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Case Report

Adopt CEQA Findings, Adopt Amendments to the General Plan Related to the Mission District Streetscape Plan, Find the Project in-Conformity with the General Plan as it is proposed to be Amended, and make Findings of Consistency with Planning Code Section 101.1(b)

HEARING DATE: JANUARY 20, 2011

Date:	**January 13, 2011**
Case No.:	**2010.0878EMR**
Project:	**Mission District Streetscape Plan– Adopt CEQA Findings, General Plan Amendments, and Find the Project in conformity with the General Plan and consistent with Planning Code Section 101.1(b) Priority Policies**
Block/Lot:	**Various –Project Boundaries: Potrero Avenue, Cesar Chavez, Mission Street, Randall Street, Dolores Street, Division Street**
Staff Contact:	**Ilaria Salvadori – (415) 575-9086**
	Ilaria.Salvadori@sfgov.org
Recommendation:	**Approval**

BACKGROUND

In 2007, the Planning Department received $741,500 from the California Department of Housing and Community Development to develop the Mission District Streetscape Plan. Since that time, the department has held a series of public workshops to develop a plan to improve the streets and public spaces of the Mission District. The result was the Draft Mission District Streetscape Plan (the Plan), presented to the commission on October 14th, 2010.

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

The Plan is an implementation action of the Mission Area Plan of the San Francisco General Plan, part of the Eastern Neighborhoods Planning process, which describes a vision, objectives, and policies to positively shape long-term growth and change in the Mission District. It carries out the existing objectives of the Mission Area Plan, including:

- **Objective 5.3.** Create a network of green streets that connects open spaces and improves the walkability, aesthetics and ecological sustainability of the neighborhood

- **Policy 5.3.7.** Develop a comprehensive public realm plan for the Mission that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.

Transportation Element Policy **5.3.7.** calls for the City to :

"Develop a comprehensive public realm plan for the Mission that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale."

As part of a community planning process, the Planning Department has prepared the Mission District Streetscape Plan. Staff therefore recommends that the General Plan be amended, revising Policy 5.3.7. which calls for preparation of a streetscape plan, and replacing that language with policy language calling for the City to implement improvements to the Mission District's public realm according to the Mission District Streetscape Plan.

Staff has drafted a Resolution to adopt Amendments to the General Plan; the amendments are described in a Draft Ordinance, approved as to form by the City Attorney. A copy of the Resolution and Draft Ordinance are attached to this Case Report for your consideration.

ABOUT THE MISSION DISTRICT STREETSCAPE PLAN

The goal of the Mission District Streetscape Plan is to re-imagine Mission District streets as vital public spaces that serve the needs and priorities of the community. The outcome is a system of neighborhood streets with safe and green sidewalks; well-marked crosswalks; widened sidewalks at corners; creative parking arrangements; bike paths and routes; close integration of transit; and roadways that accommodate automobile traffic but encourage appropriate speeds.

The Mission District Streetscape Plan designs will improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable stormwater management.

Highlights of the plan include:

- A new flexible parking strategy for gathering and outdoor seating uses;
- New gateway plazas at key intersections and destinations;
- Traffic calming on residential streets;
- On-street designs for sustainable stormwater management;
- Road diets, greening and traffic calming at major corridors;
- Pedestrian improvements on alleys and small streets.

This plan provides a design framework for street improvement, policies to guide the improvement of the public realm of the Mission District's streets, and designs for 30 specific

projects that can be built over time to realize this vision and framework. The Plan also includes a strategy for how to build and maintain these improvements over time, building on the Mission Area Plan. Many of the projects identified in the Plan are already underway, or have received funding for their construction.

The following information on the Mission District Streetscape Plan was provided to the Planning Commission for a hearing on the project on October 14th, 2010.

- Mission District Streetscape Plan Final Draft Executive Summary
- Mission District Streetscape Plan Final Draft (CD)

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

ENVIRONMENTAL REVIEW

The Planning Department determined, through preparation of a Mitigated Negative Declaration, that the proposed Plan could not have a significant effect on the environment with implementation of mitigation measures. The CEQA findings include a mitigation monitoring and reporting program associated with approving the proposed General Plan amendments and implementation of specific projects and improvements called out in the plan, and related Planning Commission actions, including minor amendments to the General Plan to update the General Plan and reference the Mission District Streetscape Plan. A Draft Resolution adopting findings under the California Environmental Quality Act is attached to this Case Report.

REQUESTED COMMISSION ACTIONS AT THIS HEARING

The following actions are requested from the Commission at this hearing:

1. Approve a Resolution adopting CEQA Findings on the General Plan Amendment and other actions related to the Mission District Streetscape Plan.
2. Approve a Resolution Amending the General Plan, referencing implementation of the Mission District Streetscape Plan.
3. Find the Project in-conformity with the General Plan, as it is proposed to be amended.
4. Find the Project consistent with Planning Code Section 101.1(b) Priority Policy findings.

PROPOSED COMMISSION ACTIONS

Staff requests the Planning Commission to consider the following items:

1. Adopt CEQA Findings on the Mission District Streetscape Plan, General Plan amendments and Related Actions

2. Adopt a Resolution Amending the General Plan and Related Mission Area Plan policy 5.3.7 related to the Mission District Streetscape Plan

RECOMMENDATION:	**Approve a Resolution Adopting CEQA Findings on the Mission District Streetscape Plan and related actions, and approve a Resolution recommending that the Board of Supervisors amend the General Plan related to the Mission District Streetscape Plan, finding General Plan conformity, and consistency with Planning Code Section 101.1(b) Priority Findings.**

Attachments:

1. **Final Mitigated Negative Declaration (FMND)- Exhibit II**
2. **Mitigation and Monitoring Reporting Program (MMRP)- Exhibit III**
3. **Draft Resolution adopting amendments to the General Plan, finding the Mission Streetscape Plan in conformity with the General Plan as it is proposed to be amended, and Findings of Consistency with Planning Code Section 101.1**
4. **Draft Ordinance amending the General Plan- Exhibit I**

Note: The following documents listed below were provided to the Planning Commission on 10/07/2010 in packets prepared for the Planning Commission hearing on 10/14/2010.

- Mission District Streetscape Plan Final Draft Executive Summary
- Mission District Streetscape Plan Final Draft (CD)

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Planning Commission Resolution No. XX

HEARING DATE: JANUARY 20, 2011

Date: **January 13, 2010**
Case No.: **2010.0878EMR**
Project: **Mission Streetscape Plan – Adopting General Plan Amendments**
Block/Lot: **Various – Citywide**
Staff Contact: Ilaria Salvadori – **(415) 575-9086**
ilaria.salvadori@sfgov.org
Recommendation: **Approval**

A RESOLUTION TO ADOPT AMENDMENTS TO THE MISSION AREA PLAN OF THE GENERAL PLAN TO REFERENCE THE MISSION DISTRICT STREETSCAPE PLAN, ADOPTING CEQA FINDINGS FOR THE PROJECT, FINDING THE PROJECT IN CONFORMITY WITH THE GENERAL PLAN, AS IT IS PROPOSED TO BE AMENDED, AND MAKING PLANNING CODE SECTION 101.1(B) PRIORITY FINDINGS .

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

The City has previously adopted the Transit-First Policy (San Francisco City Charter Section 16.102) and Better Streets Policy (San Francisco Administrative Code Section 98.1), which call for decisions about the use and allocation of the public right-of-way to prioritize transportation by foot, bicycle, and transit, and for the City to balance the multitude of uses and functions of the street when arriving at street design decisions, and that streets play a variety of transportation, recreation, social and ecological roles that must be considered and balanced in the design of public right-of-ways in San Francisco. On October 24th, 2010 the City adopted the Better Streets Plan, providing a plan and guidelines to improve all aspects of the public realm. The Mission District Streetscape Plan incorporates many of the features described in the adopted Better Streets Plan.

The Mission District Streetscape Plan creates a guide to the design and management of the pedestrian realm of our city's streets, including detailed guidelines for street types, sidewalk widths and zones, overall streetscape layout, and design guidelines for specific streetscape elements, consistent with all applicable state and federal statutes and regulations.

The Plan, led by the San Francisco Planning Department, has been a collaboration between all City agencies involved in the design and management of the public right-of-way, including Department of Public Works (DPW), San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Utilities Commission (SFPUC), all of which have reviewed and commented on the content of the Mission Streetscape Plan.

The proposed General Plan amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco. When implemented, the Mission District Streetscape Plan would result in improvements to pedestrian accessibility, use of Mission District streets as public space, and the aesthetics and greening of public right-of-ways. It would also result in increased ecological functioning with regards to the management of stormwater in the City. The proposed General Plan amendments would update the Mission Area Plan policy calling for the preparation of a Mission District Streetscape Plan.

The goals of the Mission District Streetscape Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of Objectives, Policies and figures that do not fully reflect the proposed goals and measures that may be used to implement the Mission District Streetscape Plan. Planning staff therefore recommends that the Planning Commission consider adopting a resolution to adopt an amendment to the General Plan, adopting revisions to the Mission Area Plan of the General Plan; the General Plan amendments are contained in a draft ordinance submitted to the Planning Commission at the November 18th, 2010 Initiation Hearing, and attached hereto as Exhibit I. As proposed to be adopted, the General Plan would more closely reflect current conditions and opportunities to improve the pedestrian realm in the Mission District.

Pursuant to Planning Code Section 340 (c), the Planning Commission held a public hearing and on November 18th, 2010, adopted a Resolution of Intention to initiate amendments to the General Plan related to the Mission Streetscape Plan.

The City Attorney's Office has reviewed the draft ordinance and approved it as to form. Staff recommends adoption of the draft Resolution to adopt these proposed minor amendments to the General Plan.

On July 28, 2010, the Planning Department completed a Final Mitigated Negative Declaration (FMND) on the Mission District Streetscape Plan, which is attached hereto as Exhibit II. It found that the project, by incorporating specific mitigation measures, would generate less-than-significant environmental impacts. These mitigation measures have been included in a Mitigation Monitoring and Reporting Program (MMRP), which is attached hereto as Exhibit III.

The Mission District Streetscape Plan, and related actions required to approve the Plan will promote the following relevant objectives and policies of the General Plan, as it is proposed to be amended:

TRANSPORTATION ELEMENT

POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

POLICY 1. 6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls that improve vehicular flow without impeding movement for pedestrians and bicyclists.

POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.

OBJECTIVE 15 ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.

POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:

- Sidewalk bulbs and widenings at intersections and street entrances;
- Lane off-sets and traffic bumps;
- Narrowed traffic lanes with trees, landscaping and seating areas; and
- colored and/or textured sidewalks and crosswalks.

POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

POLICY 20.7	Encourage ridership and clarify transit routes by means of a city-wide plan for street landscaping, lighting and transit preferential treatments.
POLICY 21.9	Improve pedestrian and bicycle access to transit facilities.
OBJECTIVE 23	IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
POLICY 23.1	Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
POLICY 23.2	Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested and where residential densities are high.
POLICY 23.3	Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.
POLICY 23.5	Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.
POLICY 23.6	Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.
POLICY 23.7	Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.
POLICY 23.9	Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.
OBJECTIVE 24	IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.
POLICY 24.1	Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.
POLICY 24.2	Maintain and expand the planting of street trees and the infrastructure to support them.
POLICY 24.3	Install pedestrian-serving street furniture where appropriate.
POLICY 24.5	Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or “living streets”, especially in neighborhoods deficient in open space.

POLICY 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.

OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

POLICY 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

POLICY 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.

POLICY 26.3 Encourage pedestrian serving uses on the sidewalk.

Discussion: The Mission District Streetscape Plan calls for the enhancement of the quality of the pedestrian environment throughout the Mission by providing sidewalk improvements and other streetscape design strategies. Moreover, by enhancing the pedestrian realm in the Mission, the Project would help to encourage greater use of alternative modes of transportation to private vehicles, including walking and transit use.

URBAN DESIGN ELEMENT

OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.

POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

POLICY 1.10 Indicate the purposes of streets by means of a citywide plan for street landscaping.

POLICY 1.11 Indicate the purposes of streets by means of a citywide plan for street lighting.

OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.

POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.

POLICY 4.3 Provide adequate lighting in public areas.

POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.

POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

POLICY 4.12 Install, promote and maintain landscaping in public and private areas.

POLICY 4.13 Improve pedestrian areas by providing human scale and interest.

POLICY 4.14 Remove and obscure distracting and cluttering elements.

Discussion: The Project calls for the enhancement of the quality of the pedestrian environment throughout the city, including provisions such as landscaping, site furnishings, sidewalk widenings, and traffic calming elements. Additionally, the Project calls for excess street right-of-way to be transformed into gathering public space such as small pocket parks and plazas.

ENVIRONMENTAL PROTECTION ELEMENT

OBJECTIVE 3 MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.

POLICY 3.3 Implement plans to improve sewage treatment and halt pollution of the Bay and Ocean.

OBJECTIVE 4 ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.

OBJECTIVE 15 INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

POLICY 15.1 Increase the use of transportation alternatives to the automobile.

MISSION AREA PLAN

Policy 5.1.1 Identify opportunities to create new public parks and open spaces and provide at least one new public park or open space serving the Mission.

OBJECTIVE 5.3 CREATE A NETWORK OF GREEN STREETS THAT CONNECTS OPEN SPACES AND Improves THE WALKABILITY, AESTHETICS and ecological sustainability OF THE NEIGHBORHOOD.

POLICY 5.3.1 Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, "living streets" or green connector streets.

POLICY 5.3.2 Maximize sidewalk landscaping, street trees and pedestrian scale street furnishing to the greatest extent feasible.

POLICY 5.3.3 Design the intersections of major streets to reflect their prominence as public spaces.

POLICY 5.3.4 Enhance the pedestrian environment by requiring new development to plant street trees along abutting sidewalks. When this is not feasible, plant trees on development sites or elsewhere in the Plan Area.

POLICY 5.3.5 Significant above grade infrastructure, such as freeways should be retrofitted with architectural lighting to foster pedestrian connections beneath.

POLICY 5.3.6 Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians.

Discussion: The Project calls for the enhancement of the quality of the pedestrian environment throughout the Mission District. The Mission District Streetscape Plan implements the Objectives and Policies of the Mission Area Plan.

PLANNING CODE SECTION 101.1(b) PRIORITY POLICIES

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The project is consistent with the eight priority policies in that:

1. The General Plan amendment will not negatively affect existing, neighborhood-serving retail. It will encourage pedestrian and bicycle use to travel to neighborhood commercial areas rather than private automobile.

