft Community Plan, General Impacts

Construction Impacts. Excavation and project construction would temporarily and intermittently increase noise and possibly vibration levels around the plan area and may be considered an annoyance by occupants of nearby properties and businesses. Noise and

vibration levels over the estimated construction period would fluctuate depending on the construction phase, equipment type, and duration of equipment use, distance between noise source and receptor, and presence or absence of intervening barriers. Construction noises associated with the proposed project would include excavation, grading, truck traffic, foundation construction, steel erection, and finishing. Of these, excavation, site work, and erection of the new buildings' exterior would likely generate the most construction-related noise. Throughout the construction period, there would be truck traffic to and from the site, hauling away excavated materials and debris, or delivering building materials. It is anticipated that the construction hours would be working hours from 7 a.m. to 5 p.m. during the week, with possible limited work during weekends.

The *San Francisco Noise Ordinance* (Article 29 of the *Police Code*) regulates construction-related noise. Although not listed as a mitigation measure, compliance with the *Noise Ordinance* is required by law and would serve to mitigate significant negative impacts of the proposed project on sensitive receptors. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[38] at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of the Department of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the *Noise Ordinance*.

The nearest sensitive receptors to the development infill sites, transportation improvements, and greenway improvements would be nearby residents, including occupants of the buildings surrounding the proposed infill sites, commercial and retail businesses located in the plan area, and students at Glen Park Elementary School.

Operational Impacts. Future development that would be allowed under the draft *Community Plan*, including near-term infill development, could generate noise from on-site HVAC equipment. Mechanical equipment would be required to comply with the San Francisco *Noise Ordinance*, San Francisco *Police Code* Section 2909. Compliance with *Noise Ordinance* Section 2909 would reduce mechanical equipment noise, avoiding a substantial increase in the ambient

[38] dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

noise level of the plan area. Therefore, operational noise from mechanical equipment would be expected to be less than significant. This issue will not be discussed in the EIR.

In general, the land uses proposed in the draft *Community Plan* would not generate enough motor vehicle traffic or include major stationary noise sources to substantially increase local ambient noise levels. However, individual components of the draft *Community Plan* could have potentially significant impacts, as discussed below.

Impacts of Individual Plan Components

Transportation Improvements. Alterations in the flow of traffic caused by implementation of the transportation improvements could result in localized traffic noise impacts in the plan area. Noise measurements and a traffic noise study will be conducted to determine the draft *Community Plan*'s effect on existing and future sensitive receptors. This impact is considered to be potentially significant and will be discussed in the EIR.

Aircraft Noise (Criteria e and f)

Draft Community Plan, General Impacts

The plan area is not located near a major commercial airport (i.e., either San Francisco International or Oakland International) or to a private airstrip to expose future residents, employees, and visitors to substantial aircraft noise. This issue is not applicable and will not be discussed in the EIR.

Cumulative Impacts

The cumulative impacts of the draft *Community Plan* with respect to ambient noise and vibration and exposure of sensitive receptors to noise and vibration sources will be assessed in the EIR. The draft *Community Plan* would have no impact with regards to aircraft noise and would not contribute to a cumulative effect for this topic, which will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☒	☐	☐	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
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)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

Air Quality Plan Consistency (Criterion a)

The Bay Area Air Quality Management District's (BAAQMD)'s Bay Area *2005 Ozone Strategy* and the *2001 Ozone Attainment Plan* are regional air quality plans that were developed to improve air quality and attain State and federal ambient air quality standards. The *2005 Ozone Strategy* explains how the Bay Area plans to achieve State ozone standards and also discusses related air quality issues including climate change, fine particulate matter and the BAAQMD's Community Air Risk Evaluation (CARE) program for reducing toxic air contaminant (TAC) exposures regionally. The *2001 Ozone Attainment Plan* was prepared as the Bay Area's part of California's *State Implementation Plan* for the achievement of the federal ozone standard.

Draft Community Plan, General Impacts

The population increase associated with the draft *Community Plan* would not exceed population increases anticipated in the *2005 Ozone Strategy*. Additionally, the *General Plan*, *Planning Code*, and *City Charter* implement various Transportation Control Measures identified in the *2005 Ozone Strategy* through the City's *Transit First Program*, bicycle parking requirements, transit development fees, and other actions. However, the draft *Community Plan* would involve modification of existing zoning districts, which the BAAQMD CEQA Guidelines identify as a potential criterion for judging the significance of any local land use plan. In light of the latter consideration, this zoning change is potentially significant and will be evaluated in the EIR.

Substantial Pollutant Emissions/Concentrations (Criteria b and d)

Draft Community Plan, General Impacts

Construction Impacts. During construction of infill development, transportation improvements, and greenway improvements, air quality could potentially be affected. Heavy-duty construction equipment would emit oxides of nitrogen (NO_x), carbon monoxide (CO),

sulfur dioxide (SO_2), hydrocarbons (HC), and PM_{10} (particulates) as a result of diesel fuel combustion. PM_{10} also would be generated from construction activities such as excavation or soil movement.

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would temporarily affect localized air quality for the extent of the construction period during demolition, excavation and shoring, and construction of the foundation, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit NO_x, CO, SO_2, reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM_{10}) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM_{10} and $PM_{2.5}$. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. 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. While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The BAAQMD, in accordance with CEQA Guidelines, has developed an analytical approach that obviates the need to estimate these emissions quantitatively.

Plan-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. 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.

In response, the San Francisco Board of Supervisors approved a series of amendments to the *Building Code* and *Health Code* 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).

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.

Contractors responsible for construction activities at development sites are required to use the following practices to control construction dust (or other practices that result in equivalent dust control that are acceptable to the Director):

- Dust suppression activities 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 *Public Works Code*. If not required, reclaimed water should be used whenever possible. Contractors should provide as much water as necessary to control dust (without creating runoff in any area of land clearing, and/or earth movement).
- During excavation and dirt-moving activities, contractors should 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 should be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, the *Construction Dust Control Ordinance* requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health (DPH). Construction of infill projects, especially at the two identified near-term infill development sites, would encompass areas over one half-acre; therefore, construction contractors would be required to submit a Dust Control Plan for approval by DPH.

With implementation of the BAAQMD's construction emission control measures and the City's *Construction Dust Control Ordinance,* construction of anticipated development under the draft *Community Plan* would have a less-than-significant impact regarding construction pollutants. This issue will not be discussed in the EIR.

Operational Impacts. Although construction air emissions would be regulated and would not affect nearby sensitive receptors, the operation of components of the draft *Community Plan*

could contribute to potentially significant air quality impacts. Infill residential development proposed under the draft *Community Plan* would be located near high-traffic arterials (San Jose Avenue and Bosworth Street) and a major freeway (I-280) with two local on-ramps. Such development could expose future residents of the proposed housing to harmful pollutants, including diesel particulate matter (DPM), a major toxic air contaminant, and carbon monoxide. In addition, proposed traffic improvements would alter traffic flow patterns, resulting in redistribution of mobile emissions sources (particularly of diesel-powered buses serving the Glen Park community and the BART station), with the potential for concentrating such pollutants in the plan area. New development in the plan area would also introduce on-site stationary pollutant sources (such as building energy use, use of consumer products, application of paints and solvents, etc.), although such sources would be relatively small compared to mobile-source emissions.

Article 38 of the San Francisco Health Code, approved November 25, 2008, requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of $PM_{2.5}$. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of $PM_{2.5}$ from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average). If this standard is exceeded, the project sponsor must install a filtered air supply system with high-efficiency filters, designed to remove at least 80 percent of ambient $PM_{2.5}$ from habitable areas of residential units.

Air quality impacts are potentially significant and will be evaluated in the EIR. In consultation with DPH, an Air Quality Assessment will be prepared to determine whether implementation of the draft *Community Plan* would result in violations of air quality standards or expose sensitive receptors to substantial pollutant concentrations.[39]

Odors (Criterion e)

Draft Community Plan, General Impacts

Objectionable odors are a localized phenomenon and are confined to the vicinity of the emitter of the odor. None of the draft *Community Plan* components would result in a perceptible increase of or change in odors in the plan area, as none of the uses proposed typically generate

[39] San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review,* May 6, 2008, accessed at www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2008.

substantial odors. Therefore, objectionable odors would not affect a substantial number of people, and no impact would occur. As discussed above, the temporary operation of diesel generators during construction would result in release of diesel fumes and odors. However, this potential impact would be temporary and intermittent**.** Therefore, odor-related impacts would be less than significant. This issue will not be discussed in further detail in the EIR.

Greenhouse Gases

Draft Community Plan, General Impacts

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs). GHGs emitted by human activity are implicated in global climate change, commonly referred to as "global warming." GHGs contribute to an increase in the temperature of the earth's atmosphere by preventing the escape of heat. The principal GHGs are carbon dioxide, methane, nitrous oxide, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to retention of heat.) Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely byproducts of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills, and nitrous oxide is emitted primarily from agricultural activities.

The draft *Community Plan*'s incremental increase in GHG emissions associated with traffic and energy use would contribute to regional and global increases in GHG emissions and associated climate change effects. Although the draft *Community Plan* encourages infill residential uses in a community that provides retail uses and services within easy walking or bicycling distance and near regional mass transit, the draft *Community Plan*'s effect on GHG emissions requires further quantitative analysis and comparison against applicable significance thresholds. This impact is potentially significant and will be evaluated in the EIR.

Cumulative Air Quality (Criterion c)

Draft Community Plan, General Impacts

BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of 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. Because construction activities would be temporary, the contribution to the cumulative context is small, as emissions would be spread out over a 20-year implementation horizon, and all of the appropriate and feasible construction-

related measures recommended by BAAQMD,[40] along with the City's *Construction Dust Control Ordinance*, would be implemented. Accordingly, the contribution of construction emissions associated with all components of the draft *Community Plan* would not be cumulatively considerable. This issue will not be discussed in further detail in the EIR.

Potential operational impacts associated with proposed infill development and transportation and greenway improvements of the draft *Community Plan* would generally be localized, resulting from exposure to air emissions at a limited number of sites. However, pending completion of a traffic study, this Initial Study conservatively assumes that operational effects would be potentially significant, and that the draft *Community Plan*'s effect could be cumulatively considerable. Also, the BAAQMD *CEQA Guidelines* identify modification of existing zoning districts as a potential criterion for judging the cumulative significance of any local land use plan. This impact will be evaluated in the EIR.

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?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Wind (Criterion a)

To provide a comfortable wind environment for people in San Francisco, the City has established specific pedestrian comfort and hazard criteria to be used in the evaluation of proposed buildings in areas in and around downtown San Francisco. Wind impacts are generally caused by large buildings or structures extending substantially above neighboring buildings, or new buildings oriented or designed with large walls that interfere with and channel prevailing winds. Generally, wind impacts are caused by construction of buildings over 80 feet tall in high-density areas.

[40] It is important to note that the BAAQMD is in the process of revising their CEQA guidelines and could be proposing quantification of construction emissions for future projects. Should the BAAQMD change their guidance, an analysis may be required to determine whether the draft *Community Plan*'s construction emissions would be below new thresholds. This could require discussion in the EIR.

Draft Community Plan, General Impacts

The City's wind standards do not apply in the plan area because existing structures in the study area are less than 40 feet tall, and proposed height limits in the Glen Park NCT District would be 45 feet (although buildings on the eastern portion of the BART parking lot infill development site could be as high as 65 feet if an exception were granted). Therefore, development anticipated under the draft *Community Plan* would not substantially affect the existing wind environment according to the City's standards. This impact is considered less than significant and will not be addressed in the EIR.

Shadow (Criterion b)

Section 295 of the *Planning Code* restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Department (RPD) during the period of one hour after sunrise to one hour before sunset, at any time of the year by any new structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be insignificant. Glen Canyon Park and Recreational Center and the Dorothy Erskine Park, which are owned and operated by the RPD, are immediately adjacent to the plan area. The buildings at the infill development sites would be over 40 feet in height, and thus subject to Section 295.

There are two publicly-accessible recreation areas within the plan area that are not subject to Section 295. One area is the Glen Park BART Station plaza, which consists of landscaped areas and benches. This plaza is owned and operated by BART. The other public area is the vegetated public easement that parallels Bosworth Street and is used as a walking trail. The public easement is under the jurisdiction of the SFPUC. Although these open space areas are available for public use, they are not under the jurisdiction of the RPD and therefore are not subject to Section 295. There are no public areas within the plan area that are subject to Section 295. Glen Canyon Park and Recreational Center and the Dorothy Erskine Park, which are owned and operated by the RDP, are immediately adjacent to the plan area. Nonetheless, these areas are still considered public open spaces and are required to be analyzed under CEQA.

Draft Community Plan, General Impacts

While implementation of the draft *Community Plan* would involve modification of zoning districts and height and bulk controls, the distance of existing RPD-owned parks from the proposed development is too far from the downtown core for proposed improvements and infill developments to create a shadow impact. As such, the infill development would have no impact on the public spaces that are protected under Section 295. The Glen Park BART Station

plaza, which is not owned by the RPD, would also not be impacted by the infill development given the distance of the plaza to the infill sites. In addition, although the public easement that is under the jurisdiction of the SFPUC is immediately adjacent to the infill sites, this area is currently shadowed by the trees in the easement and the nearby structures. Therefore, the new buildings at the infill sites would not add a substantial amount of new shadows, resulting in a less-than-significant impact. This topic will not be discussed in the EIR.

In general, transportation improvements such as street widening, pedestrian improvements, and traffic calming measures would not cast shadows on nearby public spaces. Some transportation features such as the bus loop and the pedestrian bridge, could create new shadows; however, these shadows would not be adjacent to public parks or open spaces. Greenway improvements would not involve construction of new buildings; only roads, paths, and landscaping would be permitted in addition to bringing Islais Creek to the surface. Although the new infill development buildings would be constructed adjacent to the new greenway and would cast shadows on this new public area, this is not an existing condition and therefore would not be considered a significant impact. Therefore, no new shadow would be created that would affect outdoor recreation facilities or other public areas, and this issue will not be addressed in the EIR.

Cumulative Impacts

The Glen Park neighborhood is largely built out and no development beyond that proposed by the project is being considered. As such, the draft *Community Plan* would not contribute to cumulatively considerable wind or shadow impacts. These issues will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

Parks and Recreation (Criteria a, b, and c)

The RPD administers more than 200 parks, playgrounds, and open spaces throughout the City.[41] The primary public open space of the Glen Park neighborhood is Glen Canyon Park, a 70-acre regional park owned by the RPD. Glen Canyon Park provides both active and passive recreation opportunities for residents, such as hiking trails, a baseball diamond, tennis courts, a recreation center, and playgrounds. The Glen Canyon Park recreational center is at the south end of the park, at Elk Street. Islais Creek flows through the canyon, entering an underground culvert at Elk Street. The culvert runs beneath an undeveloped easement that parallels Bosworth Street, which is planted with various types of vegetation, including trees. This easement, which is within the plan area, is used by the public as an informal trail and an open space area.

The Glen Park community is also served by several neighborhood parks that are owned and operated by the RPD. Walter Haas Playground, 0.4 miles north of the plan area, is a 0.4-acre park that provides the neighborhood with a play structure, grass and picnic areas, basketball courts, and pedestrian paths. Billy Goat Hill Park, also 0.4 miles north of the plan area, consists of a public open space on a steep slope with a small, level recreational field. Saint Mary's Playground, an eight-acre park, is located 0.4 miles east of the plan area, across San Jose Avenue. This park includes a recreational center with indoor basketball courts and an auditorium, two baseball diamonds, a soccer field, playground, tennis courts, outdoor basketball courts, and a dog park. In addition, Holly Park, 0.5 miles northeast of the plan area across San Jose Avenue, provides approximately eight acres of recreational space, including tennis and basketball courts, a playground, soccer fields, and barbeque areas.

Several other smaller parks and plazas serve residents and visitors of the plan area. In the immediate plan area, the plaza in front of the Glen Park BART Station contains benches and open space available for public use. Dorothy Erskine Park, less than 0.1 miles south of the plan area, contains approximately 1.5 acres of forested natural land with public-access trails. Arlington Community Gardens, located 0.3 miles northeast of the plan area, is owned by the DPW and consists of a 20-plot community garden with a greenhouse, a composting area, and a small orchard. The Fairmount Plaza and the Everson Digby Lots, both located approximately 0.25 miles north of the plan area, are also open spaces accessible to the public.

[41] San Francisco Recreation and Parks Department, "Welcome," accessed at http://www.parks.sfgov.org/site/recpark_index.asp?id=24168, accessed on October 19, 2009.

In August 2004, the RPD published a *Recreation Assessment Report* that evaluates the recreational needs of San Francisco residents.[42] Nine service area maps were developed for the report. The service area maps were intended to help RPD staff and key leadership assess where services are offered, how equitable the service delivery is across the City, and how effective the service is in serving the needs of key demographic groups – families with children, the elderly, and low-income households. The service area maps prepared for the *Recreation Assessment Report* indicate that the plan area is adequately served by park and recreation facilities that meet the needs of special needs populations found in the plan area.

Draft Community Plan, General Impacts

The draft *Community Plan* proposes to create a linear greenway along the length of a utilities easement, converting SFPUC-owned vacant parcels along Bosworth Street into a recreational amenity by creating small, interconnected parks on each block. The greenway would also provide a safe route to walk and bike to Glen Canyon Park. At the Glen Park BART Station, improvements would be made to existing landscaped areas to enhance accessibility and add open space amenities. Although plans for the BART parking lot infill development have not been finalized, the draft *Community Plan* envisions development of a small plaza between Bosworth Street and the SFPUC easement and a landscaped area between the SFPUC easement and the BART transformer building. These areas could include benches, shade trees, a small community garden, multi-purpose lawn, or a children's play area.

The new plazas and pedestrian paths proposed under the draft *Community Plan* would be open to the public and would increase recreational opportunities in the Glen Park neighborhood. The environmental impacts of constructing the proposed greenways and creek daylighting are discussed throughout this document. Potentially significant impacts related to this component of the draft *Community Plan* are discussed in more detail in the other sections of this Initial Study. However, the construction of the creek daylighting and the greenway improvements would not increase the demand for existing parks and open spaces in the Glen Park neighborhood. As such, no impact would occur and this topic will not be discussed in the EIR.

New residents associated with infill development would increase the demand for parks and recreational facilities. Future residents would be expected to utilize the recreational facilities and open spaces currently provided in the Glen Park neighborhood. Although the draft *Community Plan* would result in an increase in the use of existing recreational facilities and open spaces, such increase would be minimal given the relatively small number of new residents

[42] City and County of San Francisco, Recreation and Park Department, *Recreation Assessment Report*, August 2004, accessed at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310, accessed August 7, 2009.

associated with the plan. Moreover, the draft *Community Plan* would include new plazas, play areas, and pedestrian paths within the plan area. Transportation improvements would not encroach on existing recreational facilities or add new residents to the area, who could affect existing open spaces.

Implementation of the draft *Community Plan* would not increase the use of existing parks or recreational facilities such that new facilities would be required or physical degradation of these facilities would occur. As a result, this topic will not be discussed in the EIR.

Cumulative Impacts

Recreation facility use in the plan area would likely increase with cumulative development. However, the increase in public open space anticipated with implementation of the draft *Community Plan,* as well as compliance with *Planning Code* open space requirements would ensure future impacts to recreation resources are not cumulatively considerable. As such, implementation of the draft *Community Plan* would not result in a cumulative impact on recreational resources. This issue will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS— **Would the project:**					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Water/Wastewater/Stormwater Treatment Requirements and Infrastructure (Criteria a, b and c)

San Francisco has a combined sewer system that collects sewage and stormwater in the same network of pipes. The City discharges approximately 85 million gallons per day (mgd) of treated wastewater and stormwater during dry weather conditions and can treat approximately 575 million gallons of combined flow each day during wet weather.[43] The Southeast Water Pollution Control Plant (SEP), which serves Glen Park and the plan area, is located near Third Street and Jerrold Avenue and discharges treated wastewater and stormwater into the San Francisco Bay through a deep water outfall at Pier 80. This facility treats wastewater generated by two-thirds of the City's citizens. The SEP can treat up to 250 million gallons of wastewater per day during wet weather. SEP treats about 80 percent of the total wastewater flow generated within San Francisco and removes over 90 percent of the solids and biodegradable organics.[44]

Water infrastructure is provided to the plan area by the SFPUC, which manages a complex Regional Water Supply (RWS), stretching from the Sierra Nevada Mountains to San Francisco Bay Area, and serves 2.4 million residential, commercial, and industrial customers in the Bay Area and the Sierra Nevada foothills.[45] The RWS consists of three integrated water supply and conveyance systems: Hetch Hetchy, Alameda, and the Peninsula systems.

The SFPUC developed the Water Supply Improvement Program (WSIP), approved in February 2005, to enhance the reliability of the RWS, improve dry-year supplies, diversify the water supply portfolio, and meet projected wholesale and retail demand through 2030. The SFPUC also adopted a Phased WSIP option in 2008, which committed the SFPUC to providing 10 mgd of local supply through development of the local water supply improvements discussed below.

Draft Community Plan, General Impacts

Wastewater would be generated by infill development anticipated under the draft *Community Plan*. Flows to the City's combined stormwater and sewer system would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the SEP prior to discharge into the Bay. Because the NPDES standards are set and regulated by the Bay Area Regional Water Quality Control Board (RWQCB), implementation of the draft *Community Plan* would not conflict with RWQCB requirements.

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43 City and County of San Francisco, Public Utilities Commission, *Wastewater Enterprise,* accessed at http://sfwater.org/ Dept.cfm/MO_ID/48, accessed July 28, 2009.

44 Ibid.

45 City and County of San Francisco, Public Utilities Commission (SFPUC), website accessed at http://sfwater.org/mc_main.cfm/MC_ID/13, accessed on October 27, 2009.

Development anticipated under the draft *Community Plan* would not require substantial expansion of wastewater treatment facilities or an extension of a sewer trunk line. The infill development sites are currently served by existing facilities, which would be upgraded to accommodate future development. The addition of up to 150 units under the draft *Community Plan* would not increase wastewater flows to the extent that they would exceed the capacity of existing wastewater infrastructure. The draft *Community Plan*'s impacts on wastewater/stormwater infrastructure and treatment would be less than significant, and this topic will not be discussed in the EIR.

Additionally, the draft *Community Plan* would not be expected to result in an overall net increase in impervious surface, which could result in increased stormwater flows. However, temporary or localized increases in stormwater flow could occur as the result of anticipated development. Development anticipated under the draft *Community Plan* would be subject to stormwater management requirements in the City's *Green Building Ordinance* (Chapter 13C of the *Building Code*), which requires compliance with LEED® performance standards for New Construction, Version 2.2, criteria SS6.1 and SS6.2 for stormwater management, as well as the SFPUC-recommended Best Management Practices (BMPs) and *Stormwater Design Guidelines* (1304C.0.3). Stormwater BMPs are reviewed by the SFPUC and approved by DBI prior to granting of building and construction permits.

The transportation improvements proposed under the draft *Community Plan* would widen streets, improve intersections, and improve vehicular and pedestrian accessibility. However, these improvements would not involve the removal of existing combined sewer infrastructure, nor would they increase the amount of stormwater generated. In addition, the transportation improvements would not result in a substantial change in surface permeability or an alteration of the plan area topography, which could result in increased runoff. As such, the transportation improvements would have no substantial impact on wastewater/stormwater facilities and will not be discussed in the EIR.

As explained in more detail in Topic 14, Hydrology and Water Quality, p. 91, implementation of the creek daylighting project would alter the overall drainage pattern of the plan area by allowing surface runoff to flow into Islais Creek, reducing localized flooding around the historical creek bed. The design of the creek would provide capacity for peak flows to ensure that flooding would not occur. In addition, the creek daylighting would help to relieve stormwater flows into the existing drains by installing a temporary detention pond behind St.

John's School to hold water during major storms.[46] These design features would reduce the need for installation of additional stormwater infrastructure in the plan area to serve development proposed under the draft *Community Plan.* As such, no significant stormwater impacts would occur. This topic will not be discussed in the EIR.

In addition, the current and planned facility projects under the Phased WSIP would provide for sufficient treatment capacity for the water to be supplied under the Phased WSIP, and the Phased WSIP supply is sufficient to serve the draft *Community Plan*. As such, implementation of the draft *Community Plan* would not require or result in the construction of new or expanded water treatment facilities, resulting in a less-than-significant impact. This issue will not be discussed in the EIR.