2. The General Plan amendment will not affect existing housing or neighborhood character.

3. The General Plan amendment will not decrease the City's supply of affordable housing.

4. The Project will not impede MUNI, and will improve the pedestrian qualities of streets and reduce neighborhood parking needs.

5. The General Plan amendment will not result in displacement of the City's industrial and service sectors for commercial office development.

6. The General Plan amendment will not negatively affect the City's preparedness for an earthquake.

7. The General Plan amendment will not affect Historic Resources.

8. The General Plan amendment will not affect any City parks or open spaces or their access to sunlight.

The Planning Commission finds that the proposed General Plan amendment as set forth in Draft Ordinance, attached hereto as Exhibit I, is consistent with the eight Priority Policies of Planning Code Section 101.1. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require approval of the proposed Planning Code amendment.

ENVIRONMENTAL FINDINGS

Pursuant to the California Environmental Quality Act, Public Resources Code Section 21000 *et seq.*, (CEQA), Title 14 California Code of Regulations Section 15000 *et seq.* (CEQA Guidelines), and Chapter 31 of the San Francisco Administrative Code, the Planning Commission has reviewed and considered the Final Mitigated Negative Declaration (FMND) finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the Mitigation Monitoring and Reporting Program (MMRP).

Additionally, and pursuant to CEQA Guidelines Section 15162 and 15164, the Commission finds that the proposed actions before this Commission are within the scope of the Project analyzed in the FMND and (1) that no substantial changes are proposed in the project and no substantial changes have occurred with respect to the circumstances under which this project will be undertaken that would require major revisions to the FMND due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified effects and (2) no new information that was not known and could not have been known shows that the project will have any new significant effects not analyzed in the FMND or a substantial increase in the severity of effect analyzed or that new mitigation measures should be included that have not. The Commission also finds that an addendum to the FMND is not required due to any changes in the project or the project's circumstances.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission hereby adopts the FMND and the MMRP attached hereto as Exhibit II and III and incorporated herein as part of this Resolution. All required mitigation measures identified in the FMND and contained in the MMRP are incorporated as conditions of approval of the Mission District Streetscape Plan.

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340 (d), the Planning Commission approves a Resolution to adopt amendments to the General Plan of the City and County of San Francisco, contained in the draft Ordinance attached hereto as Exhibit I. The Planning Commission recommends that the Board of Supervisors approve the amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on _____.

Linda Avery
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

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FILE NO. ORDINANCE NO.

[General Plan Amendment – Mission District Streetscape Plan.]

Ordinance amending the San Francisco General Plan by amending Policy 5.3.7 of the Mission Area Plan to reflect the adoption of the Mission District Streetscape Plan; adopting findings, including environmental findings and findings of consistency with the General Plan and Planning Code Section 101.1.

NOTE: Additions are *single-underline italics Times New Roman*; deletions are ~~*strike-through italics Times New Roman*~~. Board amendment additions are double-underlined; Board amendment deletions are ~~strikethrough normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Findings. The Board of Supervisors of the City and County of San Francisco hereby finds and determines that:

A. Pursuant to San Francisco Charter Section 4.105 and Planning Code Section 340, any amendments to the General Plan shall first be considered by the Planning Commission and thereafter recommended for approval or rejection by the Board of Supervisors. On _____, by Resolution No. _____, the Commission conducted a duly noticed public hearing on the proposed General Plan Amendments pursuant to Planning Code Section 340, adopted the General Plan Amendments, and recommended them for approval to the Board of Supervisors. A copy of Planning Commission Resolution No. _____ is on file with the Clerk of the Board of Supervisors in File No. _____.

B. The Board of Supervisors finds that this ordinance is in conformity with the priority policies of Planning Code Section 101.1 and consistent with the General Plan as it is proposed for amendments herein, and hereby adopts the findings set forth in Planning

Commission Resolution No. _____ and incorporates such findings herein by reference.

C. Pursuant to the California Environmental Quality Act (California Public Resources Code Section 21000 *et seq.*) (CEQA), Title 14 of the California Code of Regulations Section 15000 *et seq.* (the CEQA Guidelines), and Chapter 31 of the San Francisco Administrative Code, the Planning Department published a Mitigated Negative Declaration (MND) on June 4, 2010, which was finalized on October 5, 2010 and which contemplated the actions included in this Ordinance. This Board has reviewed the Final MND and hereby adopts the Final MND as well as the Mitigation Monitoring and Reporting Program (MMRP). Said Final MND and MMRP are on file with the Board of Supervisors in File No. _____and are incorporated herein by reference.

Section 2. The Mission District Area Plan of the General Plan of the City and County of San Francisco is hereby amended by amending Policy 5.3.7, to read as follows:

POLICY 5.3.7 ~~*Develop a comprehensive public realm plan for the Mission that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.*~~ *Improve the Mission District's streets and sidewalks for all users in accordance with the Mission District Streetscape Plan.*

The Mission District Streetscape Plan (MDSP) provides a framework for the improvement of Mission District streets and sidewalks to improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable stormwater management. The MDSP identifies 30 priority projects to achieve these goals.

Over time, the City should seek funding to build out the projects identified in the MDSP. As City agencies and others maintain and repair Mission District streets and sidewalks, they should improve and rebuild these streets according to the vision of the MDSP as feasible. Where significant

new development occurs adjacent to a project identified in the MDSP, the project sponsor should improve the streetscape in accordance with the MDSP.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
MARLENA G. BYRNE
Deputy City Attorney

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
MITIGATION MEASURES AGREED BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS-THAN-SIGNIFICANT FOR THE MISSION DISTRICT STREETSCAPE PLAN				
Aesthetics Mitigation Measures				
AE-1: Tree Root Protection If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine1 (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) form the face of the proposed excavation.	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	During construction	Each project sponsor to provide the San Francisco Planning Department (Planning Department) with a monthly monitoring report during the construction phase	Considered complete upon receipt of final monitoring report at completion of construction
Cultural Resources Mitigation Measures				
HIST-1: Secretary of the Interior's Standards for the Treatment of Historic Properties, Dolores Street Median In order to avoid substantial impact to the Dolores Street center median strip, the project shall be designed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards shall produce: updated and complete historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation (DPR) forms, including a Primary Record (DPR 523A form), a Building, Structure, and Object Record form (DPR 523B form), and a Linear Record (DPR 523E form) if necessary, that evaluates the Dolores Street center median strip as a potential individually significant historic property based on the most current information and evaluative methodology that is available (unless such documentation has been completed within five years of the date of project review); a report that assesses the physical condition of specific segments of the Dolores Street central median strip that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). The MDSP final project design shall incorporate such recommendations so as to be in accordance with the Standards. Compliance with the Standards shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	During the project design phase	Each project sponsor to provide the Planning Department with a monthly monitoring report during the project design phase	Considered complete upon receipt of final monitoring report at completion of construction

[1] Landscape machine made by Vermeer.

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the Standards will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Dolores Street center median strip, including historic curbs, materials, profiles, shapes, landscaping, and spatial relationships.				
HIST-2: Secretary of the Interior's Standards for the Treatment of Historic Properties, Liberty-Hill Historic District To avoid substantial impact to the Liberty-Hill Historic District (Planning Code Article 10), the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that includes recommendations for project design that comply with the *Standards*. The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to finalization of the project. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Victorian-era residential streetscape of the Liberty-Hill Historic District.	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	During project design phase	Each project sponsor to provide Planning Department with a monthly during project design phase	Considered complete upon receipt of final monitoring report at completion of construction
HIST-3: Secretary of the Interior's Standards for the Treatment of Historic Properties, California Historic Landmark No. 784, El Camino Real To avoid substantial impact to the California Historical Landmark No. 784, El Camino Real, the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that assesses the physical condition of segments of California Historical Landmark No. 784 that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the *Standards*. (The report shall not seek to reevaluate or otherwise investigate the historic designation of California Historical Landmark No. 784.) The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	During project design phase	Each project sponsor to provide Planning Department with a monthly during project design phase	Considered complete upon receipt of final monitoring report at completion of construction

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the roadway that is California Historical Landmark No. 784, El Camino Real.				
Archeological Resources Mitigation Measures				
Archeo-1: Archeological Monitoring Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c). *Archeological monitoring program* (AMP). The archeological monitoring program shall minimally include the following provisions: ▪ The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	Prior to any soil disturbing activities	Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)	Considered complete upon receipt of final monitoring report at completion of construction

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant,				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: ▪ *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. ▪ *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. ▪ *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. ▪ *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ *Final Report*. Description of proposed report format and distribution of results. ▪ *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. *Human Remains, Associated or Unassociated Funerary Objects*. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. *Final Archeological Resources Report*. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
Archeo-2: Accidental Discovery The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	Prior to any soil disturbing activities	Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)	Considered complete upon receipt of final monitoring report at completion of construction

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.				
Transportation and Circulation Mitigation Measures				
TR-1: Retain Existing Intersection Geometry This mitigation entails retaining the existing street configuration, specifically, retaining two northbound and two southbound lanes on Folsom Street. Essentially, the project intersection treatment would not be applied to these two blocks. No secondary transportation impacts would result from this mitigation. With this intersection geometry, the intersections would operate at LOS B under Existing With Project Conditions and LOS C under Cumulative With Project Conditions.	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	Prior to approval of each subsequent project, through Mitigation Plan	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project
TR- 2: Signalize Intersection This mitigation entails signalizing the intersections, which would allow for the proposed lane geometry to be applied. No secondary transportation impacts would result from this mitigation. With signalization, the intersections would operate at LOS B under both Existing With Project and Cumulative With Project conditions.	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	Prior to approval of each subsequent project, through Mitigation Plan	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project
TR-3: Provision of New Loading Space Whenever a loading space needs to be removed in order to implement a streetscape improvement, the SFMTA would install a new loading space on the same block and on the same side of the street. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan	Prior to approval of each subsequent project, through Mitigation Plan	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Hazardous Materials Mitigation Measure				
HZ-1: Testing for and Handling of Contaminated Soil ***Step 1: Soil Testing.*** Prior to project construction, a consultant shall be hired to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples. The Project Sponsor shall submit the report on the soil testing for lead and a fee of $501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of $501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of $167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Plan Area are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels. ***Step 2: Preparation of Site Mitigation Plan.*** Prior to beginning demolition and construction work, a Site Mitigation Plan (SMP) shall be prepared. The SMP shall include a discussion of the level of lead contamination of soils on the Plan Area and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment,	Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan		Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the Plan Area. ***Step 3: Handling, Hauling, and Disposal Contaminated Soils.*** (a) specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, slate, and federal regulations, including OSHA work practices) when such soils are encountered on the site. (b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours. (c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather. (d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the Plan Area, where lead-contaminated soils				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
have been excavated and removed, up to construction grade. (e) hauling and disposal: Contaminated soils shall be hauled off the Plan Area by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California. ***Step 4: Preparation of Closure/Certification Report.*** After excavation and foundation construction activities are completed, a closure/certification report shall prepared and submitted to DPH for review and approval. The Project Sponsor shall submit a copy of any closure or certification report to the Department of Toxic Substances Control (DTSC) for review. DTSC review would ensure the Project's compliance with existing state and federal regulations handling hazardous materials under DTSC's jurisdictions. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the Plan Area, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	**Responsibility for Implementation**	**Schedule**	**Monitoring/Report Responsibility**	**Status/Date Completed**
Biological Resources				
M-BIO-1: Biological Resources-Nesting Birds The Project Sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the Project Sponsor and/or the construction contractor(s) shall trim/remove all vegetation/tree limbs necessary for project construction between September 1 to January 31. Should construction activities or vegetation removal commence between February 1 to August 31, pre-construction surveys for nesting birds shall be conducted 14 to 21 days prior to construction activities that would result in vegetation removal. A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless a CDFG and the USFWS for migratory birds authorize otherwise. Nor surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.	Project sponsor of each future streetscape improvement project related to the Mission Streetscape Plan	Prior to construction phase	Each project sponsor to provide the Planning Department and the Department of Fish and Game with a monitoring report prior to the project's construction phase	Considered complete upon receipt of monitoring report

SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
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Planning
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Mitigated Negative Declaration

PMND Date:	June 4th, 2010
Case No.:	**2008.1075 E**
Project Title:	**Mission District Streetscape Plan Project**
BPA Nos.:	NA
Zoning:	Various
Block/Lot:	Various
Lot Size:	Various
Project Sponsor	Adam Varat – San Francisco Planning Department (415) 558-6405
Lead Agency:	San Francisco Planning Department
Staff Contact:	Monica Pereira – (415) 575-9107 Monica.Pereira@sfgov.org

PROJECT DESCRIPTION:

The project sponsor, the Planning Department, on behalf of the City and County of San Francisco, is proposing the Mission District Streetscape Plan Project (MDSP). The San Francisco Planning Department is the lead agency under the California Environmental Quality Act (CEQA). The Mission District Streetscape Plan's ("MDSP or proposed project") general boundaries are Division Street to the north, U.S. Highway 101 (U.S.-101) to the east, Precita Avenue/Mission Street/San Jose Avenue to the south, and Dolores Street to the west. The MDSP is an overall streetscape vision for the Mission District. It includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. The MDSP would provide a framework to implement the policies of the Mission Area Plan of the San Francisco General Plan, which was developed through the Eastern Neighborhoods planning process and adopted by the City of San Francisco in December 2008. The MDSP does not include changes to public open spaces under the jurisdiction of the Recreation and Parks Department. It does, however, consider pedestrian and vehicular connections between such open spaces and the public right-of-ways. The MDSP would involve the implementation of site-specific streetscape improvement projects in the Mission District. These site-specific streetscape improvement projects are divided into two categories based on street type: 1) Alleys and Small Streets Projects; and 2) Streetscape Improvement Projects. Streetscape design elements to be implemented at specific locations under these two categories would include: raised crosswalks for alleys/narrow streets at intersections; chicanes; plaza improvements such as distinctive paving or artwork; permeable paving; new street trees; stormwater planters and other landscape improvements; bollards to demarcate protected pedestrian areas; seating; and pedestrian lighting. Implementation of the site-specific streetscape improvement projects is intended to enhance the public realm in the Mission District.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect),

15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages **218 through 225**.