Water Supply (Criterion d)

The SFPUC supplies water to the plan area through the RWS. In Fiscal Year 2007/08, the RWS delivered an annual average of approximately 256.7 million gallons[47] of water per day (mgd), with approximately 85 percent of that water supply provided by the Hetch Hetchy system, which diverts water from the Tuolumne River. The balance (of approximately 15 percent) comes from runoff in the Alameda Creek watershed, which is stored in the Calaveras and San Antonio reservoirs, and runoff from the San Francisco Peninsula, which is stored in the Crystal Springs, San Andreas, and Pilarcitos reservoirs. A small portion of retail demand is met through locally produced groundwater, used primarily for irrigation at local parks and on highway medians, and recycled water, which is used for wastewater treatment process water, sewer box flushing, and similar wash down operations.

Under Senate Bill 610 and Senate Bill 221,[48] all proposed large-size projects in California subject to CEQA are required to obtain a Water Supply Assessment (WSA) from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. A WSA is required for residential developments of 500 units or more.

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[46] City and County of San Francisco, Planning Department, *Draft Glen Park Community Plan,* prepared May 2003. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

[47] PBS&J, Water Supply Availability Study of City and County of San Francisco, October, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2007.0946E, Candlestick Point – Hunters Point Shipyard Phase II Project.

[48] California Department of Water Resources, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001*, accessed at http://www.owue.water.ca.gov/Guidebook.pdf, accessed July 28, 2009.

Draft Community Plan, General Impacts

Because the proposed project would include less than 500 units, a WSA would not be required for the infill developments. Implementation of the draft *Community Plan* would be expected to slightly increase water use within the plan area. Water demand for residential uses is expected to be approximately 14,805 gallons per day (gpd), whereas commercial uses would be expected to use approximately 3,759 gpd.[49] Given the relatively small amount of development under the *Community Plan*, this would be insignificant relative to the water use in the rest of the City, resulting in a less-than-significant impact.

The transportation improvements and *Planning Code* amendments under the draft *Community Plan* would not increase water use during operation and would have no impact to water supplies. The proposed greenway improvements would include landscaping that would require irrigation. Although vegetation already exists in the majority of the greenway areas, the current vegetation is not irrigated. However, vegetation planted along the creek daylighting greenway would use naturally-flowing water from Islais Creek for irrigation rather than water from the municipal water supply. As such, the creek daylighting and greenway improvements would not increase water demand. This issue will not be analyzed in the EIR.

Solid Waste (Criteria f and g)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill in Livermore. Altamont Landfill serves a number of jurisdictions, including several East Bay cities such as Oakland, Alameda, Emeryville, and Richmond; however, San Francisco is the largest single contributor to the landfill. In 1988, the City of San Francisco entered into an agreement with the Waste Management of Alameda for the disposal of 15 million tons of solid waste at Altamont. Through August 1, 2009, the City has used 12,579,318 tons of this capacity. The City projects that the remaining capacity would be reached no sooner than August 2014 (assuming an average of 467,000 tons a year disposal).[50]

The City has issued a Request for Qualifications to solicit bids for a new contract to accommodate the City's disposal capacity beyond the expiration of the current agreement. The City has identified three landfills that have the capacity to meet the City's future needs and is in the final stages of the selection process that will result in an agreement for ratification by the

[49] Assuming 98.7 gpd per residence and 0.16 gpd per sq.ft. of commercial, as defined in p. 24 of the Water Supply Availability Study. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2007.0946E, Candlestick Point – Hunters Point Shipyard Phase II Project.

[50] E-mail communication with David Assman, City of San Francisco, Department of the Environment, October 19, 2009.

Board of Supervisors no later than early 2010. The agreement will be for an additional 5 million tons of capacity, which could represent 10 or more years of capacity for San Francisco's waste. Future agreements will be negotiated as needed for San Francisco's waste disposal needs.

In 2007, the volume of waste contributed by San Francisco represented approximately 41 percent of the total waste interred at the Altamont Landfill. This facility's total capacity is 62 million cubic yards, of which 73.7 percent (45.7 million cubic yards) is remaining as of August 2009.[51,52] According to the California Integrated Waste Management Board (CIWMB) Solid Waste Information (SWIS) database, the landfill would reach capacity in January 2032 if disposal continues at current rates; however, the Altamont Landfill is currently scheduled for closure on January 1, 2029.[53]

Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The San Francisco Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. In 2006, 70 percent of the City's solid wastes were diverted from the Altamont Landfill.[54] With the City's increase in recycling efforts and a new contract to accommodate the City's disposal capacity, the City's solid waste disposal demand could be met through at least 2026.

Implementation of the draft *Community Plan* would not be expected to generate a substantial increase in solid waste in the plan area. Project construction would generate demolition waste in the form of asphalt, pavement, soil removal, and landscaped materials. However, infill development allowed under the draft *Community Plan* would be required to comply with federal, State, and local statutes and regulations governing solid waste. San Francisco Ordinance No. 27-06 creates a mandatory program to recycle mixed construction and demolition (C&D) debris. The ordinance requires that mixed C&D debris be transported off site by a Registered Transporter and taken to a Registered Facility that can process and divert from

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51 California Integrated Waste Management Board, 2009. *Active Landfill Profile for Altamont Landfill & Resource Recovery (01-AA-0009),* accessed at http://www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=1&FACID= 01-AA-0009, accessed August 24, 2009.

52 Landfill capacity is measured in cubic yards, since landfill capacity is more a function of volume than weight. Densities of constituents of municipal solid waste vary, while municipal solid waste is tracked in tons. For purposes of this analysis, known densities of materials types are utilized to calculate the amount of solid waste that the City contributes to the Altamont Landfill in cubic yards.

53 City of San Francisco, Environment Department. Phone communication with David Assman. August 11, 2009.

54 California Integrated Waste Management Board, *Jurisdiction Profile for San Francisco,* accessed at http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=Local20Government&JURID=438&JUR=San+Francisco, accessed July 31, 2009.

landfill a minimum of 65 percent of the material generated from construction, demolition or remodeling projects.

A project requiring full demolition of an existing structure must submit a waste diversion plan to the Director of the Department of the Environment that provides for a minimum of 65 percent diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling that would otherwise not be subject to Chapter 14 of the *Environment Code, Construction and Demolition Debris Recovery Ordinance*.

Future development anticipated under the draft *Community Plan* would be required to comply with San Francisco Ordinance 27-06. In addition, given the capacity of the Altamont Landfill, construction debris would not result in a significant impact. As such, the transportation improvements, creek daylighting, and greenway improvements would result in a less-than-significant impact to landfills during construction.

The residents and employees anticipated under the draft *Community Plan* would be expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste facilities from the draft *Community Plan* would be less than significant. As such, this issue will not be analyzed in the EIR.

Cumulative Impacts

Cumulative development in San Francisco would increase demand on utilities and service systems. Given that existing service management plans address anticipated growth in the region, the draft *Community Plan* would not have a significant cumulative effect on utilities and service systems.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. 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?	☐	☐	☒	☐	☐

Police Protection Services (Criterion a)

There are no police stations within the plan area. The closest San Francisco Police Department (SFPD) station to the plan area is the Ingleside Station at 1 John V. Young Lane, approximately 0.9 miles southwest of the Glen Park BART Station. The Ingleside District has 114,000 residents and encompasses approximately 6.5 square miles in area. The residents and merchants in the Ingleside District are well-served with approximately 150 police officers.[55] No new stations are proposed in the project vicinity. The Mayor's *Proposed 2008-2009 Budget* includes a 4 percent funding increase from fiscal year 2008-2009 for police services within the entire SFPD, including the hiring of up to 30 additional police officers. This staffing increase would help maintain sworn personnel staffing near the current level.[56]

The Mayor's *Proposed 2008-2009 Budget* also includes "Performance Measures" and establishes target emergency response times for 2008-2009. The time that the SFPD takes to respond to emergency calls is measured as follows:[57]

- Priority A – calls that involve a "life-threatening emergency." The SFPD target response time is 4.4 minutes for Priority A calls and the average response time in 2007 in the Ingleside District was 3.8 minutes.
- Priority B – calls that involve "potential harm to life and/or property." The SFPD target response time is 8.3 minutes for Priority B calls and the average response time in 2007 in the Ingleside District was 10.0 minutes.
- C Priority – calls that involve a "crime committed with no threat to life or property. Suspect left the crime scene." The SFPD target response time is 10.3 minutes for Priority C calls and the average response time in 2007 in the Ingleside District was 11.3 minutes.

As shown above, the Ingleside Station met the target response time for Priority A calls, but was unable to meet the target response time for Priorities B and C calls in 2007. Out of the entire SFPD, only three districts (Park, Richmond, and the Tenderloin) met the Priority B target and

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55 City of San Francisco, Police Department, Ingleside Police Station, *Captain's Message: David Lazar*, website: accessed at http://www.sfgov.org/site/police_index.asp?id=107933, accessed August 18, 2009.

56 City and County of San Francisco. Mayor's Proposed Budget 2009-2010, accessed at http://www.sfgov.org/site/uploadedfiles/mayor/PolicyFinance/CCSF%20Mayor%20Proposed%20FY2009-2010%20Budget.pdf, accessed on July 31, 2009.

57 Police Executive Research Forum, *Organization Assessment of the San Francisco Police Department: A Technical Report*, December 2008, accessed at: http://www.sfgov.org/site/uploadedfiles/police/information/San_Francisco_Organizational_Review.pdf, accessed on October 19, 2009.

only five districts (Bayview, Park, Richmond, Taraval, and the Tenderloin) met the Priority C standard in 2007.[58]

Draft Community Plan, General Impacts

Development anticipated under the draft *Community Plan*, including near-term development at the two identified infill development sites, would bring new residential and retail uses to the plan area. This increased intensity of uses could increase the service calls to the SFPD and could require increased crime prevention activities and additional policing of the project area.

The transportation improvements would not increase the population in the plan area and thus would not trigger increased demand for police services. Although police officers would respond to potential traffic violations in the plan area, the SFPD already monitors the existing traffic situation. The creek daylighting and greenway improvements would improve pedestrian pathways and add open spaces that would require police protection. However, the easement is currently used as an informal trail and open space, and a substantial increase in policing efforts would not be expected.

The anticipated population increase of approximately 314 residents and 67 employees associated with the draft *Community Plan* would be minimal in comparison to the population currently served by the Ingleside Station. The Ingleside Station currently serves a jurisdiction of approximately 114,000 residents and employs 150 police officers,[59] resulting in a service ratio of about 1.32 officers per 1,000 residents. The approximately 314 residents anticipated in the plan area with buildout of the draft *Community Plan* would lower the ratio to 1.31, which is considered an insignificant decrease. The new residents and employees are also not expected to decrease emergency response times, since the development would occur within the existing developed areas and thus would not extend service demand beyond the current limits of the service area. Therefore, the draft *Community Plan* would not result in a substantial decrease of the existing police-to-residents ratio and would not trigger the need for new police facilities.

In addition, given staffing and funding increases contained in the Mayor's *Proposed 2008-2009 Budget*, the SFPD has sufficient resources to accommodate a project of this size. Hence, the draft *Community Plan* would have a less-than-significant impact on the need for new police facilities. This issue will not be discussed in the EIR.

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[58] Police Executive Research Forum, *Organization Assessment of the San Francisco Police Department: A Technical Report,* December 2008, accessed at: http://www.sfgov.org/site/uploadedfiles/police/information/San_Francisco_Organizational_Review.pdf, accessed on October 19, 2009.

[59] City of San Francisco, Police Department, *Ingleside Police Station,* accessed at http://www.sfgov.org/site/police_index.asp?id=107933, accessed August 18, 2009.

Fire Protection Services (Criterion a)

There are no fire stations within the plan area. However, the plan area is served by the San Francisco Fire Department (SFFD) Stations 26, 24, and 11, Division 3, Battalion 6 of the SFFD. The closest fire station, Station 26, is located at 80 Digby Street.

Draft Community Plan, General Impacts

As discussed above, implementation of the draft *Community Plan* would result in an increase in the population of the plan area. The proposed infill development and other potential growth would be expected to increase the number of calls for services from the plan area. The increase in calls would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City. Moreover, new construction would be required to comply with all regulations of the 2001 *California Fire Code*, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Implementation of the draft *Community Plan* would not adversely affect service standards or require an increase in SFFD staff. Thus, implementation of the draft *Community Plan* would not trigger the need for new fire facilities and no significant impact would occur. This topic will not be addressed in the EIR.