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

BILL WYCKO
Environmental Review Officer

Date of Adoption of Final Mitigated Negative Declaration

cc: Adam Varat, Neighborhood Planner

SAN FRANCISCO
PLANNING DEPARTMENT

[re- issued] Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

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Date:	**June 4, 2010**
Case No.:	**2008.1075E**
Project Address:	**Mission District Neighborhood**
Zoning:	Various
Lot Size:	Various
Staff Contact:	Monica Pereira – (415) 575-9107 Monica.Pereira@sfgov.org

To Whom It May Concern:

This notice has been re-issued due to the large number of undelivered notices during the April 28th mailing.

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

Project Description:

The project sponsor, the Planning Department, on behalf of the City and County of San Francisco, is proposing the Mission District Streetscape Plan Project (MDSP). The San Francisco Planning Department is the lead agency under the California Environmental Quality Act (CEQA). The Mission District Streetscape Plan's ("MDSP or proposed project") general boundaries are Division Street to the north, U.S. Highway 101 (U.S.-101) to the east, Precita Avenue/Mission Street/San Jose Avenue to the south, and Dolores Street to the west. The MDSP is an overall streetscape vision for the Mission District. It includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. The MDSP would provide a framework to implement the policies of the Mission Area Plan of the San Francisco General Plan, which was developed through the Eastern Neighborhoods planning process and adopted by the City of San Francisco in December 2008. The MDSP does not include changes to public open spaces under the jurisdiction of the Recreation and Parks Department. It does, however, consider pedestrian and vehicular connections between such open spaces and the public right-of-ways. The MDSP would involve the implementation of site-specific streetscape improvement projects in the Mission District. These site-specific streetscape improvement projects are divided into two categories based on street type: 1) Alleys and Small Streets Projects; and 2) Streetscape Improvement Projects. Streetscape design elements to be implemented at specific locations under these two categories would include: raised crosswalks for alleys/narrow streets at intersections; chicanes; plaza improvements such as distinctive paving or artwork; permeable paving; new street trees; stormwater planters and other landscape improvements; bollards to demarcate protected pedestrian areas; seating; and pedestrian lighting. Implementation of the site-specific streetscape improvement projects is intended to

enhance the public realm in the Mission District. For more information about the MDSP, please visit the MDSP Website at:
http://www.sfgov.org/site/uploadedfiles/planning/City_Design_Group/CDG_mission_streetscape.htm

If you would like a copy of the Preliminary Mitigated Negative Declaration or have question concerning environmental review of the proposed project, contact the Planning Department staff contact listed above.
Within 30 calendar days following publication of the Preliminary Mitigated Negative Declaration (i.e., by close of business on **July 6, 2010**, any person may:

1) Review the Preliminary Mitigated Negative Declaration as an informational item and take no action.
2) Make recommendations for amending the text of the document. The text of the Preliminary Mitigated Negative Declaration may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below. -OR-
3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for $500 payable to the San Francisco Planning Department.[1] An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **The letter must be accompanied by a check in the amount of $500.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on July 6, 2010.** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 30 days from the date of publication of the Preliminary Mitigated Negative Declaration.

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

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Preliminary Mitigated Negative Declaration

PMND Date:	**April 28, 2010**
Case No.:	**2008.1075E**
Project Title:	**Mission District Streetscape Plan Project**
Zoning:	Various
Block/Lot:	Various
Lot Size:	Various
Project Sponsor	Adam Varat – San Francisco Planning Department (415) 558-6405
Lead Agency:	San Francisco Planning Department
Staff Contact:	Monica Pereira – (415) 575-9107 Monica.Pereira@sfgov.org

PROJECT DESCRIPTION:

The project sponsor, the Planning Department, on behalf of the City and County of San Francisco, is proposing the Mission District Streetscape Plan Project (MDSP). The San Francisco Planning Department is the lead agency under the California Environmental Quality Act (CEQA). The Mission District Streetscape Plan's ("MDSP or proposed project") general boundaries are Division Street to the north, U.S. Highway 101 (U.S.-101) to the east, Precita Avenue/Mission Street/San Jose Avenue to the south, and Dolores Street to the west. The MDSP is an overall streetscape vision for the Mission District. It includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. The MDSP would provide a framework to implement the policies of the Mission Area Plan of the San Francisco General Plan, which was developed through the Eastern Neighborhoods planning process and adopted by the City of San Francisco in December 2008. The MDSP does not include changes to public open spaces under the jurisdiction of the Recreation and Parks Department. It does, however, consider pedestrian and vehicular connections between such open spaces and the public right-of-ways. The MDSP would involve the implementation of site-specific streetscape improvement projects in the Mission District. These site-specific streetscape improvement projects are divided into two categories based on street type: 1) Alleys and Small Streets Projects; and 2) Streetscape Improvement Projects. Streetscape design elements to be implemented at specific locations under these two categories would include: raised crosswalks for alleys/narrow streets at intersections; chicanes; plaza improvements such as distinctive paving or artwork; permeable paving; new street trees; stormwater planters and other landscape improvements; bollards to demarcate protected pedestrian areas; seating; and pedestrian lighting. Implementation of the site-specific streetscape improvement projects is intended to enhance the public realm in the Mission District. For more information about the MDSP, please visit the MDSP Website at:
http://www.sfgov.org/site/uploadedfiles/planning/City_Design_Group/CDG_mission_streetscape.htm

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect),

15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 183 - 190.

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

INITIAL STUDY
MISSION DISTRICT STREETSCAPE PLAN PROJECT
PLANNING DEPARTMENT CASE NO. 2008.1075E

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GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

Green alley: An alley with substantial sidewalk landscaping.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Road diet: Reduction of travel lanes.

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

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

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

Stormwater treatment planters: See **rain garden**

Thumbnail: See **median extension**

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

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

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

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INITIAL STUDY

MISSION DISTRICT STREETSCAPE PLAN PROJECT
PLANNING DEPARTMENT CASE NO. 2008.1075E

A. PROJECT DESCRIPTION

Introduction

The Project Sponsor, the San Francisco Planning Department, is proposing the Mission District Streetscape Plan Project[1] ("MDSP" or "Proposed Project" or "Plan"). The MDSP is the product of a community-based planning process to identify opportunities for the implementation of potential improvements to streets, sidewalks and public spaces in the City's Mission District ("Plan Area"). The boundaries of the Plan Area are roughly Division Street to the north, US 101 to the east, Precita Avenue, Mission Street and San Jose Avenue to the south, and Dolores Street to the west (See ***Figure 1: Plan Area Map*, p.20**). The goal of the MDSP is to "re-design Mission District streets as vital public spaces that serve the needs and priorities of the Mission District community." The MDSP is intended to result in "a system of neighborhood streets with safe and green sidewalks; well-marked crosswalks; widened sidewalks; creative parking arrangements; bike paths and routes; well integrated transit; and roadways that accommodate automobile traffic but encourage appropriate vehicular speeds." The MDSP seeks "to improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable stormwater management."

The MDSP is composed of an overall Vision, a Design Framework, and Policies for improvement of the pedestrian environment[2] in the Mission District. The Proposed Project also includes a set of Alleys and Small Streets Improvement Projects and site-specific Streetscape Improvement Projects (SIPs) that were developed based on the Plan's policies. The overall Vision, as well as the Design Framework, Policies, Alleys and Small Streets Improvement Projects, and site-specific SIPs are described in Section A-4 through A-5 on **pp.3-19** and graphically represented in ***Figure 2: Design Framework Diagram 1* through *Figure 33: Potrero Street Mid-block Crosswalk*, pp. 21 through 52**.

Project Background

In December 2008, the City of San Francisco adopted the Eastern Neighborhoods Rezoning and Area Plans (ENAP), which is composed of the following:

- East South of Market (SOMA) Area Plan;
- Mission District Area Plan;

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1 In February 2007, the San Francisco Planning Department received a grant for $741,500 from the State of California Housing and Community Development Department to develop the MDSP and conduct the necessary environmental review to implement the Plan. Using this grant, the Department held four community workshops, hired technical consultants, and developed preliminary project concepts for the MDSP.

2 For the purposes of the MDSP, the pedestrian environment is defined as the streets, sidewalks, alleys, and other public right-of-ways. The Mission District Streetscape Plan does not include changes to open spaces under the jurisdiction of the Recreation and Parks Department, except to consider pedestrian and vehicular connections between such open spaces and the public right-of-ways.

- Potrero Hill/Showplace Square Area Plan; and
- Central Waterfront Area Plan.

The area wide rezoning and specific area plans contain policies that articulate a holistic vision for the Eastern Neighborhoods. "This vision will be realized by promoting areas that are transit, bicycle and pedestrian friendly; by strengthening and encouraging vibrant neighborhood-serving commercial areas; by providing and maintaining community facilities and open space to ensure neighborhood livability; and by increasing both the supply and variety of housing for residents, with an emphasis on affordable housing."[3] These ENAP policies provide a framework for identifying, designing, and funding specific infrastructure projects in the Eastern Neighborhoods in the future.

The intent of the MDSP is to develop the ENAP's policies into specific, implementable design improvements that can be built in the Mission District as funding becomes available. The MDSP would provide a framework to implement the policies of the Mission District Area Plan.

A-1. ENVIRONMENTAL REVIEW

The Environmental review for the Proposed Project includes program-level CEQA clearance of the Plan's Policies. It also includes project-level CEQA clearance for the MDSP's alleys and small street improvements and its 28 site specific SIPs.

Program-Level Review. Program level CEQA review is used in environmental analyses for a series of actions that can be characterized as one large project, because they are logically-related. The series of actions can be related geographically or be logical parts in the chain of contemplated actions. Program-level review is used in connection with issuance of rules, plans or other general criteria to govern the conduct of a continuing program. Program-level review also is appropriate for individual activities carried out under the same authorizing statutory or regulatory authority, that have generally similar environmental effects which can be mitigated in similar ways.

Project-Level Review. Under CEQA, project-level environmental analysis examines the environmental impacts of an individual project, and examines phases of the project including construction and operation. Project-level analysis may be conducted once a sufficient level of detail is known regarding a proposed project. With a detailed project description and an understanding of the existing environmental conditions, the potential environmental effects of the proposed project may be understood and analyzed.

A-2. PROJECT LOCATION

The Proposed Project would be located within the Mission District of San Francisco in the eastern portion of the City. The MDSP's general boundaries are Division Street to the north, Highway 101 to the east, Precita Avenue, Mission Street and San Jose Avenue to the south, and Dolores Street to the west. See ***Figure 1 Plan Area Map*, p.20.** See also further description of existing conditions for the Project in Section B - Project Setting, **p.53**.

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3 The Eastern Neighborhood Rezoning and Area Plans, San Francisco Planning Department, 2009 (quote provided by Adam Varat, San Francisco Planning). The plans are available for viewing at http://www.sf-planning.org.

A-3. PROJECT SPONSOR AND OBJECTIVES

The Planning Department, on behalf of the City and County of San Francisco, is the sole Project Sponsor for the MDSP. Funding for the MDSP was provided through a grant from the State of California Housing and Community Development Department.

The Project Sponsor's objective is to realize the MDSP's Vision. This vision was developed through the community workshop process for the MDSP.

> The MDSP Vision states that: ***Streets in the Mission District should be:***
>
> ***A. Multi-Modal:*** *Streets in the Mission District should support all modes of transportation, while prioritizing walking, bicycling and transit.*
> ***B. Green:*** *Street tree planting and landscaping should be maximized, while incorporating sustainable stormwater management and streetscape elements wherever possible.*
> ***C. Community-Focused:*** *Street design should prioritize community use of the public right-of-way; provide space for gathering, recreation, and local commercial uses; and minimize the effects of through vehicular traffic.*
> ***D. Safe and Enjoyable:*** *Street design should emphasize enjoyment and safety of all users, while providing adequate lighting and visibility as well as buffering from traffic conflicts.*
> ***E. Well-Maintained:*** *Existing street amenities should be well-maintained, and future improvements should have a post-construction maintenance plan to ensure proper upkeep.*
> ***F. Memorable:*** *Streets should reflect and reinforce the Mission District's unique identity and sense of place.*

A-4. PROJECT DESIGN FRAMEWORK

In order to realize the MDSP's Vision, a five-component design framework was developed. The design framework presents street classifications and design elements that are intended to improve pedestrian safety and comfort, increase the amount of usable public space in the neighborhood, and support environmentally-sustainable stormwater management. The design framework and street classifications are described below and illustrated in ***Figure 2: Design Framework Diagram 1*** *through* ***Figure7: Design Framework Diagram 6,*** **pp.21-25.**

According to the MDSP, the design framework should:

1. Enhance the character of major corridors and gateways within the Plan Area:

- Major residential corridors: Dolores Street and Folsom Street.
- Major residential/commercial corridors: Cesar Chavez Street and Potrero Avenue.
- Major commercial corridors: 16th Street, 24th Street, Mission Street and Valencia Street.
- Gateways that are found on the above-listed major residential and commercial corridors where the streets enter the Plan Area and where these streets intersect each other. Particularly important gateways are at the intersections of:
  - Dolores Street and San Jose Avenue;
  - San Jose Avenue and Guerrero Street;
  - Mission and Valencia Streets; and
  - Capp and Mission Streets.

2. Create green connectors[4] to major open spaces along secondary streets within the Plan Area through the use of street trees and other landscape features:

- Major North/South green connectors: Folsom Street, Dolores Street, Capp Street and Hampshire Street.
- Major East/West green connectors: 17th Street; 20th Street; and 26th Street.

3. Provide new open spaces in the public right-of-way, in particular on small-scale streets and alleys and where streets intersect at acute angles[5] within the Plan Area:

- Potential new public spaces: Intersection of Dolores Street and San Jose Avenue, intersection of Treat/Harrison and 16th Streets, intersection of Mission and Valencia Streets, intersection of San Jose Avenue and Guerrero Street, and intersection of Capp and Mission Streets.
- Living alleys[6]: Hoff Street.

4. Create pockets of public life and activity, such as pocket parks or outdoor seating on neighborhood commercial and mixed-use streets[7] within the Plan Area:

- Mixed-use streets: Alabama Street, Florida Street, Hampshire Street and York Street between 20th street and 14th Street; and
- Flexible parking zones:[8] Valencia Street corridor.

5. Calm Mission District streets to protect residential areas from the adverse effects of through-traffic within the Plan Area:

- Four- to two-lane conversion streets: Folsom Street between 16th and Cesar Chavez Streets, and Bryant Street between 23rd and Cesar Chavez Streets;
- Traffic-Calmed Streets: Capp Street, Shotwell Street, 20th Street and 26th Street; and
- Pedestrian Improvements: 24th Street, Dolores Street, Guerrero Street, South Van Ness Avenue, Potrero Avenue .