Schools (Criterion a)

The San Francisco Unified School District (SFUSD) provides school services to the project area. The only SFUSD school within the plan area is Glen Park Elementary (K-5). Other schools adjacent to the plan area include James Denman Middle School (6-8), one mile south of the plan area, Balboa High School (9-12), one mile south of the plan area, and the School of the Arts (9-12), 1.25 miles northwest of the plan area. There are numerous schools at all levels within two miles of the plan area. Glen Park Elementary, Miraloma Elementary, and the School of the Arts are currently under capacity. In general, the SFUSD is under capacity; in the last decade, enrollment declined by about nine percent. District-wide enrollment is projected to decline by approximately seven percent between 2007 and 2015.[60]

Draft Community Plan, General Impacts

The estimated number of future students that would be anticipated as a result of implementation of the draft *Community Plan* was derived by multiplying the number of students per dwelling unit (the Student Yield Factor) by the number of projected dwelling units

[60] San Francisco Unified School District, *Capital Plan FY 2007-2017,* August 2007, accessed at http://portal.sfusd.edu/data/facilities/CAPITAL_PLAN_100107.pdf, accessed on July 31, 2009.

with the project (up to 150 units). The California State Allocation Board Office of Public School Construction reports that the Statewide student yield factor per dwelling unit is 0.5 students for grades K through 6th and 0.2 students for grades 7th through 12th, resulting in a school district average of 0.7 students per household. Construction of up to 150 new units is anticipated under the draft *Community Plan*, which would result in an increase of approximately 105 new students.[61]

As discussed above, district-wide enrollment is projected to decline, and with nearby schools currently under capacity, new students generated as a result of implementation of the draft *Community Plan* would be able to enter the SFUSD without triggering the need for additional school facilities. In addition, all development projects, including the infill development anticipated under the draft *Community Plan*, are subject to Senate Bill (SB) 50 School Impact Fees (established by the Leroy F. Greene School Facilities Act of 1998). Section 65996 of the *State Government Code* explains that payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development that may be required from a developer by any local or State agency. As such, implementation of the draft *Community Plan* would have a less-than-significant impact on the SFUSD and would not require the construction of new or expanded school facilities. This issue will not be discussed in the EIR.

Community Facilities (Criterion a)

The Glen Park Public Library at 2825 Diamond Street is within the plan area, approximately 0.1 miles north of the Glen Park BART Station. This library opened in October 2007 and became the sixth branch to be renovated through the San Francisco Public Branch Library Improvement Program. With the renovation of the Glen Park branch, the library facilities would be sufficient to meet local demand generated by the draft *Community Plan*.

A variety of community centers/facilities are also available in the plan area. The Community Service Directory of the San Francisco Public Library website lists 27 community organizations in the plan area and in the greater Glen Park neighborhood.[62] These organizations include neighborhood and community associations, recreation facilities and performance spaces, youth and family centers, health services, programs for the elderly, healthcare centers, playgrounds, and other community organizations.

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[61] State of California Enrollment Certification/Projection, *School Facility Program, Form SAB 50-01*, accessed at http://www.documents.dgs.ca.gov/opsc/Forms/SAB_50-01.pdf, accessed October 20, 2009.

[62] San Francisco Public Library, San Francisco Community Services Directory, accessed at http://sflib1.sfpl.org:83/search/X?SEARCH=94131+or+s%3Aglen&SORT=R&x=68&y=10, on July 31, 2009.

Draft Community Plan, General Impacts

New residents anticipated in the plan area with implementation of the draft *Community Plan* would increase the demand for libraries, community centers, and other public facilities. However, demand for various community services would be distributed among all of the various community organizations available in the Glen Park neighborhood. As such, the residents at the infill development sites would not significantly impact one community facility in particular. Accordingly, community centers and other public facilities would not be adversely affected by the project and no new facilities would need to be constructed. Impacts would be less than significant; therefore, this issue will not be discussed in the EIR.

The transportation improvements and greenway improvements in the plan area would not increase residents and employee populations and thus would not necessitate new or expanded community facilities. As a result, these improvements would have a less-than-significant impact on community centers and would not require the construction of additional facilities. This issue will not be discussed in the EIR.

Cumulative Impacts

Cumulative development in the study area would increase demand for public services. However, this increased demand would not be substantial in light of the existing demand and capacity for public services in the area. Since the draft *Community Plan* would not result in a substantial population increase, the draft *Community Plan* would not increase demand in excess of available service levels provided for in the plan area and would not require the construction of any new public service facilities. The draft *Community Plan* would therefore not be expected to adversely affect the ability of police, fire, schools, and community facilities to adequately provide services to the project area and to the City as a whole. Thus, the cumulative impacts on public services would be less than significant and the draft *Community Plan* would not trigger the need for construction of new police, fire, school, or community facilities. This issue will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. 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?	☐	☒	☐	☐	☐

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
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?	☐	☐	☒	☐	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

Sensitive Species and Habitat (Criteria a and d)

A review of the California Natural Diversity Database (CNDDB) was conducted for historic occurrences of listed and non-listed sensitive plant and animal species and vegetation communities within the San Francisco North and South USGS 7.5-minute quadrangles (where the plan area is located).[63] A summary of this query is provided as Appendix A. Twenty-six sensitive animal species and forty-one sensitive plant species were identified in this search. Many of these species have been extirpated from the plan area. Although the majority of the remaining species require specialized coastal habitat or habitat associated with serpentine soils that are not found within the plan area, there is suitable habitat for species such as the California red-legged frog (*Rana draytonii*), the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), and other species within Glen Canyon Park (which is not included in the plan area). Habitat in the plan area is summarized below.

Reconnaissance-level surveys of the plan area were conducted on October 23, 2009. Several bird species, including the Western scrub-jay (*Aphelocoma californica*) and white-crowned sparrow (*Zonotrichia leucophrys*), both of which are protected by the *Fish and Game Code* and the *Migratory Bird Treaty Act of 1918* (MBTA), were observed within the plan area.

[63] California Department of Fish and Game, *California Natural Diversity Database – RareFind*, version 3.1.0; information updated August 1, 2009. Query of the San Francisco North and South USGS 7.5-minute quadrangles. The full report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

There is no native, ground-level habitat within the plan area. However, Glen Canyon Park is immediately west of the plan area. The SFPUC easement currently serves as an informal open space corridor. Existing vegetation within this easement consists primarily of non-native, weedy species. As such, the easement is heavily disturbed and does not contain habitat suitable for sensitive species. The easement may allow wildlife movement from the Glen Canyon Park to lower elevations; however, the corridor exits in downtown Glen Park and thus, provides poor habitat connectivity.

Draft Community Plan, General Impacts

The portions of the plan area that would be affected by the proposed rezoning, including parcels along Diamond Street and Bosworth Street and the two infill development sites, are developed and/or paved. Although the proposed bus loop around the Glen Park BART Station would require removal of vegetation on the southeastern side of the station, this area currently contains English ivy and other non-native ruderal species.

The draft *Community Plan* also discusses development of a linear greenway from Elk Street to Arlington Street along a public utilities easement north of and parallel to Bosworth Street; this easement is currently undeveloped and is used as an informal pathway and open space by residents. As discussed above, this easement does not currently provide intact habitat or serve as a wildlife movement corridor. However, the creek daylighting component of the proposed project would enhance the habitat qualities of the easement by adding native vegetation and allowing open access to Islais Creek by terrestrial species. The draft *Community Plan* contains design guidelines that would prevent formation of stagnant pools near the creek, preventing the spread of mosquito-borne disease, such as West Nile virus, in compliance with the City's Fight the Bite program. As a result, the proposed project would not adversely affect sensitive species, their habitat, or their movement along wildlife corridors, resulting in a less-than-significant impact. This topic will not be addressed in the EIR.

A number of ornamental/street trees are extant within the plan area, and provide canopy nesting habitat for migratory bird species. Nesting birds, their nests, and eggs are protected under *Fish and Game Code* (Sections 3503, 3503.5) and the Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many common species. Destruction or disturbance of a nest would be a violation of these regulations and is considered a potentially significant impact.

Impacts to nesting birds would most likely occur during the bird nesting period (February 1 through August 31). Applicants proposing development under the draft *Community Plan* shall implement Mitigation Measure M-BI-1, p. 84, requiring pre-construction surveys for nesting

birds, should construction occur during this period. The incorporation of Mitigation Measure M-BI-1 would reduce potential impacts to nesting birds to a less-than-significant level, and this topic will not be addressed in the EIR.

Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey

Any construction pursuant to the draft *Community Plan*, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 150 feet of the nest until a wildlife biologist has determined the status of the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the MBTA, no further action is required and construction activities may proceed.

This mitigation measure would reduce impacts to nesting birds associated with implementation of the draft *Community Plan* to a less-than-significant level.

Impacts of Individual Plan Components

Greenway Improvements. While Islais Creek currently has little to no habitat value in its current configuration through (underground) the plan area, daylighting of the creek could invoke such issues as altering the creek alignment, planting of creekside vegetation, and removal and rerouting of water during construction. Sections 404 and 401 of the Clean Water Act, and Section 1600 (Streambed Alteration Agreement) of the *Fish and Game Code* are administered by the U.S. Army Corps of Engineers (Corps), San Francisco Bay Regional Water Quality Control Board (RWQCB), and CDFG, respectively. The San Francisco Planning Department and the SFPUC (the project sponsors) would be required to consult with the Corps to determine if it would be necessary to complete such actions as delineate the area subject to the Corps' jurisdiction, develop a mitigation plan, and/or obtain a permit. Consultation with the RWQCB and CDFG would also be necessary to determine if a Section 401 permit and/or Streambed Alteration Agreement would be required. Compliance with these federal and State regulations, if applicable, would ensure that the creek daylighting component of the draft

Community Plan would have a less-than-significant impact on sensitive habitats. In addition, the creek daylighting component of the proposed project would be subject to a separate review and permitting process, subsequent to the EIR. This topic will not be discussed in the EIR.

Habitat Conservation Plans, Protected Wetlands, and Riparian Areas (Criteria b, c, and f)

Draft Community Plan, General Impacts

There is no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan applicable to the plan area.

The *San Francisco Significant Natural Resources Areas Management Plan* does identify issues and recommendations with regards to Islais Creek; however, the plan area is not located within the "Glen Canyon Park and O'Shaughnessy Hollow" area, for which the issues and recommendations apply.[64] Glen Canyon Park is less than 0.1 miles to the west of the plan area. Regardless, the daylighting of Islais Creek does address the management plan's concerns with regards to the creek, such as Issue GC/OH-10, which encourages the enhancement of the creek's habitat value. Moreover, the alignment for creek daylighting proposed under the draft *Community Plan* would meet the alignment of the currently daylighted portion of Islais Creek as it leaves Glen Canyon Park. Therefore, the draft *Community Plan* would not result in a significant impact due to conflict with HCPs or NCCPs. This issue will not be discussed in the EIR.

Biological Resources Ordinances (Criterion e)

The San Francisco Board of Supervisors adopted legislation that amended the City's *Urban Forestry Ordinance*, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees.[65] 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. It must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character. The Urban Forestry Council and the Board of Supervisors must find the tree worthy of landmark status after public hearings. A "significant" tree is a tree that: (1) is located either on DPW property or on private property within 10 feet of a public right-of-way; and (2) has a

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64 San Francisco, City of, Significant Natural Resource Areas Management Plan, February 2006, p. 6.3-1 to 6.3-21, accessed at: http://www.parks.sfgov.org/wcm_recpark/SNRAMP_Final_Draft/6_Site-Specific/63OShaughnesy_GlenPark.pdf, accessed on: December 3, 2009.

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

diameter at breast height (DBH)[66] greater than 12 inches, or 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 a landmark, significant, or a street tree requires a permit from DPW. In addition, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, 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 affect a protected tree, whether the tree is on the project site or adjacent sites.

Trees in the plan area include non-native species as maidenhair (*Gingko biloba*), silver dollar gum (*Eucalyuptus polyanthemos*), red flowering gum (*Eucalyptus ficifolia*), California pepper (*Schinus molle*), and Brazilian pepper (*Schinus terebinthifolius*), the most prominent being the red flowering gum.

Draft Community Plan, General Impacts

Based on the results of the aforementioned reconnaissance-level surveys, some trees within the plan area could meet the "landmark tree" or "significant tree" criteria, as described in the ordinance. Landmark, significant, and/or street trees could potentially be removed along Bosworth Street, particularly near the BART parking lot infill development site, along Diamond Street, and around the proposed greenway corridor as a result of Plan-related construction.

Removal of these trees would require a permit as provided in Public Works Code Sections 801 et seq. Any tree planting or street tree removal associated with the draft *Community Plan* would also require a permit. Adherence to the ordinance would ensure that the draft *Community Plan* would not result in the un-permitted loss of significant trees or street trees or violation with the *Urban Forestry Ordinance*. In addition, trees and vegetation would likely be replaced following construction. Therefore, the draft *Community Plan* is consistent with the *Urban Forestry Ordinance*, designed to protect City trees, and a less-than-significant impact would occur. This topic will not be addressed in the EIR.

Cumulative Impacts

As discussed above, removal of street trees in the plan area is not planned, but could occur. Incorporation of Mitigation Measure M-BI-1, p. 84, would mitigate any potential impacts to nesting birds. Thus, biological resources impacts related to street tree removal, should they

[66] "Breast height" is 4.5 feet above the ground surface surrounding the tree.

occur, would not be cumulatively considerable with implementation of this mitigation measure. This issue will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. 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) 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 California Geological Survey Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic groundshaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Section 1802.3.2 of the 2007 San Francisco Building Code, creating substantial risks to life or property?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐

Seismic and Geologic Hazards (Criteria a, b, c, and d)

The Community Safety Element of the *General Plan* contains maps that show areas subject to geologic hazards. The plan area is in an area subject to groundshaking (Damage Levels V through VII) from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are within one mile of the plan area. The plan area is not in an Alquist-Priolo

Earthquake Fault Zone.[67] Consequently, there would be no impact for any of the project components related to surface rupture of a known active fault.

The plan area is not in an area of liquefaction potential designated by the City (Map 4 in the Community Safety Element), but the core of the plan area (an undergrounded portion of Islais Creek) is in a Seismic Hazards Study Zone for liquefaction designated by the California Geological Survey (CGS) and a portion of the project area bounded by Burnside Avenue, Chenery Street, Elk Street, and Bosworth Street is in a CGS Seismic Hazards Study Zone for earthquake-induced landslides.[68] The plan area is in an area of landslide potential designated by the City (Map 5 in the Community Safety Element). Most of the plan area is underlain by slope debris, ravine fill, and artificial fill. The northern and southern boundaries are underlain by sedimentary Franciscan bedrock (sandstone and chert, respectively) and metavolcanic greenstone at the higher elevations.[69]

Development within the plan area accommodated by the draft *Community Plan* would be required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the DBI review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. Any changes incorporated into the foundation design required to meet the *Building Code* standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would involve administrative actions that, in themselves, would have no effect on seismic or geotechnical conditions in the plan area. Future development accommodated under the draft *Community Plan* would be required to comply

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[67] Hart, E. W., and Bryant, W. A., *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with index to Earthquake Fault Zones Maps*, California Geological Survey, Special Publication 42, Interim Revision 2007, p. 13, Online only, latest update October, 10 2007.

[68] California Geological Survey, *Seismic Hazard Zones Map, City and County of San Francisco*, November 17, 2001, scale 1:24,000.

[69] Bonilla, M. G., *Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and part of the Hunters Point 7.5' Quadrangle, San Francisco Bay Area, California, A Digital Database*, United States Geological Survey, Open File Report 98-354, 1998, scale 1:24,000.

with the City's *Building Code*, which governs seismic and geotechnical conditions in the plan area and specifies standards for the design and construction of the projects.

In addition, construction of draft *Community Plan* features would be required to implement construction Best Management Practices (BMPs) listed on the City's *Stormwater Pollution Prevention Program* "Checklist for Construction Requirements," as required by the City and/or resource agencies. These BMPs would minimize short-term construction-related erosion impacts to a less-than-significant level. Consequently, implementation of the draft *Community Plan* would have less-than-significant impacts related to geologic hazards.

Impacts of Individual Plan Components

Near-Term Infill Development. The two identified near-term infill development sites are in areas of slope debris and artificial fill, geologic units that can be subject to groundshaking, liquefaction, subsidence, collapse, erosion, or expansion. Potential damage to structures from geologic hazards would be mitigated through DBI review of the building permit application and implementation of the *Building Code*. Implementation of the recommendations of the geotechnical investigations required by the *Building Code* and DBI regulations for code compliance with regard to ground surface and subsurface preparation, grading, fill, backfill, shoring, underpinning, and foundation specifications would ensure that the proposed infill development would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Transportation Improvements. It is anticipated that shallow excavations (in the range of one to three feet) would be required for the roundabout, the bus loop, and possibly, for reconstruction of the J-Church pedestrian bridge. Excavation would be subject to the same types of erosion and sedimentation controls identified previously for Chapters 18 and 33 and Appendix J of the *Building Code* and would be monitored for compliance by the City's DPW. Consequently, the proposed transportation improvements would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Greenway Improvements. The daylighting of Islais Creek along the City-owned public utilities easement could involve excavations more than five feet deep. These alterations to the ground surface would be subject to the same types of erosion and sedimentation controls identified previously in Chapters 18 and 33 and Appendix J of the *Building Code* and would be monitored for compliance by the City's DPW. Consequently, the proposed greenway improvements would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Septic Tanks or Alternative Wastewater Disposal Systems (Criterion e)

Draft Community Plan, General Impacts

New construction in the plan area would be connected to the City's existing wastewater treatment and disposal system. Implementation of the draft *Community Plan* would not involve the use of septic tanks or alternative wastewater disposal systems. Consequently, there would be no impact with respect to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems. This topic is not applicable and will not be discussed in the EIR.

Topography (Criterion f)

The plan area is approximately 175 feet above mean sea level (msl) at its east end and 225 feet above msl at its west end. The steep walls and rock outcroppings of Glen Canyon Park, which is immediately west of the plan area, are visible; however, the plan area has no known unique topographic, physical, or geologic features.

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would leave the plan area's topography essentially as it is now. Chapters 18 and 33 of the *San Francisco Building Code* address excavation, grading and fill, and retaining wall and cut-and-fill slopes, which would ensure slope stability where plan improvements could alter the topography. In addition, Caltrans and BART Facilities Standards would also apply to facilities that affect the State highway system and existing BART facilities. Consequently, the draft *Community Plan* would have no impact with respect to unique topographic, physical, or geologic features. This topic will not be discussed in the EIR.

Cumulative Impacts

Geology impacts generally are site-specific and do not have cumulative effects in combination with other projects. Cumulative development in the vicinity of the plan area would be subject to the same design review and safety measures as components of the draft *Community Plan*. These measures would render the cumulative geologic effects of other foreseeable development in combination with that of the draft *Community Plan* to less-than-significant levels.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
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 of siltation on- or off-site?	☐	☒	☐	☐	☐
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?	☐	☐	☒	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☐	☒

Water Quality (Criteria a and f)

The plan area is located in an area served by a combined stormwater and sanitary sewer system. As such, the applicable waste discharge requirement (WDR) is the *San Francisco Southeast Water Pollution Control Plant 12 National Pollutant Discharge Elimination System (NPDES) Permit*. The receiving waters for the subject discharges are the waters of Central and Lower San Francisco Bay. The applicable water quality standards are listed in the *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* (2007) prepared by the San Francisco Bay Regional Water

Quality Control Board (RWQCB). The topography of the plan area is hilly, and much of the ground cover is impermeable. Thus, runoff potential throughout the plan area is high.

Draft Community Plan, General Impacts

Construction Impacts. Construction activities associated with development at the infill sites, implementation of transportation improvements, creek daylighting, and other potential structural modifications under the proposed *Community Plan* could cause erosion and release of pollutants. Sediment and pollutants from construction could be transported by stormwater runoff, eventually causing or contributing to degradation of the quality of San Francisco Bay. However, as discussed below, implementation of the applicable federal, State, and local laws that aim to reduce the discharge of pollution to the local storm drain system would reduce water quality impacts to less-than-significant levels.

During construction of the infill sites, transportation improvements, and greenway improvements, the project sponsor and the developer are required by federal, State, and local laws to implement programs, including BMPs, that reduce the discharge of pollution to the local storm drain system. BMPs are methods used on construction sites to keep pollution, such as dirt and construction site debris out of the sewage treatment system and sensitive local water bodies. Pursuant to the federal *Clean Water Act*, the SEP NPDES Permit, and the City's *Municipal Code* (*City and County of San Francisco Public Works Code* Article 4.1, Industrial Waste, regulating pollutant transport to the combined sewer and stormwater system), the use of BMPs are required at all construction sites to prevent illicit discharges into the combined sewer system. The City's *Construction Runoff Control Program* was established to ensure that businesses comply with all appropriate stormwater laws and other City requirements. The City can inspect construction sites without warning. Contractors, site supervisors and property owners found to be negligent in applying BMPs and adhering to stormwater rules can be held responsible for violations, which may lead to a civil penalty and reimbursing the City for all expenses associated with clean up.

Construction activities associated with implementation of the draft *Community Plan* would be required to comply with sediment trapping practices as required by the City's *Building Code* Chapter 33, Excavation and Grading, to ensure that no siltation of the sewer system would occur. Furthermore, any stormwater contaminated with residual construction wastes that entered the sewer system would be collected, treated, and discharged to the Bay in compliance with the SEP NPDES Permit, including effluent limitations for pollutants that are deemed protective of water quality by the RWQCB and United States Environmental Protection Agency (US EPA). In addition, as explained in more detail under Topic 10, Utilities and Service Systems, p. 70, development anticipated under the draft *Community Plan* would be subject to

stormwater management requirements in the City's *Green Building Ordinance*. Stormwater BMPs are reviewed by the SFPUC and approved by DBI prior to granting of building and construction permits.

In the event that groundwater is encountered during construction activities, dewatering would be necessary and would also be subject to requirements of the City's *Public Works Code* Article 4.1, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The SFPUC Bureau of Systems Planning, Environment, and Compliance must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. The report would contain a determination whether a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

These measures would ensure protection of water quality during construction activities, and would result in a less-than-significant impact with respect to compliance with applicable waste discharge requirements or violation of water quality standards during the construction phase.

Operational Impacts. The draft *Community Plan* would not substantially increase the amount of impervious surfaces in the plan area, but would modify existing low-density uses to mixed-use and moderate- to high- density residential, with a potential increase of up to 150 dwelling units. Residential and non-residential development constructed under the draft *Community Plan* could contribute to degradation of water quality by releasing pollutants in stormwater runoff.

As a condition of project approval for the individual projects under the draft *Community Plan*, the City could require implementation of structural and non-structural BMPs for stormwater quality management. Implementation of these practices would reduce the operational impacts of the draft *Community Plan* on water quality in compliance with the waste discharge requirements of the SEP NPDES Permit.

The plan area overlies the Islais Valley A Groundwater Basin (Groundwater Basin No. 2-33A). The Islais Valley A Groundwater Basin is currently used for industrial processes and service supplies, while potential future uses could include municipal and domestic water supply and agriculture. Leakage from municipal water and sewer pipes, in addition to rainfall infiltration and irrigation, contribute to groundwater recharge. Implementation of the draft *Community Plan* would increase the sewage load to the existing sanitary sewer system (by up to 150

additional units). Because many old pipes leak and contribute to groundwater recharge, the additional sewer load could contribute more pollutants to groundwater. However, the additional sewage loads would be small in comparison to the existing conditions and would not cause or contribute to substantial degradation of groundwater. Pollutants from sewage would also not cause or contribute to a violation of water quality standards because the designated beneficial uses for this basin are industrial process and service supplies. However, because the creek daylighting project would alter local hydrology, additional discussion of this component of the draft *Community Plan* is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project, which would separate Islais Creek flows from combined sewer flows within the plan area by bringing the creek to the surface, would not result in a substantial degradation of water quality. Although daylighting the creek would allow surface runoff that could introduce pollutants, to flow directly into the creek, the creek flows are currently combined with untreated sewer and stormwater flows in an underground culvert. Implementation of stormwater quality BMPs, as required by the City's conditions of approval, would further reduce the potential for pollutants in stormwater runoff to Islais Creek. Impacts associated with degradation of water quality would be less than significant. This issue will not be analyzed in the EIR.

Groundwater Depletion (Criterion b)

As noted above, the plan area overlies Islais Valley A Groundwater Basin. Groundcover in the plan area is primarily impermeable; thus, the plan area is not an important location for infiltration recharge.