A-5 PLAN POLICIES

Plan-proposed policies are intended as guidance for improvements to the Mission District pedestrian realm. The MDSP includes the following policies that are analyzed at the program-level in this Initial Study:

1. **Multi-Modal**

Policy 1.1 Emphasize pedestrian improvements on important commercial and transit-streets in the Plan Area, including Mission Street, Valencia Street, 16th Street, Potrero Avenue, and 24th Street.

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4 Green connectors are streets designed to significantly calm and/or divert traffic, prioritize pedestrian and bicycle travel, and connect to larger open spaces.

5 Less than 90 degrees.

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

7 Streets that accommodate all modes of travel with particular emphasis on supporting pedestrian, bicycle and transit movements.

8 Parking lanes that are used temporarily for other uses such as café or public sitting.

Policy 1.2 Connect existing and new open spaces in the Plan Area with a network of living streets [9]that include streetscape improvements and pocket parks.

Policy 1.3 Create a network of pedestrian-focused green alleys[10] with raised crosswalks[11] and/or other plaza treatments at street entrances in the Plan Area.

Policy 1.4 Expand the existing network of bicycle facilities in the Plan Area, consistent with the Bicycle Plan[12], to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue.

Policy 1.5 Implement street improvements that support the City's transit network in the Plan Area including along Mission Street, 16th Street and Potrero Avenue.

Policy 1.6 Minimize the impact of through traffic in the Plan Area to neighborhood residents particularly on South Van Ness Avenue and Guerrero Street.

2. Green

Policy 2.1 Prioritize the creation of continuous canopy of trees on through streets to buffer community use from through traffic in the Plan Area.

Policy 2.2 Support efforts to make the Mission District a model for sustainable stormwater management through community efforts [13] that could reduce the amount of stormwater runoff[14] diverted to the City's combined sewer system.

3. Community-Focused

Policy 3.1 Create new community spaces by re-using excess portions of right-of-way[15] that is currently underutilized.

Policy 3.2 Utilize traffic calming elements,[16] such as traffic circles[17] or median islands,[18] at neighborhood entrances or where street character changes to signal to drivers to drive with care.

Policy 3.3 Protect residential areas, restrict and discourage traffic speed and volume and create safe and inviting spaces for community use.

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9 Living streets are designed to prioritize the entire right-of-way for pedestrian and public space use while retaining limited local vehicular circulation.

10 Alleyways with substantial sidewalk landscaping.

11 The level of the crosswalk or intersection is raised to the sidewalk grade.

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

13 Community members' could help reduce peak stormwater flows by landscaping sidewalks.

14 The term "runoff" refers to water from rainfall that flows over the land surface that is not absorbed into the ground.

15 Treat Street between 15th and 16th Streets is an example of underutilized excess right-of-way.

16 Traffic calming is a practice of designing streets to encourage vehicles to proceed slowly through neighborhoods, by the use of visual or actual roadway narrowing, horizontal or vertical shifts in the roadway, or other features such as landscaping, median islands, and traffic circles.

17 Traffic circles are generally circular raised areas in the center of a standard intersection that provide space for landscaping, and slow traffic by visually shortening the roadway and forcing vehicles to slowdown to go around them.

18 Median islands are areas between traffic lanes used for control of traffic movements. They are differentiated from medians by being generally not linear or continuous throughout the block.

Policy 3.4 Encourage socially-engaging design on sidewalks adjacent to active uses, including seating opportunities, landscaping, and display of goods.

Policy 3.5 Support and create more space for street vendors, including a new weekly street market on Bartlett Street.

Policy 3.6 Utilize select on-street parking spaces for temporary or permanent planting, sidewalk extensions or café seating.

4. Safe and Enjoyable

Policy 4.1 Shorten crossing distances at wide intersections and introduce pedestrian count-down signals to improve pedestrian safety.

Policy 4.2 Utilize pedestrian-scale street lighting to improve safety for pedestrians on routes that connects to transit and other important destinations.

5. Well-Maintained

Policy 5.1 Develop a maintenance plan for existing and future street improvements.

Policy 5.2 Develop a program allowing community members to "adopt"[19] new infrastructure improvements, such as bulb-outs,[20] medians, or traffic circles.

6. Memorable

Policy 6.1 Develop a palette of street furniture (e.g. benches and recycling bins) that reflects the Mission District's character.

Policy 6.2 Create a special design plan for Mission Street, recognizing its historic and contemporary importance as a major north-south thoroughfare.

Policy 6.3 Transform Folsom Street into a Civic Boulevard[21] with pocket open spaces, linking major open space nodes such as Bernal Hill Park and the waterfront.

Policy 6.4 Incorporate public art into street improvements.

A-6. SITE-SPECIFIC STREETSCAPE IMPROVEMENT PROJECTS

To carry out the MDSP's design framework and policies, 18 alley and small streets streetscape improvement projects and 28 site-specific SIPs are proposed. Sufficient project detail for these 46 proposed projects is available to allow for project-level environmental review. Thus, this Initial Study is intended to provide project-level CEQA review for these proposed streetscape projects. These streetscape projects are described in subsections A-6.1 through A-6.2, **pp.7- 19** and graphically depicted in ***Figure7: Alleys and Small Streets Proposed Streetscape Improvement Projects*** *through* ***Figure 33: Dolores Street (Market to 14th Street) Improvements, pp.26-52.***

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19 This policy would encourage the creation of a program similar to the State's "Adopt a Highway" Program, where individuals and/or private entities sign up for the upkeep of designated public right-of-way.

20 Bulb-outs are locations where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space. Also called a curb-extention.

21 Civic Boulevards are streets with specific design treatments that relate them to the overall City pattern.

A-6.1. ALLEYS AND SMALL STREETS STREETSCAPE IMPROVEMENT PROJECTS

Two variants are proposed in the MDSP_that could be applied to the alleys and small streets in the Plan Area on a case by case basis. Keeping in mind variations in street conditions, individual alley or street segments would be improved in one of the following two ways:

- **Option A:** The proposed improvement would convert the entire right-of-way to a shared public way, where pedestrian and vehicular areas are not separated by curbs. Streetscape elements would include raised crosswalks for alley/narrow streets at intersections, chicanes,[22] distinctive paving or artwork, permeable paving, stormwater treatment planters [23] or other landscaping, bollards, [24] seating, and pedestrian lighting. Local vehicular access and on-street parking would be retained.

- **Option B:** Option B would only differ from Option A in that it would use a traditional curbed design, which provides grade-separated sidewalks, rather than a shared public way design.

For both Options A and B, the designs and materials used for new streetscape elements, such as street furniture and pedestrian lighting, would be compatible with their surroundings, including those that are located within any identified historic districts. Any existing historic paving using brick, masonry, cobbles or similar materials would be preserved and/or rehabilitated. The existing plaque for California Registered Historical Landmark No. 327-1, Site of the Original Mission Dolores Chapel and Dolores Lagoon, located in the public right-of-way at Camp and Albion Streets, would be retained.

Eighteen locations to implement either Option A or Option B Alleys and Small Streets Streetscape Improvement Projects have been identified. These are listed below and graphically depicted in **Figure 7: *Alleys and Small Streets Improvements*, p.26.**

1. Woodward Street from Duboce Avenue to 14th Street
2. Julian Avenue from 14th Street to 16th Street
3. Minna Street from 14th Street to 15th Street
4. Natoma Street from 14th Street to 15th Street
5. Albion Street from 15th Street to 17th Street
6. Camp Street from Guerrero Street to Albion Street
7. Dearborn Street from 17th Street to 18th Street
8. Clarion Alley from Valencia Street to Mission Street
9. Lapidge Street from 18th Street to 19th Street
10. Linda Street from 18th Street to 19th Street
11. San Carlos Street from Sycamore Street to 21st Street
12. Treat Avenue from 19th Street to Mistral Street
13. Mistral Street from Treat Avenue to Harrison Street

22 Chicanes are traffic calming measures that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

23 Such as "rain garden" or "green gutter" – see Glossary, pp. ii - iv, for definition.

24 Bollards are short posts or vertical elements designed to separate or buffer pedestrians from vehicle areas.

14. Ames Street from 22nd Street to 23rd Street
15. Quane Street from 22nd Street to 23rd Street
16. Osage Street from 24th Street to 26th Street
17. Lilac Street from 24th Street to 26th Street
18. Balmy Street from 24th Street to 26th Street

A-6.2. SITE-SPECIFIC STREETSCAPE IMPROVEMENT PROJECTS

Twenty-seven site-specific SIPs are proposed in the MDSP. These site-specific SIPS are summarized in ***Table A-6.2: Summary of Proposed Site-Specific Streetscape Improvement Projects,*** **pp.9-11,**below followed by detailed descriptions under subheadings ***A-6.2.1: Site-specific SIP 24th Street BART Plaza Improvements through A.6.2.28: Site-specific Dolores Street (Market to 14th Street),*** **pp. 8-19**. When applicable, the site-specific SIPs are illustrated by diagrams showing the proposed roadway configurations and other streetscape elements. *See* ***Figure 8: Dolores/San Jose Intersection Existing Conditions*** *through* ***Figure 33: Dolores Street (Market to 14th Street) Improvements,*** **pp. 27-52.**

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Table A-6.2: Summary of Proposed Site-Specific Streetscape Improvement Projects

No.	Site	Site-Specific Streetscape Improvement Project Overview
A-6.2.1	24th Street BART Plaza	Add plaza improvements per 24th St BART community plan;[25] improve connections between plaza and Osage Alley
A-6.2.2	Dolores Street at San Jose Avenue	Add streetscape improvements in the excess right-of-way of Dolores Street. Option 1: Create "pocket" mini-park by converting existing northbound lanes of Dolores Street to non-vehicular use; Option 2: Create "island" mini-park by converting one existing northbound lane and reconfiguring portion of the existing southbound lane of Dolores Street to non-vehicular use.
A-6.2.3	Treat Avenue at Harrison and 16th Streets	Add streetscape improvements on excess right-of-way on southwest side of intersection by extending sidewalk into Treat Avenue; close block of Treat between 15th and Harrison to through traffic, add open space.
A-6.2.4	Valencia Street (Cesar Chavez Street to Mission Street)	Add streetscape improvements on excess right-of-way of Valencia Street at Mission Street; create back-in angled parking; widen sidewalks; sidewalk bulb-outs with pocket parks.
A-6.2.5	San Jose Avenue at Guerrero Street	Add streetscape improvements on excess right-of-way of San Jose Avenue; traffic-calm San Jose Avenue between Guerrero and Duncan Streets and restrict access onto San Jose Avenue north of Guerrero Street.
A-6.2.6	Hoff Street (16th to 17th Streets)	Convert Hoff Street to shared public way with on-street parking, chicane, and pocket parks.
A-6.2.7	Capp Street (15th to 26th Streets)	Add traffic calming improvements, including traffic circles, median islands, chicanes, and bulb-outs.
A-6.2.8	26th Street (Valencia Street to Potrero Avenue)	Add traffic calming improvements, including traffic circles, median islands, chicanes, and bulb-outs.
A-6.2.9	20th Street (Mission Street to Potrero Avenue)	Add traffic calming improvements, including traffic circles, median islands, chicanes, and bulb-outs.
A-6.2.10	Hampshire Street (20th Street to 26th Street)	Add traffic calming improvements, including traffic circles, median islands, chicanes, and bulb-outs.
A-6.2.11	Bryant Street (23rd Street to Cesar Chavez Street)	Reduce existing four-to two travel lanes from 23rd Street to east bound Cesar Chavez Street; retain left-turn pockets at 24th Street and at Cesar Chavez Street; add large sidewalk bulb-outs on alternating sides of the street, and add medians and chicanes.

25 See Glossary, pp. ii – iv, for definition.

Cont. *Table A-6.2: Summary of Proposed Site-Specific Streetscape Improvement Projects*

No.	Site	Site-Specific Streetscape Improvement Project Overview
A-6.2.12	Dolores Street (14th Street to San Jose Avenue)	Add sidewalk bulb-outs and crosswalk improvements, including pedestrian refuge islands at midpoints of crosswalks.
A-6.2.13	Folsom Street (17th Street to 26th Street)	Reduce existing four-to two travel-lanes with left turn pockets at intersections, and transit improvements. Option A: Create planted median from extra space in roadway; Option B: Add extra space to 'green gutter'.[26]
A-6.2.14	Guerrero Street (Duboce Street to San Jose Avenue)	Add median extensions to existing medians; sidewalk bulb-outs; street trees and landscaping.
A-6.2.15	San Jose Avenue (Guerrero Street to Dolores Avenue)	Add median extensions to existing medians; sidewalk bulb-outs; street trees and landscaping.
A-6.2.16	South Van Ness Avenue (14th Street to 26th Street)	Add sidewalk bulb-outs; street trees and landscaping.
A-6.2.17	Potrero Avenue (16th Street to 25th Street)	Add landscape and street trees to existing median and sidewalk bulb-outs at intersections.
A-6.2.18	Alabama Street (Treat Street to 19th Street)	Add stormwater and traffic-calming features.
A-6.2.19	Florida Street (Treat Street to 20th Street)	Add stormwater and traffic-calming features.
A-6.2.20	York Street (Mariposa Street to 20th Street)	Add stormwater and traffic-calming features.
A-6.2.21	Hampshire Street (17th Street to 20th Street)	Add stormwater and traffic-calming features.
A-6.2.22	Capp Street at Mission Street	Add streetscape improvements on excess right-of-way of Capp Street by closing end of Capp Street at Mission Street to vehicles.
A-6.2.23	24th Street (Valencia Street to Potrero Avenue)	Construct raised crosswalks on cross streets at minor intersections

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

Cont. *Table A-6.2: Summary of Proposed Site-Specific Streetscape Improvement Projects*

No.	Site	Site-Specific Streetscape Improvement Project Overview
A-6.2.24	Valencia Street (Duboce Street to Cesar Chavez Avenue); 17th, 19th, 20th, 21st, 22nd and 23rd Streets (Valencia Street to Capp Street), 18th Street (Dolores Street to Capp Street).	Implement flexible parking at pilot locations
A-6.2.25	Bartlett Street at 22nd Street	Implement outdoor temporary weekly market
A-6.2.26	Cunningham Alley	Construct raised crosswalk at Valencia Street.
A.6.2.27	Potrero Avenue and 25th Street intersection	Add signalized mid-block crosswalk.[27]
A.6.2.28	Dolores Street (Market to 14th Street)	Reduce existing four lanes to two lanes; add corner bulb-outs; add pedestrian refuge islands; add raised crosswalk at Clinton Park; remove dedicated right-turn lane from Market Street onto Dolores Street; add bulb-out into Market Street at Dolores; re-align crosswalk across Market Street at Dolores Street.

A-6.2.1. Site-specific SIP: 24th Street BART Plaza Improvements

This site-specific SIP would implement the 24th Street BART Plaza community plan, which calls for the installation of new seating, street trees, paving, new lighting, art and other cosmetic improvements to the southwest BART plaza at the 24th Street/Mission BART station. This project would also provide improved access and circulation between Osage Alley and the BART plaza by removing existing fencing and walls. This project would be limited to improvements to the plaza and adjacent sidewalks and crosswalks and it would not affect roadway capacity. This project is not graphically depicted.

A-6.2.2. Site-specific SIP: Dolores Street and San Jose Avenue Intersection Improvements (Plaza)

This Site-specific SIP would convert excess pavement space in the Dolores Street right-of-way at the intersection of San Jose Avenue (currently one lane southbound and two lanes northbound) to non-vehicular use.

The design is articulated around two options to this project. Both options would: include corner bulb-outs on Dolores Street and San Jose Avenue and a new signalized crosswalk across San Jose Avenue north at the intersection with Dolores Avenue and Brook Street; retain the current configuration of vehicle lanes and MUNI tracks on San Jose Avenue; retain a single southbound travel lane of Dolores Street north of the intersection with San Jose Avenue; reduce the two northbound travel lanes of Dolores Street north of the intersection with San Jose Avenue to one; and install standard surface streetscape amenities such as street trees, plantings, lighting, and seating. These options differ from one another in the following ways:

27 Mid-block crosswalks are marked crosswalks at a mid-block (non-intersection) location.

- **Option A:** The Dolores Street ROW east of the existing southernmost center median island would be reconfigured into a pedestrian plaza. All vehicles entering northbound Dolores Street would use a new single lane west of the existing center median. See ***Figure 8: Dolores/San Jose Intersection Existing Conditions*** *through* ***Figure 9: Dolores/San Jose Plaza: Option A,*** **p. 27-28.**

- **Option B:** A portion of the Dolores Street ROW on both sides of the existing southernmost center median island would be reconfigured into a pedestrian plaza. All vehicles entering northbound Dolores Street would use a single lane east of the existing center median. See ***Figure 8: Dolores/San Jose Intersection Existing Conditions*** *through* ***Figure 10: Dolores/San Jose Plaza: Option B,*** **pp. 27-29.**

In both Options A and B, the existing historic Dolores Street center median strip and its distinctive configuration, materials, and landscaping would be preserved; new construction would be distinguishable from, and would be designed to be compatible with, the character of the historic center median strip, including materials, profiles, landscaping, and continuity of elements; and the southernmost portion of the historic center median (at San Jose Avenue), which appears to have been previously altered from its historic design, would be restored.

A-6.2.3. Site-specific SIP: Treat/16th/Harrison Streets Intersection Improvements (Plaza)
This Site-specific SIP would convert excess pavement space in the Treat Avenue right-of-way at its intersection with Harrison and 16th Streets respectively, to public open space. This would improve pedestrian amenities in this section of the right-of-way. On Treat Avenue south of 16th Street, a large corner bulb-out would provide space for a mini-park by tightening the width of the right-of-way. North of 16th Street, Treat Avenue would be closed to through traffic between Harrison and 15th Streets. This portion of the right-of-way would be devoted to non-vehicular uses such as a community garden and a mini-park. A 20-foot multi-use path[28] would maintain local vehicular access to adjacent properties.[29] This project would also include standard streetscape amenities such as street trees, landscaping, lighting, and seating. See ***Figure 11: Treat Avenue, 16th and Harrison Streets Existing conditions and Figure 12: Treat Avenue Proposed Plaza,*** **p.30-31.**

A-6.2.4. Site-specific SIP: Valencia Street at Mission Street Intersection Improvements; Valencia Street between Cesar Chavez and Mission Streets
This site-specific SIP would reduce excess pavement space at the intersection of Valencia Street with Mission Street and convert it into public open space. This conversion would improve pedestrian access in the Proposed Plan Area. The project would create a plaza on the northwest corner of Mission and Valencia Streets and tighten the intersection of those two streets. The existing parallel parking would be converted to angled parking along Valencia Street between Mission Street and Tiffany Street. A large sidewalk bulb-out on the southwest corner of the intersection of Valencia and Tiffany Streets would be used to provide a pocket park. The intersection would be further tightened with bulb-outs north and east of the intersection.

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28 Multi-use paths are pathway that may be used for a variety of non-motorized, recreational uses, including walking, jogging, biking, and the like.

29 Note that immediately north of 15th Street, the Treat Avenue right-of-way is currently fenced off.

Space currently used for a striped median along Valencia Street between Duncan and Cesar Chavez Streets, would be used to widen sidewalks. The existing ten-foot-wide sidewalks on both sides of the street would be widened, the east sidewalk to fifteen feet and the west sidewalk to twenty feet. Additionally, a new sidewalk bulb-out on the west side of Valencia Street at the historic St. Luke's building would constructed with a pocket park (street trees would be planted).

This site-specific SIP would reconfigure Valencia Street between Cesar Chavez and Mission Streets to one lane in each direction only, except that the existing left turn lane from northbound Valencia Street to westbound Cesar Chavez Street would be retained.

All existing bicycle and automobile movements onto and from Valencia Street at the intersection of Cesar Chavez, Duncan, Tiffany and Mission Streets would be retained. See ***Figure 13: Valencia Street between Cesar Chavez and Mission Streets, Existing conditions and Figure 14: Valencia Street Proposed Improvements (Plaza),*** **pp.32-33.**

A-6.2.5. Site-specific SIP: San Jose Avenue at Guerrero Street Intersection Improvements (Plaza)

This Site-specific SIP would convert excess pavement space in the San Jose Avenue right-of-way at its intersection with Guerrero Street to a pedestrian plaza. This project would also implement traffic calming measures. The plaza would have standard streetscape treatments such as plantings, lighting, and site furnishings. The project would include median extensions ("thumbnails"[30]) to the existing medians on San Jose Avenue and Guerrero Street at 28th Street, as well as add traffic calming measures on San Jose Avenue between Guerrero and Duncan Streets, such as corner sidewalk bulb-outs, raised crosswalks, and chicanes. This project would restrict vehicular access from northbound San Jose Avenue onto San Jose Avenue north of Guerrero Street. Northbound vehicular traffic on San Jose Avenue would be required to continue on Guerrero Street.

The general alignment of the historic San Jose Avenue, California Registered Historical Landmark No. 784, *El Camino Real* from *Misión San Diego de Alcala* to *Misión San Francisco de Asís,*[31] would be preserved as a pedestrian plaza and pathway, which would be consistent with the original use of the historic road. Streetscape improvements would emphasize the linear nature of the historic pathway, and would avoid creating meandering alignments or asymmetry within the historic pathway.

As part of the project, an interpretative exhibit would be installed that would commemorate the history of El Camino Real as the oldest road in California, and later as the Old San Jose Road, one of the oldest roads in San Francisco. See ***Figure 15: San Jose and Guerrero Street Intersection Existing Conditions and Figure 16: San Jose/Guerrero Proposed Plaza,*** **pp. 34-35.**

30 Median extensions are extension of the medians toward an intersection along the axis of existing medians.

31 Calfornia Historical Landmark No. 784 is listed in the California Register of Historical Resources.

A-6.2.6. Site-specific SIP: Hoff Street Improvements (Shared Alley Concept)
This site-specific SIP would convert Hoff Street between 16th and 17th Streets to a shared, single-surface alley with landscaping and other pedestrian amenities. Existing parking and two-way vehicular circulation would be retained in the proposed design. Raised crosswalks would be installed at entrances to the street's intersection with 16th and 17th Streets; a midblock chicane would further slow traffic. The proposed streetscape amenities would include new plantings, street trees, lighting, and site furnishings, and a small seating area adjacent to Kid Power Park. See ***Figure 17: Hoff Street Shared Alley Concept,* pp.36.**

A-6.2.7 - A-6.2.10. Site-specific SIPs: Capp Street, Hampshire Street, 15th Street, 20th Street, 26th Street Traffic Calming
These site-specific SIPs would add traffic-calming elements, street trees and landscaping on Capp Street between 15th and 26th Streets; Hampshire Street between 20th and 26th Streets; 20th Street between Mission Street and Potrero Avenue; and 26th Street between Valencia Street and Potrero Avenue. Traffic calming elements would include: traffic circles; median islands; corner sidewalk bulb-outs; and mid-block chicanes. See ***Figure 18: Map of Proposed Traffic Calming Elements and Figure 19: Typical Proposed Traffic Calming Elements,* pp. 37-38,** for illustrations of traffic circles, chicanes and median islands.

Traffic calming elements would be landscaped (street trees would be planted where applicable) and would include stormwater features.[32] Dimensions of traffic calming features would vary according to specific conditions at each intersection and street segment. However in all cases, the existing two-way vehicular circulation and all existing vehicle movements would be retained. Moreover, a minimum clear width of the travel lanes would also be retained for emergency vehicle access.

The existing historic Works Progress Administration (WPA)-era branded cement that are located in the public right-of-way of Capp Street, which commemorate the widening of Capp Street for automobile use, would be retained/restored in their current locations (although existing street/sidewalk paving configurations may be altered).

The proposed streetscape treatment for Capp Street between 18th and 20th Streets, which is included within an identified historic district associated with the 1906 Fire Line, would preserve the existing character of the historic district. Specifically, new streetscape elements would retain and augment the linear pattern of Capp Street between 18th and 20th Streets, which represents the historic 1906 Fire Line, and the symmetrical rows of buildings on both sides of the street, which represent fire survivors to the east and reconstruction to the west.

A-6.2.11. Site-specific SIP: Bryant Street Road Diet, 23rd to Cesar Chavez Streets
This site-specific SIP would reduce the number of vehicular lanes from four to two lanes and add traffic-calming elements on Bryant Street between 23rd and Cesar Chavez Streets. This four- to two lane conversion would eliminate one of the two existing travel lanes in each direction on Bryant Street between 23rd and Cesar Chavez Streets, and would retain left-turn lanes at the intersections of Bryant Street with 24th Street and Bryant Street and Cesar Chavez Street. The excess right-of-way space that would become available would be used for sidewalk bulb-outs,

32 Structural devices used to reduce stormwater volume.

medians, chicanes and angled parking. This new street profile would be similar to the existing Bryant Street profile between 18th and 23rd Streets. See ***Figures 20: Bryant Street Proposed Road Diet, 23rd to 25th to Figure 21: Bryant Street Proposed Road Diet, 25th to Cesar Chavez Street***, **pp. *39- 40.***

A-6.2.12. Site-specific SIP: Dolores Street Intersection Improvements

This Site-specific SIP would provide both sidewalk corner bulb-outs and pedestrian refuge islands at the midpoints of crosswalks on Dolores Street between 14th Street and San Jose Avenue. Construction of pedestrian refuge islands – demarcated areas in the center of the roadway where pedestrians can safely and conveniently await signal changes and vehicular passages – would include addition of one or more of the following types of features: striping; electrical illumination; textured surface treatments; bollards; curbs; and raised concrete or landscaped areas. In some cases, pedestrian refuges may be expanded into plazas or mini-parks that may include standard surface streetscape amenities such as street trees, plantings, lighting, and seating. The proposed improvements would not affect roadway capacity – all existing vehicle movements would be retained. Proposed curb and median extensions designs would comply with required emergency vehicles' turning radii. See ***Figure 22: Dolores Intersection Proposed Improvements,*** **pp. *41.***

The existing historic Dolores Street center median strip and its distinctive configuration, materials, and landscaping would be preserved. New construction would be distinguishable from, and would be designed to be compatible with, the character of the existing historic center median strip, including materials, profiles, landscaping, and continuity of elements.

A-6.2.13. Site-specific SIP: Folsom Street Road Diet[33]

This site-specific SIP would reduce the number of vehicular lanes and add traffic calming elements on Folsom Street between 14th and 26th Streets. This four- to two-lane conversion would eliminate one travel lane in each direction. The project would move all near-side bus stops[34] on Folsom Street between 14th and 26th Streets to far-side bus stops, and add striped bus zones in the roadway where there are currently only flag stops[35]. Parking would be removed where striped bus zones are added. At intersections without bus stops, Folsom Street would have left-turn pockets and corner bulb-outs. At intersections with bus stops, Folsom Street would have bus bulb-outs,[36] left-turn pockets, bulb-outs, and bus zones. Alternatively at intersections with bus stops, Folsom Street would have a single lane in each direction, but each lane would be wide enough for through traffic to bypass both left-turning vehicles and stopped buses. This alternative configuration would also include corner bulb-outs. The proposed new curb geometry would comply with required emergency vehicles' turning radii.

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33 Road diet refers to reduction of travel lanes.

34 A near-side bus stop is a bus stop located on the closer (entering) side of the intersection in the direction of travel. A far-side bus stop is located on the further (exiting) side.

35 A flag stop is a bus stop with no dedicated striped bus zone in the roadway, necessitating transit users to walk out into the roadway between parked cars to board the bus.

36 Bulbouts are curb extensions with transit stops that allow transit vehicles to board without pulling in and out of traffic.