Draft Community Plan, General Impacts

Proposed activities, such as transportation improvements, would not substantially change the permeability of surface cover, and thus, would not result in a decrease in groundwater recharge. However, the creek daylighting project would change the hydrology of the plan area, and thus, is discussed in more detail below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting component of the draft *Community Plan* would be designed to increase infiltration of flows from Islais Creek as a means of reducing

flows to the combined sewer system.[70] After running above-ground through the plan area, Islais Creek would return to the underground storm drain at the eastern end of the BART infill site at the corner of Bosworth Street and Arlington Street. However, creek daylighting would increase rather than decrease the groundwater recharge potential of the plan area and would provide a cleaner source of recharge than the combined sewer leakage. If groundwater dewatering during construction is required, it could temporarily lower the local groundwater table; however, this effect would not be substantial and would be temporary. Thus, the creek daylighting project is expected to have a less-than-significant impact on groundwater depletion. Nonetheless, the creek daylighting component would not be approved until it is studied further, eventually requiring its own approval process. This topic will not be discussed in the EIR.

Erosion and Siltation (Criterion c)

Draft Community Plan, General Impacts

As previously stated, the improvements proposed under the draft *Community Plan* would not substantially alter the permeability of the plan area. In general, exposure of disturbed areas to erosion would be minimal. However, additional discussion of the creek daylighting project's effect on erosion and sedimentation is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project would be designed to capture stormwater runoff and allow infiltration of Islais Creek flows. Sediment trapping systems would be installed, if necessary, to capture sediment transported by existing runoff into the daylighted creek. Daylighting the creek could result in creek bed or bank erosion and downstream siltation, unless the creek is adequately designed and maintained for stability during the expected flow conditions. The design of the creek daylighting project has not been completed and the principles presented in the draft *Community Plan* to guide the creek daylighting project's final implementation do not include a requirement for stream bed and bank stabilization or stream flow design parameters. One principle does include consideration of a detention pond to store storm flows. Regardless, the potential for substantial creek bed and bank erosion remains, depending upon the final design, and the impact could have a significant impact on erosion and siltation. Implementation of Mitigation Measure M-HY-1, below, would

[70] Islais Creek flows are currently channeled directly into the combined sewer system via a culvert at Elk Street. The culvert is a combined sewer, which means that creek water mixes with sewage and stormwater within this pipe.

reduce the creek daylighting impacts to a less-than-significant level. This topic will not be discussed in the EIR.

Mitigation Measure M-HY-1: Daylighted Streambed and Bank Stabilization

Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control specialist, or stream restoration specialist to effectively convey the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stable velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and that hard engineering structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

Drainage (Criteria d and e)

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would not result in a change in surface permeability or substantial alteration of the plan area topography. However, because the creek daylighting project would alter local drainage patterns, additional discussion of this component of the draft *Community Plan* is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project would alter the overall drainage pattern of the plan area by allowing surface runoff to flow directly into Islais Creek. Although the design of the creek daylighting project has not been completed, the strategies and design measures presented on p. 28 of the Project Description would minimize drainage impacts associated with the creek daylighting project, including potential flooding impacts. These design guidelines would also prevent the formation of stagnant pools that mosquitoes or other pest species could use for breeding, resulting in the spread of disease. Refer to Topic 12, Biological Resources, p. 81, for further discussion of this issue. Based on studies conducted by the SFPUC, the creek daylighting would achieve a 3 to 9 percent reduction in peak flows, and 2

to 11 percent reduction in flow volumes.[71] The draft *Community Plan* would thus have a less-than-significant impact with respect to drainage. This topic will not be discussed in the EIR.

Flooding (Criteria g, h, and i)

Flood risk assessment is conducted by federal agencies, including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and local municipalities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City and County of San Francisco does not participate in the NFIP, and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA").

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes in 2010 or 2011.

According to the Preliminary FIRM Floodplain Map, the plan area is not located within a designated special flood hazard zone.[72] The draft *Community Plan* would not, therefore, place housing or structures in a flood hazard zone.

It should be noted that while the plan area is not designated as a special flood hazard area, the neighborhood experiences localized flooding around the historic path of Islais Creek.[73] Such flooding is because of the natural tendency of water to flow into the topographical depression formed by the historical creek bed during storm events. The combined sewer system, uphill from the plan area, can reach capacity and/or overflow during peak flow events, further exacerbating flood conditions.

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71 San Francisco Public Utilities Commission, Technical Memorandum, "Islais Creek Basin Analysis TM," Table 6.1: Summary of Modeling Results, April 2009, accessed at: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/550, accessed on December 4, 2009.

72 FEMA, 2007. *Flood Insurance Rate Map, City and County of San Francisco.* Map Number 06075C0235A, Panel 235 of 260, accessed at: http://www.map9-m.com/projects/san%20francisco/documents/06075CIND0A.pdf, accessed on December 3, 2009.

73 City and County of San Francisco, Planning Department, 2003. *Draft Glen Park Community Plan.*

Draft Community Plan, General Impacts

The *Planning Code* amendments, policies, and overall development program proposed under the draft *Community Plan* would not expose new residents to substantial flooding hazards and would not erect structures that would impede or redirect flood flows. Proposed transportation improvements would not result in the construction of structures that could impede or redirect flood flows. Additional discussion of the creek daylighting project proposed as part of the greenway improvements is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting included as part of the greenway improvements was proposed, in part, to manage the stormwater runoff flows that contribute to local flooding, as discussed under Drainage (Criteria d and e). By providing increased infiltration capacity and detention/retention features, the creek daylighting project would reduce localized flooding occurrences. The creek daylighting project, and other proposed construction under the draft *Community Plan,* would not place structures that would impede or redirect flood flows, resulting in no significant impact. This topic will not be discussed in the EIR.

Seiches, Tsunamis, and Mudslides (Criterion j)

The plan area is not subject to potential inundation in the event of a tsunami occurring along San Francisco's Pacific coastline, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the *General Plan*). Although a seiche[74] may occur on the San Francisco Bay because of seismic or atmospheric activity, based on the historical record, seiches are rare, would occur at a smaller magnitude than a tsunami, and the San Francisco Bay is located over 2.5 miles away from the plan area, indicating little likelihood that the plan area would be affected by a seiche. As such, there is no seiche hazard in the plan area. There is no mudslide hazard because implementation of the draft *Community Plan* would not involve development on erosion-prone slopes. Thus, there would be no impact associated with seiche, tsunami, or mudflow for any component of the draft *Community Plan*. This topic is not applicable and will not be analyzed in the EIR.

Cumulative Impacts

The draft *Community Plan* would not have a significant impact on water quality standards, groundwater, drainage, or runoff. Because the plan area and vicinity are relatively built out in comparison to other parts of the City, a substantial cumulative increase in water pollution or

[74] A seiche is a severe oscillation of a water body, such as a bay, which may cause local flooding.

runoff is not anticipated within the vicinity. Similarly, the project would not increase impervious surfaces and therefore would not contribute to potential cumulative stormwater impacts. Flood and inundation hazards are site-specific and thus the draft *Community Plan* would have no cumulative impact. Thus, the draft *Community Plan* would not contribute substantially to a significant cumulative impact on hydrology or water quality and this topic will not be discussed in the EIR.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☒	☐	☐
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?	☐	☒	☐	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

Hazardous Materials Handling (Criteria a, b, and c)

The California Department of Toxic Substances Control (DTSC) defines the term "hazardous material" as a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous

wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Draft Community Plan, General Impacts

Construction Impacts. Construction of components of the draft *Community Plan* would involve minor quantities of paints, solvents, oil and grease, and petroleum hydrocarbons. In addition, construction grading within the plan area could potentially disturb buried hazardous materials within the soil and groundwater. The demolition of existing buildings and infrastructure could also expose the public to hazardous materials such as asbestos-containing materials (ACMs), lead-based paints, and arsenic, as discussed in more detail below.

Construction would require grading, which could disrupt potentially contaminated soil and groundwater (although there are no known occurrences of such contamination in the plan area; refer to Criterion d, p. 104). There is a potential that ACMs and lead-based paints could be unearthed during the alteration of the roadways and the addition of the bus ramp behind the existing BART station. In addition, creek daylighting would include grading beneath the surface. However, as noted under Criterion d, p. 104, there are no recorded contaminated sites in the plan area. Moreover, construction BMPs discussed under Topic 14, Hydrology (p. 91), and compliance with federal, State, and local policies discussed below regarding ACMs, lead-based paints, arsenic, and other hazardous materials prevent the dispersal of contaminated soil and groundwater. As such, construction would result in a less-than-significant impact with respect to hazardous materials. This issue will not be addressed in the EIR.

Asbestos-Containing Materials. The majority of the existing structures at the Diamond/Bosworth infill site were constructed between 1915 and 1925.[75] Therefore, ACMs may be found within the structures that would be demolished as part of the draft *Community Plan*. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD, vested by the California Legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, is to be notified ten days in advance of any proposed demolition or abatement work in accordance with State regulations.

[75] Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park Community Plan*, September 1, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

BAAQMD notification includes listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the state Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the demolition permit until the project sponsor has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that asbestos exposure resulting from construction of new development within the Glen Park NCT District would be less than significant.

Lead-Based Paints. Lead-based paint may be found within existing structures that would be demolished as part of the draft *Community Plan*. Demolitions and alterations must comply with Chapter 34, Section 3423, of the *San Francisco Building Code*, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Section 3423 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3423 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, where more than a total of 10 square feet of lead-based paint would be disturbed or removed). The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the US Department of Housing and Urban Development Guidelines (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that

may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes alerting bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the project. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI: the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied, or rental property and the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these *Building Code* regulations and procedures would ensure that there would be no significant impacts from demolition of portions of the existing buildings that may contain lead-based paint.

Arsenic. Arsenic is commonly used in wood treatment and preservatives as either Ammonium Copper Arsenate (ACA) or Chromated Copper Arsenate (CCA). CCA is more prevalent and is a mixture of three pesticide compounds containing arsenic, chromium, and copper. These water soluble chemicals are used as wood preservatives for vacuum pressure treatment of dimensional lumber. Arsenic and Hexavalent Chromium are considered potential human carcinogens.

The natural background level of arsenic in the soil of the San Francisco Bay Area is approximately 20 parts per million (ppm). The California DTSC and the U.S. Environmental Protection Agency (USEPA) classify materials containing arsenic at levels above 500 parts per million as hazardous waste, mandating disposal through regulations.

The disposal of pressure-treated wood is regulated by State agencies. Pursuant to the California Health and Safety Code (HSC) Sec. 25150.7 and 25150.8, treated wood with arsenic levels greater than 500 ppm must be stabilized and disposed of as "hazardous waste."[76] The law also requires that "any size reduction of treated wood waste is conducted in a manner that prevents the uncontrolled release of hazardous constituents to the environment, and that conforms to applicable worker health and safety requirements." In addition, "all sawdust and other particles generated during the size reduction are captured and managed as treated wood waste."

Depending on the waste profile, concrete, sand, and soils that surrounded the arsenic-treated wood may generally be disposed of as non-hazardous waste. Concrete materials are recycled, where feasible. Written notification to each receiving entity documents that it is fully aware of the presence of arsenic in the non-hazardous waste. The City and County of San Francisco's Board of Supervisors and the Department of the Environment have determined that all hazardous waste generated in City projects are not to be exported out of California for the purposes of disposal or recycling.

Other Hazardous Building Materials. Other potential hazardous building materials such as PCB-containing electrical equipment or fluorescent lights could pose health threats for construction workers if not properly disposed.

Implementation of Mitigation Measure M-HZ-1, below**,** would reduce impacts of potential hazardous building materials to a less-than-significant level.

Mitigation Measure M-HZ-1: Hazardous Building Materials

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or Di-Ethylhexyl Phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

In light of the above, the potential impacts of hazardous building materials are considered less than significant. This topic will not be discussed in the EIR.

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[76] Western Wood Preservers Institute. *Management of Used Treated Wood Products: Addendum for Western United States*, accessed at: http://www.wwpinstitute.org/pdffiles/westernstatesdisp.pdf, on October 20, 2009.

Operational Impacts. Implementation of the draft *Community Plan* would not alter the existing use, handling, or disposal of hazardous materials in the plan area. Construction of new uses at the infill development sites and other foreseeable development would result in construction of up to 150 residential units and up to 23,495 gsf of retail/commercial uses. These uses would involve the handling of common types of hazardous household materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. Because of the low volumes of hazardous materials associated with infill development uses (residential and commercial), the similarity of the proposed uses to the surrounding neighborhood, and the existing regulations governing the handling, use, and disposal of hazardous materials, hazardous materials used in the course of project operations would not pose substantial public health or safety hazards. Thus, impacts from hazardous materials use would be less than significant, and this topic will not be discussed in the EIR.

Glen Park Elementary School is located within the plan area; however, as explained above, the draft *Community Plan* would not create a public health hazard. As such, the draft *Community Plan* would result in a less-than-significant impact on nearby schools. This issue will not be discussed in the EIR.