Option A: This option would provide a planted center median with left-turn pockets at intersections. See ***Figure 23: Folsom Street Proposed Road Diet: Option : Median pp. 42.***

Option B: This option would install "green gutters" [37]. Driveways and access to parking spaces would be retained across green gutters. See ***Figure 24: Folsom Street Proposed Road Diet: Option B, pp. 43.***

A-6.2.14. - A-6.2.15. Site-specific SIPs: Guerrero Street and San Jose Avenue Improvements
These site-specific SIPs would add the following pedestrian and streetscape features on Guerrero Street between 14th Street and San Jose Avenue and on San Jose Avenue between Guerrero and Dolores Streets: median extensions at intersections; corner sidewalk bulb-outs at pedestrian crossings; new streetscape amenities, including street trees and sidewalk landscaping. The improvements would not affect roadway capacity. Curb radii[38] of new curb and median extensions would be consistent with the ability of the appropriate design vehicles, including emergency vehicles, to complete these turns. For a graphically depicted example of these improvements, please see ***Figure 22: Dolores Street Intersection Proposed Improvements, pp. 41.***

A-6.2.16. Site-specific SIP: South Van Ness Avenue Improvements
This site-specific SIP would implement the following pedestrian and streetscape improvements on South Van Ness Avenue between Cesar Chavez and Division Streets: corner sidewalk bulb-outs at pedestrian crossings; street trees and sidewalk landscaping. The improvements would not affect roadway capacity; all existing vehicle movements would be retained. The proposed curb and median extensions designs would comply with required emergency vehicles' turning radii. The existing historic utility pole formerly used for electric streetcars, located at the northwest corner of South Van Ness Avenue and 24th Street, would be retained. For an example of these improvements, please see ***Figure 22: Dolores Street Intersection Proposed Improvements, pp. 41.***

A-6.2.17. Site-specific SIP: Potrero Avenue Street Improvements
This site-specific SIP would implement the following pedestrian and streetscape improvements on Potrero Avenue between Cesar Chavez and Division Streets: replacement of the existing striped medians with raised planted medians while retaining existing left turns and turn lanes; installation of median extensions at intersections; installation of corner sidewalk bulb-outs at pedestrian crossings; installation of bus bulb-outs at all bus stops; and installation of new street trees and sidewalk landscaping. The proposed improvements would not affect roadway capacity; all existing vehicle movements would be retained. The proposed curb and median extensions designs would comply with the required emergency vehicles turning radii. This project is not graphically depicted.

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

A-6.2.18. A-6.2.21. Site-Specific SIPs: Alabama Street, Florida Street, York Street, (northern section of) Hampshire Street Improvements
These site-specific SIPs would include the installation of mid-block landscaped chicanes and corner sidewalk bulb-outs, diagonal back-in parking alternating at either side of the street, and street tree planting on the following streets:

- Alabama Street between Treat Avenue and 19th Street.
- Florida Street between Treat Avenue and 20th Street.
- York Street between Mariposa and 20th Streets.
- Hampshire Street between 17th and 20th Streets.

These Proposed Improvements would not affect roadway capacity; all existing vehicle movements would be retained. The corner sidewalk bulb-outs and chicanes would be designed to retain existing truck access. See ***Figure 25: Map of North East Proposed Street Improvements and Figure 26: North East Proposed Street Sample Block, pp. 44-45.***

Any existing historic railroad tracks or spurs,[39] particularly those that are located in conjunction with existing historic buildings that accommodated railroad access, would be considered for retention and/or rehabilitation, and would be included as part of the site-specific SIPs.

A-6.2.22. Site-specific SIP: Capp Street at Mission Street Intersection Improvements (Plaza)
This site-specific SIP would close Capp Street to vehicular traffic at the intersection of Capp and Mission streets, and convert Capp Street right-of-way to a pedestrian plaza extending approximately 110 feet east of the intersection. Emergency vehicle access would be retained. The plaza would have standard streetscape treatments such as new street trees, plantings, lighting, and site furnishings. See ***Figure 27: Capp Street at Mission Street Intersection Proposed Intersection Improvements, pp.46.***

A-6.2.23 Site-specific SIP: 24th Street Raised Crosswalks
This site-specific SIP would construct raised crosswalks along both the north and south sidewalks along 24th Street. These raised crosswalks would cross over 24th Street at the following streets listed from west to east: Orange Alley, Bartlett Street, Osage Alley, Lilac Street, Capp Street, Cypress Street, Shotwell Street, Lucky Street, Treat Avenue, Balmy Street, Alabama Street, Florida Street, York Street, and Hampshire Street.

Raised crosswalks would replace existing marked and unmarked crosswalks. No new pedestrian signals are proposed, and existing pedestrian signals would be retained. Raised crosswalks would be the same height, approximately six inches, and roughly the width of the adjacent sidewalks, approximately 12 feet. This project would not remove any existing street trees. This project would not require excavation below the existing engineered road bed. However, minor grading would be required and drainage patterns would be slightly modified to accommodate new raised crosswalks. See ***Figure 28: 24th Street Raised Crosswalks, pp.47.***

39 A spur is a railroad track on which cars are left for loading and unloading. Spurs are also used sometimes for railroad car storage.

A-6.2.24 Site-specific SIP: Flexible Parking, Valencia Corridor

This site-specific SIP would allow for flexible use of the parking lane on the following streets: Valencia Street between 15th and Cesar Chavez Streets; 17th, 18th, 19th, 20th, 21st, 22nd and 23rd Streets each between Valencia and Capp Streets; and 18th Street between Dolores and Capp Streets. Flexible parking would allow businesses, institutions and civic groups to utilize space currently used for on-street parking for other temporary or intermittent uses. Examples include provisions of tables and seating for adjacent restaurants, pocket parks and gardens adjacent to institutions or residential buildings, and spillover space for special events and celebrations. Flexible use of parking lanes would require installation of bollards or planters to prevent automobile encroachment. These physical improvements would be temporary and easily reversible. Flexible use of the parking lane would be limited to the on-street parking lane only, and would not affect roadway capacity. This project would not remove any existing street trees. This project would also not require excavation. See ***Figure 29: Flexible Parking Proposed Pilot Locations, pp.48.***

A-6.2.25 Site-Specific SIP: Temporary Community Market

This site-specific SIP would provide space for a weekly community market by allowing temporary, periodic closure to through traffic on Bartlett Street between 21st and 22nd Streets and 22nd Street between Valencia and Mission Streets. Local vehicular access on these street segments would be maintained at all other times. Local access to garages would be maintained at all times. This project would not remove any existing street trees. This project would also not require excavation. See ***Figure 30: Proposed Temporary Community Market, pp.49.***

A-6.2.26 Site-Specific SIP: Cunningham Alley Raised Crosswalk

This site-specific SIP would construct a raised crosswalk on the west side of Valencia Street across Cunningham Alley. This project would not remove any existing street trees. This project would not require excavation below the existing engineered road bed. Minor grading would be required and drainage patterns would be slightly modified to accommodate the raised crosswalk. See ***Figure 31: Cunningham Alley Proposed Raised Crosswalk, pp.50.***

A.6.2.27 Site-specific SIP: Potrero Avenue at 25th Street Crosswalk and Pedestrian Signal

This site-specific SIP would include the installation of a signalized mid-block crosswalk across Potrero Avenue approximately mid-way between Cesar Chavez and 25th Streets, thereby linking Rolph Playground and Potrero Del Sol Park. This project may remove street trees as needed for visual clearance in the immediate vicinity of the crossing. This project may include excavation to a depth of 3 feet to provide for conduits, structures and mechanical equipment associated with the signal system. See ***Figure 32: Potrero Avenue Proposed Signalized Mid-Block Crosswalk, pp.51.***

A.6.2.28 Site-specific SIP: Dolores Street (Market to 14th Street) Improvements

This Site-specific SIP would convert excess pavement space in the Dolores Street right-of-way to non-vehicular use. The existing four travel lanes of Dolores Street (two in each direction) would be reduced to one travel lane in each direction between 14th and Market Streets. Sidewalk bulb outs would be added at the intersections of Dolores Street with Market Street, 14th Street, and Clinton Park, and pedestrian refuge islands would be added at the intersections of Dolores Street

with Market Street and at the intersections of Dolores Street with 14th Street. A raised crosswalk would be constructed across Clinton Park at the intersection with Dolores Street. The dedicated right-turn lane from Market Street onto Dolores Street would be removed. A sidewalk bulb-out into Market Street at Dolores Street would be added and the crosswalk across Market Street at Dolores Street would be re-aligned. See ***Figure 33: Dolores Street (Market to 14th Street) Improvements, pp.52.***

Construction of pedestrian refuge islands – demarcated areas in the center of the roadway where pedestrians can safely and conveniently await signal changes and vehicular passages – would include addition of one or more of the following types of features: striping; electrical illumination; textured surface treatments; bollards; curbs; and raised concrete or landscaped areas. In some cases, pedestrian refuges may be expanded into plazas or mini-parks that may include standard surface streetscape amenities such as plantings, lighting, and seating.
The existing historic Dolores Street center median strip and its distinctive configuration, materials, and landscaping would be preserved. New construction would be distinguishable from, and would be designed to be compatible with, the character of the existing historic center median strip, including materials, profiles, landscaping, and continuity of elements.