California Government Code Section 65962.5 (Criterion d)

California Government Code Section 65962.5 requires the California Environmental Protection Agency (EPA) to prepare an annual Hazardous Waste and Substances Sites List, commonly referred to as the "Cortese List."[77] The Cortese List identifies public drinking water wells with detectable levels of contamination; hazardous substance sites selected for remedial action; sites with known toxic material identified through the abandoned site assessment program; sites with underground storage tanks (USTs) having a reportable release; and all solid waste disposal facilities from which there is known migration. California EPA does not maintain the Cortese List as a centralized list, but refers interested parties to other federal and State hazardous site databases. Thus, all site entries in each of the included databases are included by reference on the Cortese List. To prepare a full Cortese inquiry, data must be retrieved from multiple hazardous materials and waste databases maintained by the State Water Resources Control Board (SWRCB), DTSC, and other agencies, primarily the EnviroStor and GeoTracker databases.

[77] *California Government Code* Section 65962.5 is referred to as the Cortese List after Dominic L. Cortese, the California State Assemblyman who sponsored the original legislation.

Hazardous materials and wastes sites included on the Cortese List are monitored and recorded by responsible agencies such as EPA, SWRCB, and DTSC pursuant to various federal and state policies.

Draft Community Plan, General Impacts

According to the EnviroStor database, no Cortese List sites are located within 0.5 miles of the plan area. In addition, the GeoTracker database does not identify leaking underground storage tanks (USTs) in the plan area.[78] As such, development under the draft *Community Plan* would not unearth known hazardous materials during construction. One UST is located at the former Ray Oil Burner industrial site at 1301 San Jose Avenue, which is approximately 0.1 miles from the eastern end of the plan area. However, this UST site is located down-gradient from the plan area and would not affect development in the plan area. In addition, there are 16 other sites with registered USTs within 0.5 miles of the plan area; however, all but one are located down-gradient from the plan area. In addition, 12 of the recorded USTs sites have been remediated and are now considered closed cases. The one UST site that is located up-gradient from the plan area is at SFFD Fire Station #26 at 80 Digby Road and this UST has been remediated and is now a closed case. Therefore, the draft *Community Plan* would not result in a significant hazard to the public or the environment due to exposure to known hazardous sites. This issue will not be addressed in the EIR.

Airport-Related Hazards (Criteria e and f)

Draft Community Plan, General Impacts

The plan area is not within a designated airport hazard area and is more than two miles from the nearest airport. No impact would occur with respect to airport-related hazards. This topic is not applicable and will not be addressed in the EIR.

Fire Safety and Emergency Access (Criteria g and h)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its *Building Code* and *Fire Code*. Existing and new buildings are required to meet standards contained in these codes.

Draft Community Plan, General Impacts

Compliance with the *Public Works Code* and the *Fire Code* would ensure that construction activities, transportation improvements, and greenway improvements proposed under the draft

[78] California Environmental Protection Agency, California Government Code Section 65962, accessed at: http://www.calepa.ca.gov/SiteCleanup/CorteseList/ accessed on August 7, 2009.

Community Plan would not adversely affect existing emergency response or evacuation plans. The proposed transportation improvements would be designed to City and other applicable roadway standards to accommodate fire truck turning radii. The proposed infill development would conform to the standards of the *Building Code* and *Fire Code*, which may include the provision of state-mandated smoke alarms; fire extinguishers; appropriate building access; emergency response notification systems; development of an emergency procedure manual; and an exit drill plan. Development proposed under the draft *Community Plan* would be required to conform to these standards, and potential fire hazards would be addressed through review of building permits by the SFFD and DBI. Conformance with these standards would ensure appropriate life safety protections for the residential and commercial structures. Thus, impacts pertaining to fire safety and emergency access would be less than significant.[79] This topic will not be discussed in the EIR.

Cumulative Impacts

Impacts from hazards are generally site-specific, and do not result in cumulative impacts. Existing regulations pertaining to emergency access and fire safety would apply to all buildings constructed under the draft *Community Plan*; thus, the draft *Community Plan* would not have a cumulatively significant impact with respect to these topics. The draft *Community Plan* would not result in hazards in the plan area or vicinity. This topic will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Mineral Resources (Criteria a and b)

All land in San Francisco, including the plan area, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the *Surface Mining*

[79] Impacts on emergency access resulting from plan-related traffic impacts will be discussed in the Transportation section of the EIR.

and Reclamation Act of 1975.[80] This designation indicates that there is not adequate information available for assignment to any other MRZ; thus, the plan area is not a designated area of significant mineral deposits.

Draft Community Plan, General Impacts

There are no operational mineral resource recovery sites in the plan area whose operations or accessibility would be affected by the construction or operation of components of the draft *Community Plan*. Therefore, mineral resources impacts are not applicable to any component of the draft *Community Plan* and are not discussed in the EIR.

Wasteful Use of Resources (Criterion c)

Draft Community Plan, General Impacts

The draft *Community Plan* would not substantially increase demand for energy or water resources or use fuel or water in an atypical or wasteful manner. Future development in the Glen Park NCT District would be required to meet or exceed current State and local standards regarding energy consumption, including Title 24 of the *California Code of Regulations*, enforced by the DBI. Any new development, including structures at the infill development sites, would be expected to conform to City policies designed to reduce energy consumption, such as regulations in Chapter 12 of the San Francisco *Building Code*. In addition, San Francisco's *Green Building Ordinance* would apply to the mixed-use buildings at the infill development sites and other structures within the Glen Park NCT District that are over 5,000 gsf. The ordinance specifically requires newly constructed commercial buildings over 5,000 gsf, residential buildings over 75 feet in height, and renovations on buildings over 25,000 gsf to be subject to LEED and green building certifications that are among the most stringent green building requirements in the nation. Benefits of this ordinance through the year 2012 include reducing CO_2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water 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.[81] Although the energy efficiency and green building measures have not yet been determined for the buildings at the infill sites, the buildings would be required to incorporate best management practices and innovative

[80] California Division of Mines and Geology, Open File Report 96-03 and Special Report 146 Parts I and II.

[81] These findings are contained within the final *Green Building Ordinance*, signed by the Mayor August 4, 2008.

technologies in sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality where feasible.

The transportation improvements proposed under the draft *Community Plan* would improve alternative modes of transportation in the study area. The draft *Community Plan* would also include traffic calming measures that would serve to reduce congestion within the plan area, thereby reducing the consumption of nonrenewable fuels.

All impacts pertaining to wasteful use of resources would therefore be less than significant. This topic will not be addressed in the EIR.

Cumulative Impacts

As described above, no known minerals exist in the plan area, and therefore, the draft *Community Plan* would not contribute to any cumulative impact on mineral resources. The Plan-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with implementation of the draft *Community Plan* would not result in a significant physical environmental effect or contribute to a cumulative impact.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **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?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

Agricultural Resources (Criteria a, b, and c)

The plan area is in an urban area in the City and County of San Francisco. The California Department of Conservation's *Farmland Mapping and Monitoring Program* identifies the site as Urban and Built-Up Land, which is defined as "… land [that] is used for residential, industrial,

commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."

Draft Community Plan, General Impacts

Because the plan area does not contain agricultural uses and is not zoned for such uses, development anticipated under the draft *Community Plan* would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Accordingly, agricultural resources impacts would not occur as a result of the draft *Community Plan* and will not be discussed in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. 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?	☐	☒	☐	☐	☐
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.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

Mandatory Findings of Significance (Criteria a, b, and c)

Draft Community Plan, General Impacts

As explained in more detail above, the draft *Community Plan* could have a significant effect on land use, visual quality, cultural resources (historic architectural, archaeological, and paleontological), transportation and circulation, noise and vibration, and air quality. These topics, therefore, will be included in the EIR.

In addition, biological resources and hydrology impacts were determined to be significant, but mitigated to a less-than-significant level through measures included in this document. These items are analyzed in greater detail above and require no further environmental analysis in the EIR. The mitigation measures presented in the following section, Section E, would be necessary to reduce the potential impacts of the proposed project and has been agreed to by the project sponsor.

E. MITIGATION MEASURES

Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey

Any construction pursuant to the draft *Community Plan*, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 150 feet of the nest until a wildlife biologist has determined the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the MBTA, no further action is required and construction activities may proceed.

Mitigation Measure M-HY-1: Daylighted Streambed and Bank Stabilization

Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control specialist, or stream restoration specialist to effectively convey the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stabile velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and that hard engineering

structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

Mitigation Measure M-HZ-1: Hazardous Building Materials

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

F. ALTERNATIVES

OVERVIEW

The CEQA Guidelines require that an EIR "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (CEQA Guidelines Section 15126(d)). If a project alternative would substantially lessen the significant environmental effects of a proposed project, the lead agency should not approve the proposed project unless it determines that specific technological, economic, social, or other considerations make the project alternative infeasible (PRC Section 21002, CEQA Guidelines Section 15091(a)(3)). The EIR must also identify alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the reasons underlying the lead agency's determination (CEQA Guidelines Section 15126(d)(2)).

The following is a list of potential alternatives that may be discussed in the EIR. Because the purpose of the alternatives analysis is to provide a comparison of a project against alternatives that may have lesser effects, and because no significant and unavoidable effects associated with the draft *Community Plan* have yet been identified (potentially significant impacts identified in this Initial Study warrant further analysis in the EIR), these alternatives may be altered in the EIR.

ALTERNATIVE 1 – NO PROJECT

One of the alternatives that must be analyzed in the EIR is the "No Project" Alternative. The No Project Alternative analysis must discuss the existing conditions, as well as those conditions that

would be reasonably expected to occur in the foreseeable future if the project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126(d)(4)).

This alternative assumes that the draft *Community Plan* and its components would not be implemented. Existing use and height districts would be retained, and the greenway and transportation improvements proposed in the draft *Community Plan* would not be pursued. Design guidelines pertaining to new development would not be adopted. The No Project Alternative will examine environmental and physical impacts associated with existing land use and zoning controls.

ALTERNATIVE 2 – REDUCED INTENSITY ALTERNATIVE

If significant impacts associated with the intensity of development under the draft *Community Plan* are identified, the EIR may consider a Reduced Intensity Alternative. Examples of possible Reduced Intensity Alternatives include an alternative considering lower height limits to reduce impacts on visual character or an alternative considering fewer residential units or commercial floor area to minimize potential traffic impacts.

ALTERNATIVE 3 – IMPACT AVOIDANCE ALTERNATIVE

The EIR will determine if implementation of the draft *Community Plan* would be expected to have significant and unavoidable impacts. One or more Impact Avoidance Alternatives may be presented to provide an assessment of scenarios that would reduce such impacts to a less-than-significant level. For example, if the EIR determined that activities proposed under the draft *Community Plan* would result in significant and unavoidable exposure of sensitive receptors to air emissions and noise within a particular portion of the plan area, the Impact Avoidance Alternative could consider a scenario that would change the location, intensity, or timing of such activities. Where feasible alternatives exist that would reduce the severity of significant and unavoidable impacts, such alternatives will be considered in the EIR.

G. PUBLIC NOTICE AND COMMENT

As stated in the Introduction section of this document, a Notice of Preparation of an EIR and a Notice of Public Scoping Meeting for Glen Park *Community Plan* were issued on July 1, 2009. A public scoping meeting was held on July 16, 2009 to receive oral comments concerning the scope of the EIR. Written comments were also accepted until 5 p.m. on July 31, 2009.

Comments pertaining to a number of issues were raised at the scoping meeting and in comment letters submitted in response to the Notice of Preparation. The following comments were

considered during the preparation of this document, and as indicated under each of the topics discussed under Section D, may be addressed further in the EIR:

- The compatibility of proposed building heights, massing, and densities with the existing land use character;
- Potential transportation impacts associated with proposed infill development and other elements of the draft *Community Plan*;
- Loss of currently available public on-street and off-street parking associated with proposed transportation improvements and infill development;
- Flooding, water quality, and maintenance concerns associated with daylighting of Islais Creek;
- The number of proposed affordable housing units;
- The effect that proposed transportation improvements could have on air pollution, noise, light, and glare; and
- Potential construction impacts.

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.