Figure 1: Plan Area Map

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

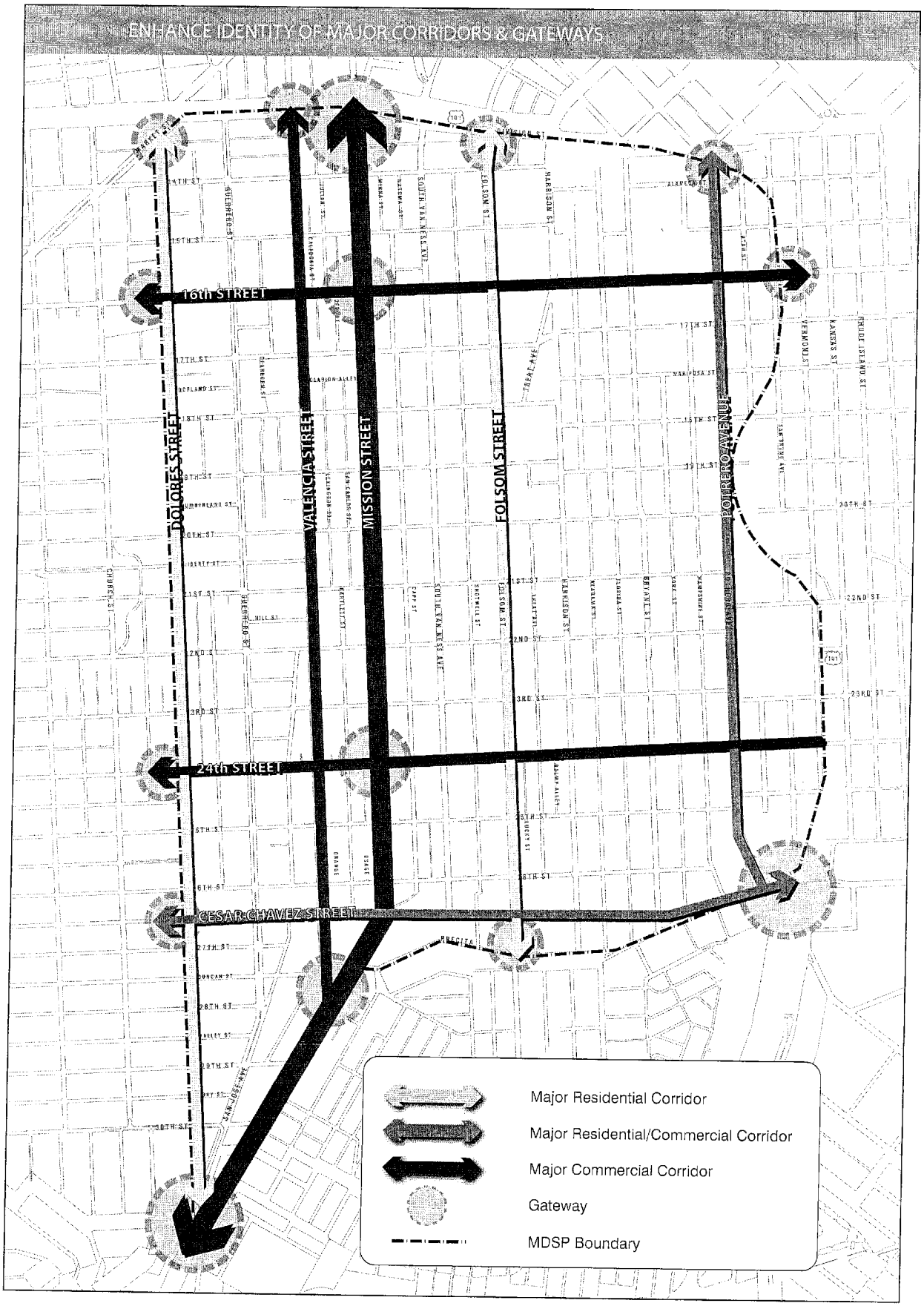


Figure 2: Design Framework Diagram 1

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

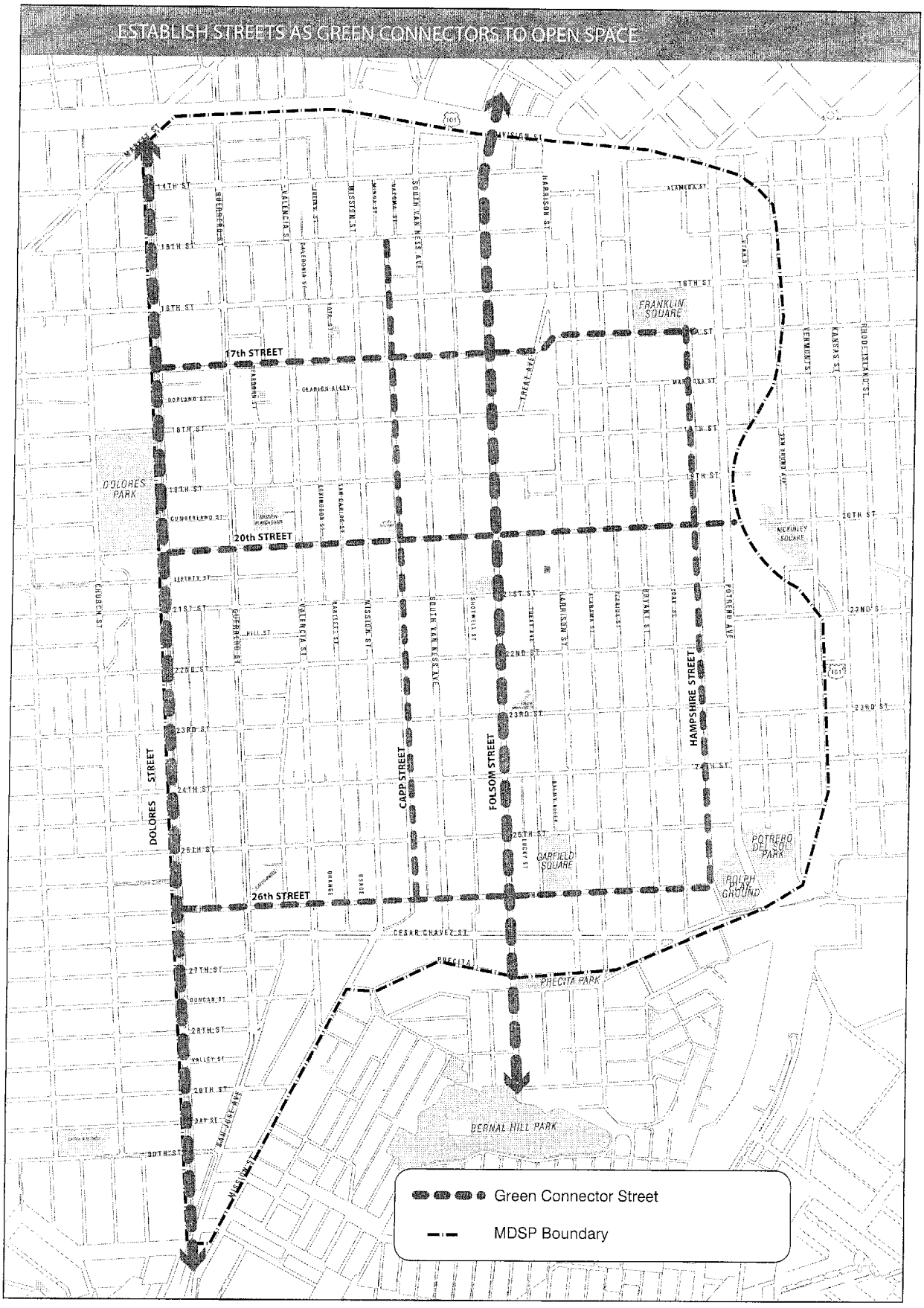


Figure 3: Design Framework Diagram 2

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

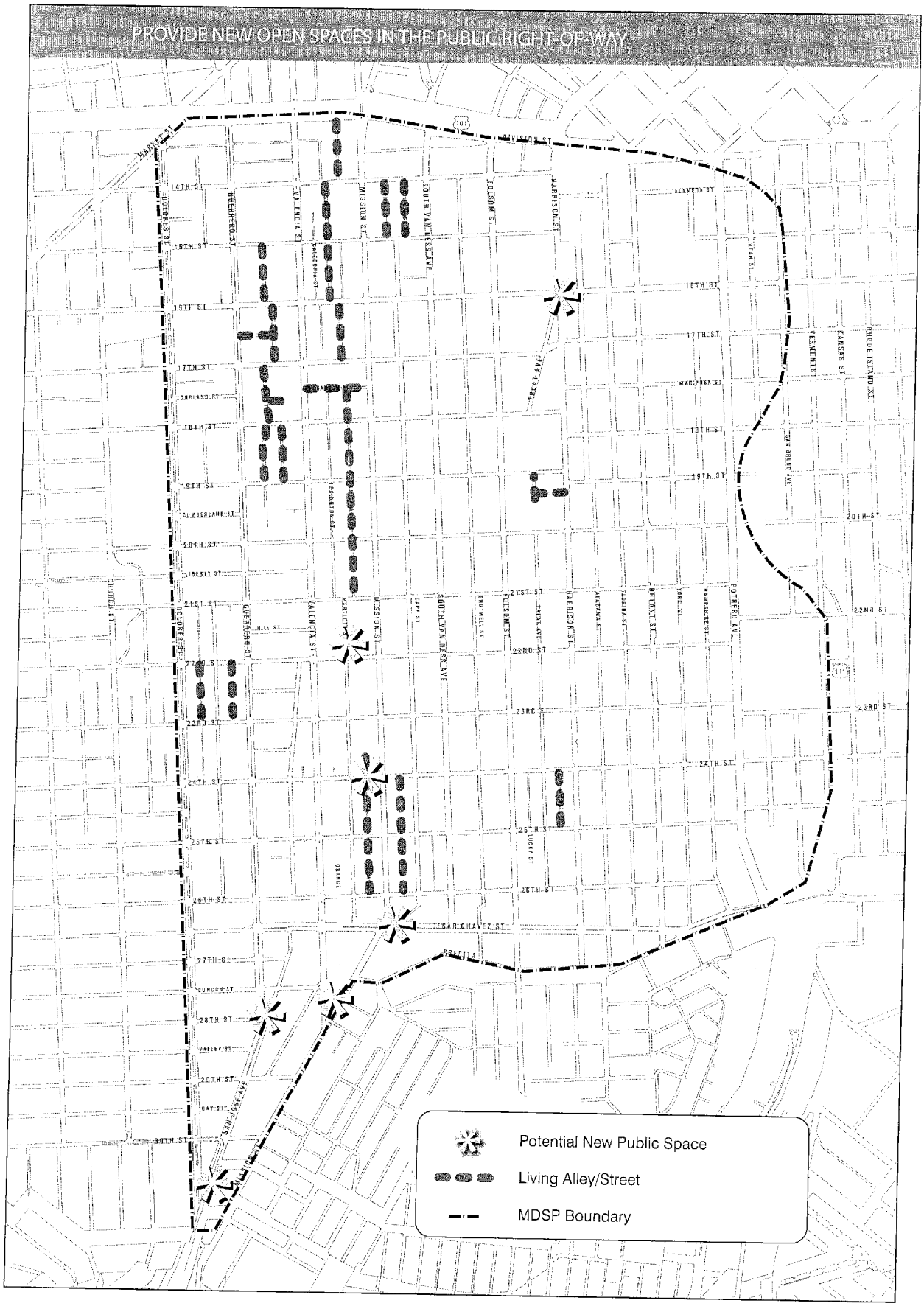


Figure 4: Design Framework Diagram 3

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 5: Design Framework Diagram 4

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

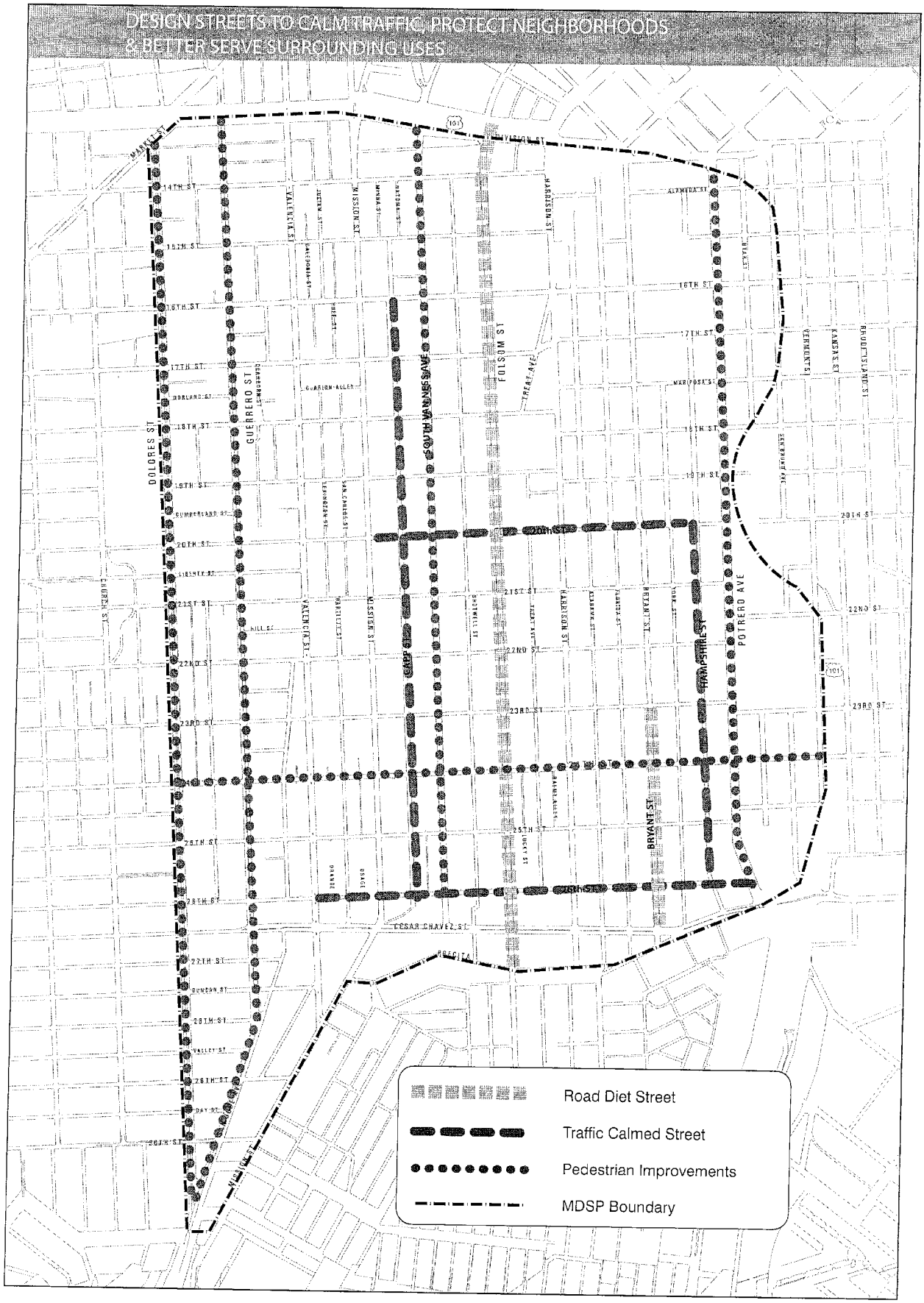


Figure 6: Design Framework Diagram 5

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

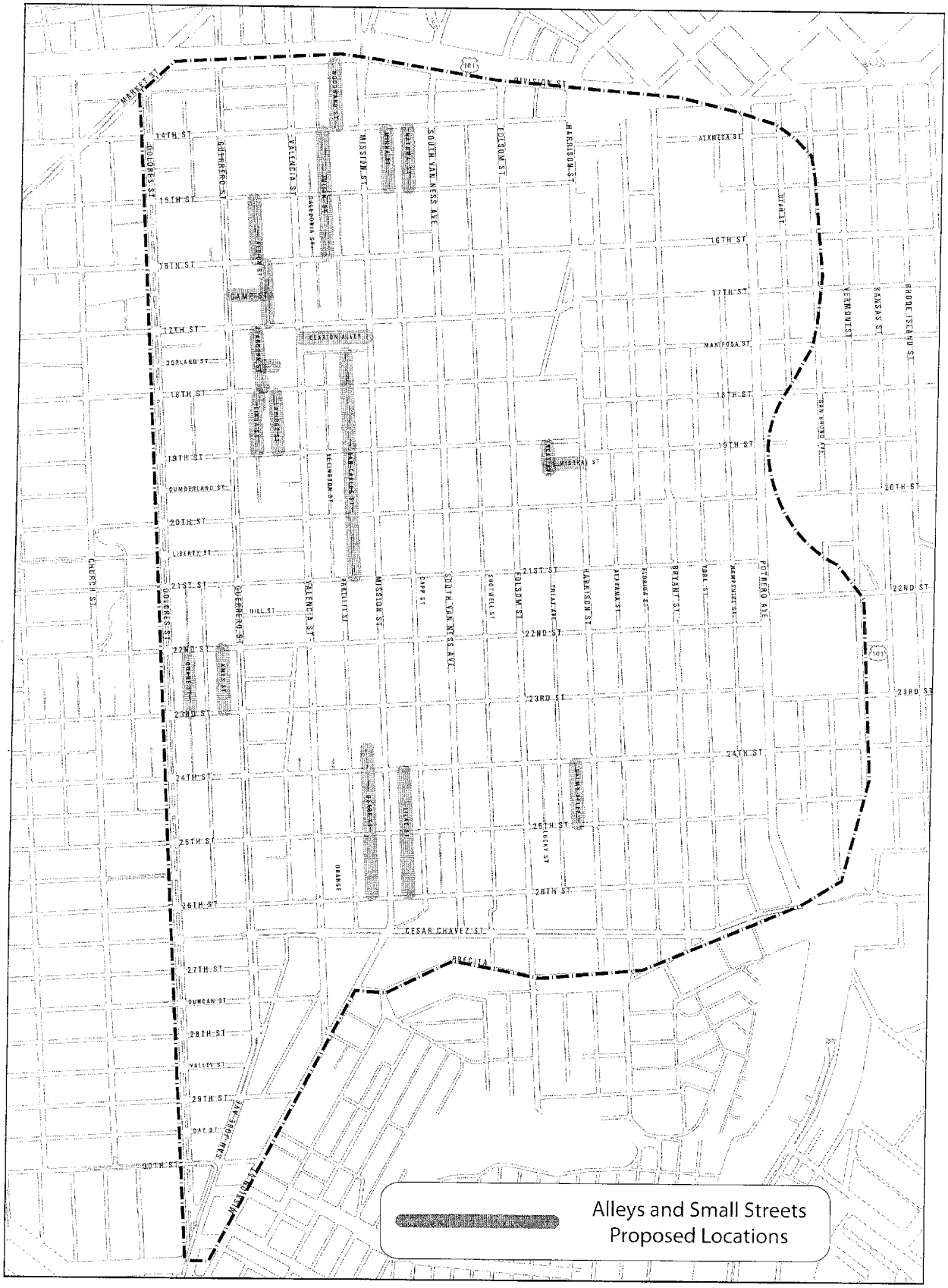


Figure 7: Alleys and Small Streets Proposed Streetscape Improvement Projects

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 8: Dolores/ San Jose Intersection Existing Conditions