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE January 4, 2010

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Appendix A

CNDDB Tab Report for San Francisco North and South Quads

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Actinemys marmorata western pond turtle	G3G4 S3	CDFG: SC	Fed: None Cal: None	355 S:4	0	3	1	0	0	0	0	4	4	0	0
Amsinckia lunaris bent-flowered fiddleneck	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	50 S:1	0	0	0	0	0	1	1	0	1	0	0
Arctostaphylos hookeri ssp. franciscana Franciscan manzanita	G3TXC SX	CNPS: 1A	Fed: None Cal: None	3	0	0	0	0	3	0	3	0	0	0	3
Arctostaphylos hookeri ssp. ravenii Presidio manzanita	G3T1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	7	0	1	0	0	5	1	5	2	2	1	4
Arctostaphylos imbricata San Bruno Mountain manzanita	G1 S1.2	CNPS: 1B.1	Fed: None Cal: Endangered	3	0	0	0	0	0	3	1	2	3	0	0
Arctostaphylos montaraensis Montara manzanita	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	4 S:1	0	0	0	1	0	0	1	0	1	0	0
Arctostaphylos pacifica Pacific manzanita	G1 S1.1	CNPS: 1B.2	Fed: None Cal: Endangered	1	0	0	1	0	0	0	0	1	1	0	0
Arenaria paludicola marsh sandwort	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	15 S:1	0	0	0	0	1	0	1	0	0	0	1
Astragalus tener var. tener alkali milk-vetch	G1T1 S1.1	CNPS: 1B.2	Fed: None Cal: None	66 S:1	0	0	0	0	1	0	1	0	0	1	0
Banksula incredula incredible harvestman	G1 S1	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	0	1	1	0	0
Caecidotea tomalensis Tomales isopod	G2 S2	CDFG:	Fed: None Cal: None	6 S:2	0	0	1	1	0	0	2	0	2	0	0
Callophrys mossii bayensis San Bruno elfin butterfly	G4T1 S1	CDFG:	Fed: Endangered Cal: None	10 S:3	0	0	0	0	0	3	2	1	3	0	0
Carex comosa bristly sedge	G5 S2?	CNPS: 2.1	Fed: None Cal: None	11 S:1	0	0	0	0	1	0	1	0	0	1	0
Chorizanthe cuspidata var. cuspidata San Francisco Bay spineflower	G2T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	20 S:13	0	0	5	1	1	6	6	7	12	1	0
Chorizanthe robusta var. robusta robust spineflower	G2T1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: None	23 S:2	0	0	0	0	2	0	2	0	0	2	0

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks A	B	C	D	X	U	Population Status Historic >20 yr	Recent <=20 yr	Presence Pres. Extant	Poss. Extirp.	Extirp.
Cicindela hirticollis gravida sandy beach tiger beetle	G5T2 S1	CDFG:	Fed: None Cal: None	34 S:1	0	0	0	0	1	0	1	0	0	0	1
Cirsium andrewsii Franciscan thistle	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	27 S:4	0	0	2	0	1	1	2	2	3	1	0
Cirsium occidentale var. compactum compact cobwebby thistle	G3G4T2 S2.1	CNPS: 1B.2	Fed: None Cal: None	14 S:1	0	0	0	0	1	0	1	0	0	1	0
Clarkia franciscana Presidio clarkia	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	4 S:3	0	2	0	0	1	0	1	2	2	1	0
Collinsia corymbosa round-headed Chinese-houses	G1 S1.2	CNPS: 1B.2	Fed: None Cal: None	7 S:1	0	0	0	0	0	1	1	0	1	0	0
Collinsia multicolor San Francisco collinsia	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	22 S:7	0	0	0	0	0	7	7	0	7	0	0
Cordylanthus maritimus ssp. palustris Point Reyes bird's-beak	G4?T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	61 S:2	0	0	1	0	0	1	1	1	2	0	0
Danaus plexippus monarch butterfly	G5 S3	CDFG:	Fed: None Cal: None	334 S:9	0	2	5	1	1	0	4	5	8	0	1
Dufourea stagei Stage's dufourine bee	G1? S1?	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	1	0	1	0	0
Enhydra lutris nereis southern sea otter	G4T2 S2	CDFG:	Fed: Threatened Cal: None	2 S:1	0	0	0	0	0	1	0	1	1	0	0
Eucyclogobius newberryi tidewater goby	G3 S2S3	CDFG: SC	Fed: Endangered Cal: None	116 S:1	0	0	0	0	1	0	1	0	0	0	1
Euphydryas editha bayensis Bay checkerspot butterfly	G5T1 S1	CDFG:	Fed: Threatened Cal: None	24 S:4	0	0	0	0	4	0	4	0	0	0	4
Fritillaria liliacea fragrant fritillary	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	59 S:2	0	0	0	0	1	1	2	0	1	1	0
Geothlypis trichas sinuosa saltmarsh common yellowthroat	G5T2 S2	CDFG: SC	Fed: None Cal: None	110 S:2	0	0	0	0	0	2	2	0	2	0	0
Gilia capitata ssp. chamissonis blue coast gilia	G5T2 S2.1	CNPS: 1B.1	Fed: None Cal: None	29 S:7	0	1	0	0	2	4	6	1	5	0	2

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Gilia millefoliata dark-eyed gilia	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	41 S:1	0	0	0	0	1	0	1	0	0	1	0
Grindelia hirsutula var. maritima San Francisco gumplant	G5T2 S2.1	CNPS: 1B.2	Fed: None Cal: None	15 S:14	0	4	2	1	1	6	14	0	13	0	1
Helianthella castanea Diablo helianthella	G3 S3.2	CNPS: 1B.2	Fed: None Cal: None	82 S:3	0	1	0	0	0	2	2	1	3	0	0
Hemizonia congesta ssp. congesta seaside tarplant	G5T2T3 S2S3	CNPS: 1B.2	Fed: None Cal: None	33 S:2	0	0	0	0	1	1	2	0	1	1	0
Hesperevax sparsiflora var. brevifolia short-leaved evax	G4T2T3 S2S3	CNPS: 1B.2	Fed: None Cal: None	36 S:1	0	0	0	0	0	1	1	0	1	0	0
Hesperolinon congestum Marin western flax	G2 S2.1	CNPS: 1B.1	Fed: Threatened Cal: Threatened	28 S:4	0	1	0	0	3	0	3	1	1	1	2
Horkelia cuneata ssp. sericea Kellogg's horkelia	G4T1 S1.1	CNPS: 1B.1	Fed: None Cal: None	38 S:5	0	0	1	0	0	4	4	1	5	0	0
Hydroporus leechi Leech's skyline diving beetle	G1? S1?	CDFG:	Fed: None Cal: None	13 S:1	0	0	0	0	0	1	1	0	0	1	0
Ischnura gemina San Francisco forktail damselfly	G2 S2	CDFG:	Fed: None Cal: None	6 S:2	0	0	0	0	0	2	2	0	2	0	0
Lasiurus blossevillii western red bat	G5 S3?	CDFG: SC	Fed: None Cal: None	117 S:1	0	0	0	0	0	1	0	1	1	0	0
Lasiurus cinereus hoary bat	G5 S4?	CDFG:	Fed: None Cal: None	235 S:5	0	0	0	0	0	5	4	1	5	0	0
Laterallus jamaicensis coturniculus California black rail	G4T1 S1	CDFG:	Fed: None Cal: Threatened	159 S:2	0	0	0	0	0	2	2	0	2	0	0
Layia carnosa beach layia	G2 S2.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	22 S:1	0	0	0	0	1	0	1	0	0	0	1
Leptosiphon rosaceus rose leptosiphon	G1 S1.1	CNPS: 1B.1	Fed: None Cal: None	25 S:1	0	0	0	0	1	0	1	0	0	1	0
Lessingia germanorum San Francisco lessingia	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	5	0	1	1	0	2	1	2	3	3	1	1

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Lichnanthe ursina bumblebee scarab beetle	G2 S2	CDFG:	Fed: None Cal: None	8 S:2	0	0	0	0	0	2	2	0	2	0	0
Malacothamnus arcuatus arcuate bush-mallow	G2Q S2.2	CNPS: 1B.2	Fed: None Cal: None	21 S:1	0	0	0	0	0	1	1	0	1	0	0
Melospiza melodia pusillula Alameda song sparrow	G5T2? S2?	CDFG: SC	Fed: None Cal: None	38 S:2	0	0	0	0	0	2	2	0	2	0	0
Melospiza melodia samuelis San Pablo song sparrow	G5T2? S2?	CDFG: SC	Fed: None Cal: None	41 S:1	0	0	0	0	0	1	1	0	1	0	0
Microseris paludosa marsh microseris	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	31 S:1	0	0	0	0	1	0	1	0	0	0	1
Mylopharodon conocephalus hardhead	G3 S3	CDFG: SC	Fed: None Cal: None	32 S:1	0	0	0	0	0	1	1	0	1	0	0
Pentachaeta bellidiflora white-rayed pentachaeta	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	14 S:2	0	0	0	0	2	0	2	0	0	1	1
Phalacrocorax auritus double-crested cormorant	G5 S3	CDFG:	Fed: None Cal: None	37 S:3	0	0	2	0	0	1	1	2	3	0	0
Plagiobothrys chorisianus var. Choris' popcorn-flower	G3T2Q S2.2	CNPS: 1B.2	Fed: None Cal: None	12 S:1	0	0	0	0	0	1	1	0	1	0	0
Plagiobothrys diffusus San Francisco popcorn-flower	G1Q S1.1	CNPS: 1B.1	Fed: None Cal: Endangered	12 S:1	0	0	0	0	0	1	1	0	1	0	0
Plagiobothrys glaber hairless popcorn-flower	GH SH	CNPS: 1A	Fed: None Cal: None	9 S:1	0	0	0	0	0	1	1	0	0	1	0
Plebejus icarioides missionensis Mission blue butterfly	G5T1 S1	CDFG:	Fed: Endangered Cal: None	14 S:13	0	2	1	0	1	9	3	10	13	0	0
Polemonium carneum Oregon polemonium	G4 S1	CNPS: 2.2	Fed: None Cal: None	16 S:3	0	0	0	0	0	3	3	0	3	0	0
Rallus longirostris obsoletus California clapper rail	G5T1 S1	CDFG:	Fed: Endangered Cal: Endangered	90 S:2	0	0	1	0	0	1	1	1	2	0	0
Rana draytonii California red-legged frog	G4T2T3 S2S3	CDFG: SC	Fed: Threatened Cal: None	1082 S:13	1	3	2	0	0	7	6	7	13	0	0

Name (Scientific/Common)	CNDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
Riparia riparia bank swallow	G5 S2S3	CDFG:	Fed: None Cal: Threatened	190 S:3	0	1	0	0	0	2	3	0	3	0	0
Sanicula maritima adobe sanicle	G2 S2.2	CNPS: 1B.1	Fed: None Cal: Rare	16 S:1	0	0	0	0	1	0	1	0	0	1	0
Scapanus latimanus insularis Angel Island mole	G5T1 S1	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	1	0	1	0	0
Silene verecunda ssp. verecunda San Francisco campion	G5T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	12 S:5	0	0	0	1	0	4	1	4	5	0	0
Speyeria callippe callippe callippe silverspot butterfly	G5T1 S1	CDFG:	Fed: Endangered Cal: None	6	0	1	0	0	1	4	1	5	5	0	1
Stebbinsoseris decipiens Santa Cruz microseris	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	16 S:1	0	0	0	0	0	1	1	0	1	0	0
Taxidea taxus American badger	G5 S4	CDFG: SC	Fed: None Cal: None	441 S:3	0	0	0	0	0	3	3	0	3	0	0
Thamnophis sirtalis tetrataenia San Francisco garter snake	G5T2 S2	CDFG:	Fed: Endangered Cal: Endangered	41 S:2	1	0	0	1	0	0	0	2	2	0	0
Trachusa gummifera A leaf-cutter bee	G1 S1	CDFG:	Fed: None Cal: None	2 S:1	0	0	0	0	0	1	1	0	1	0	0
Triphysaria floribunda San Francisco owl's-clover	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	41 S:7	0	1	0	1	2	3	5	2	5	1	1
Triquetrella californica coastal triquetrella	G1 S1.2	CNPS: 1B.2	Fed: None Cal: None	11 S:2	0	0	0	0	0	2	1	1	2	0	0
Vespericola marinensis Marin hesperian	G2G3 S2S3	CDFG:	Fed: None Cal: None	23 S:1	0	0	0	0	0	1	1	0	1	0	0
Zapus trinotatus orarius Point Reyes jumping mouse	G5T1T3Q S1S3	CDFG: SC	Fed: None Cal: None	5 S:1	0	0	0	0	0	1	1	0	1	0	0