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

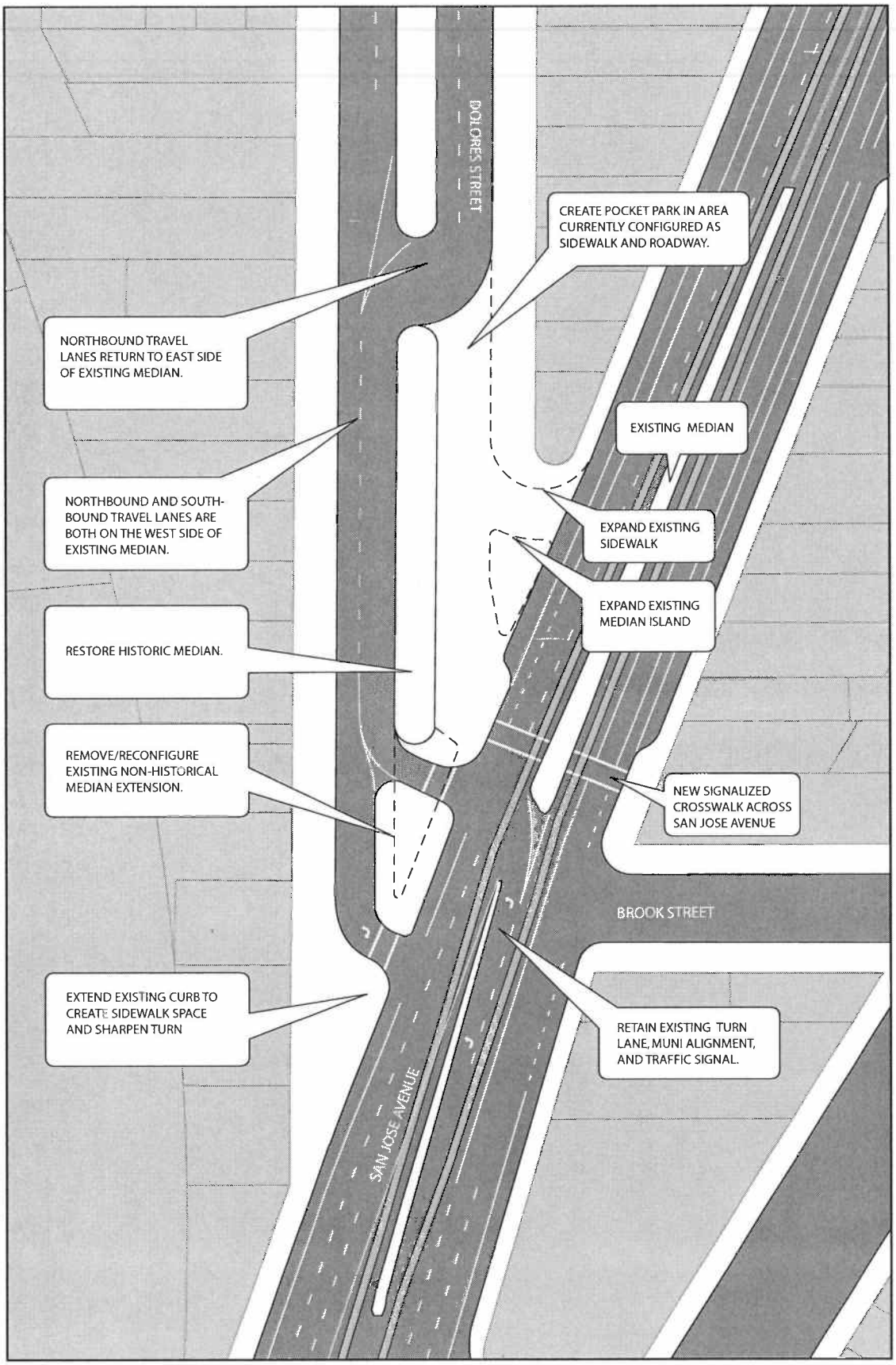


Figure 9: Dolores/ San Jose Proposed Plaza- Option A

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

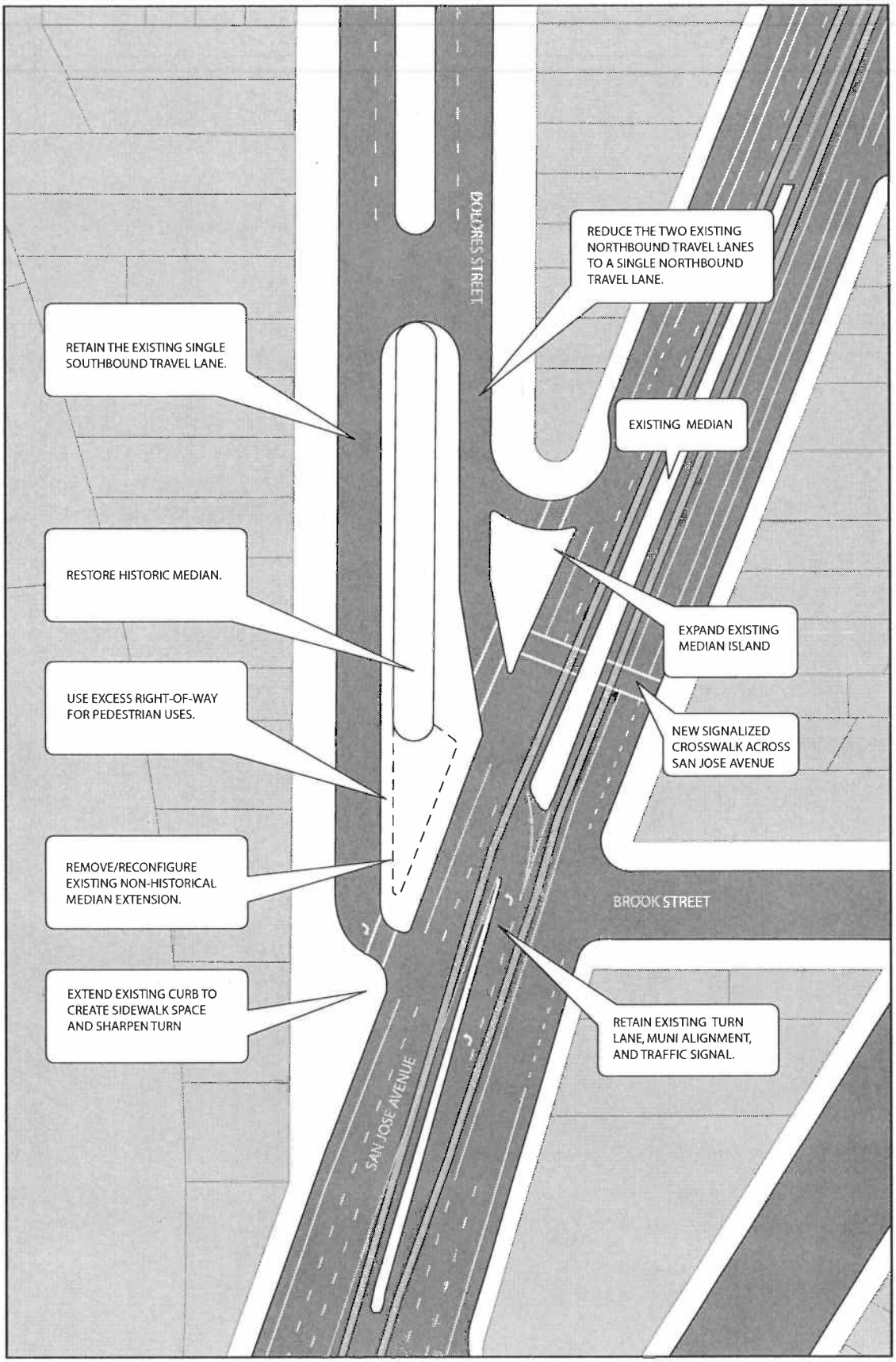


Figure 10: Dolores/ San Jose Proposed Plaza: Option B

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

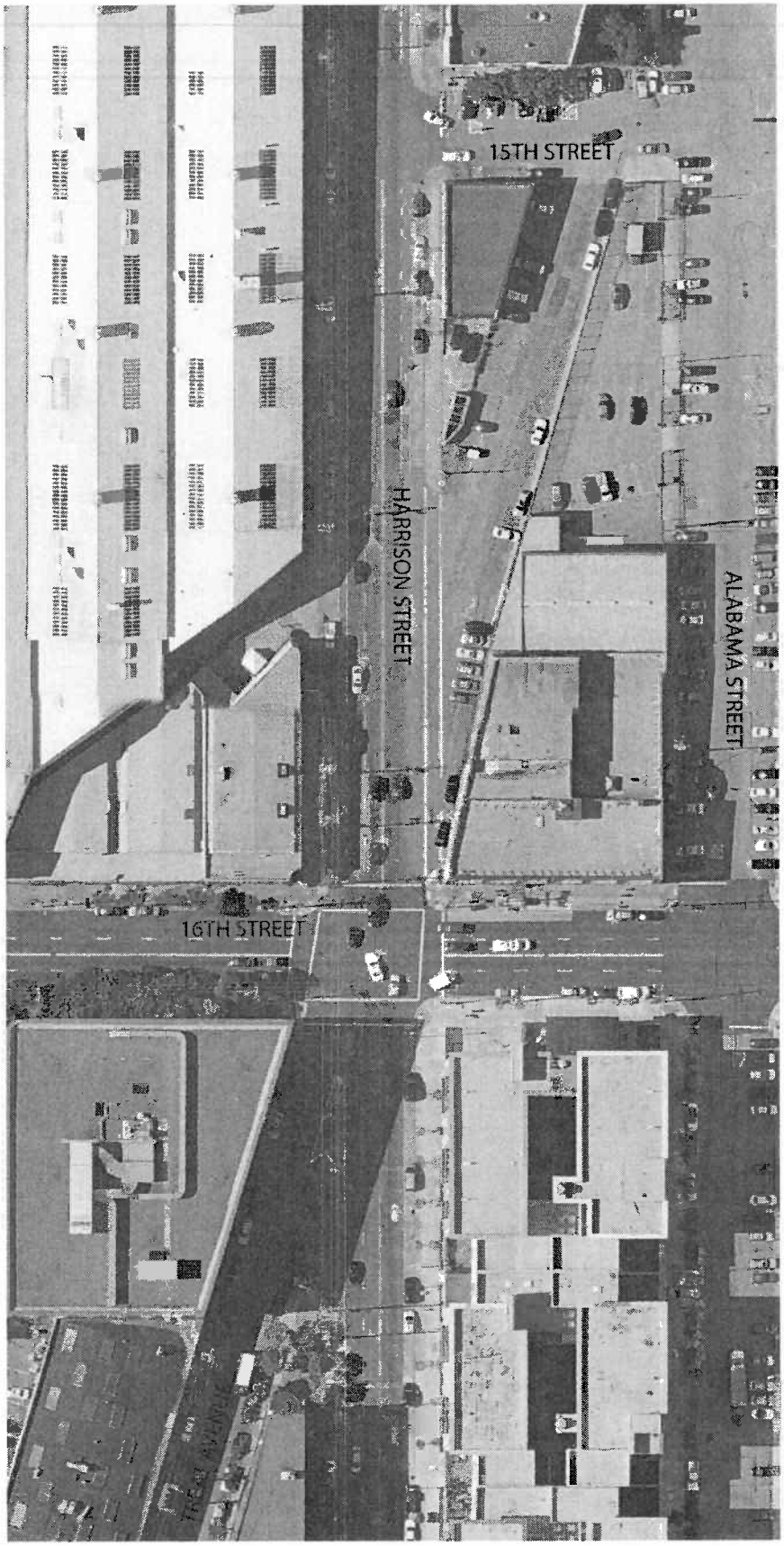


Figure 11: Treat Avenue, 16th and Harrison Streets Existing Conditions

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

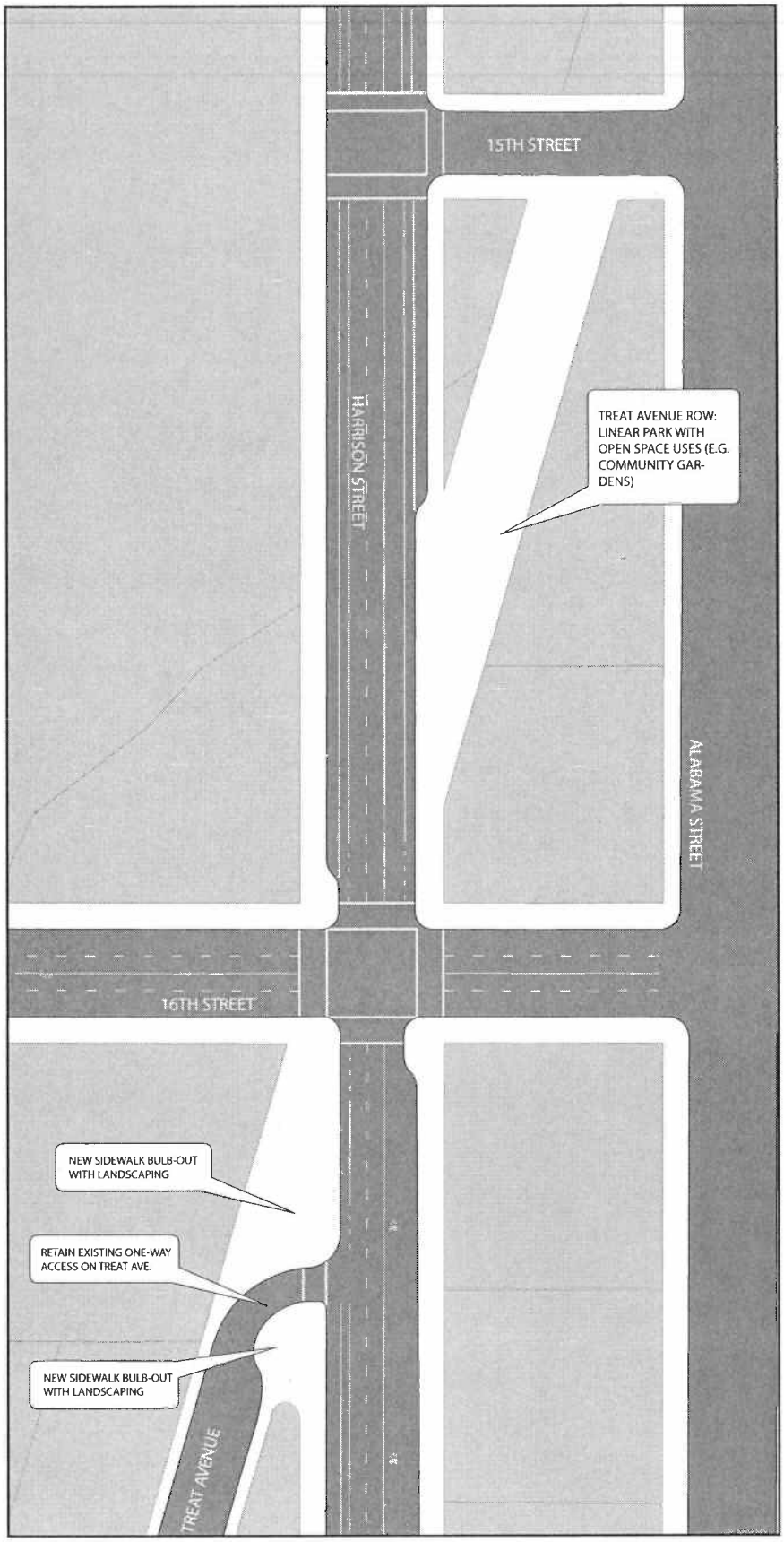


Figure 12: Treat Avenue Proposed Plaza

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

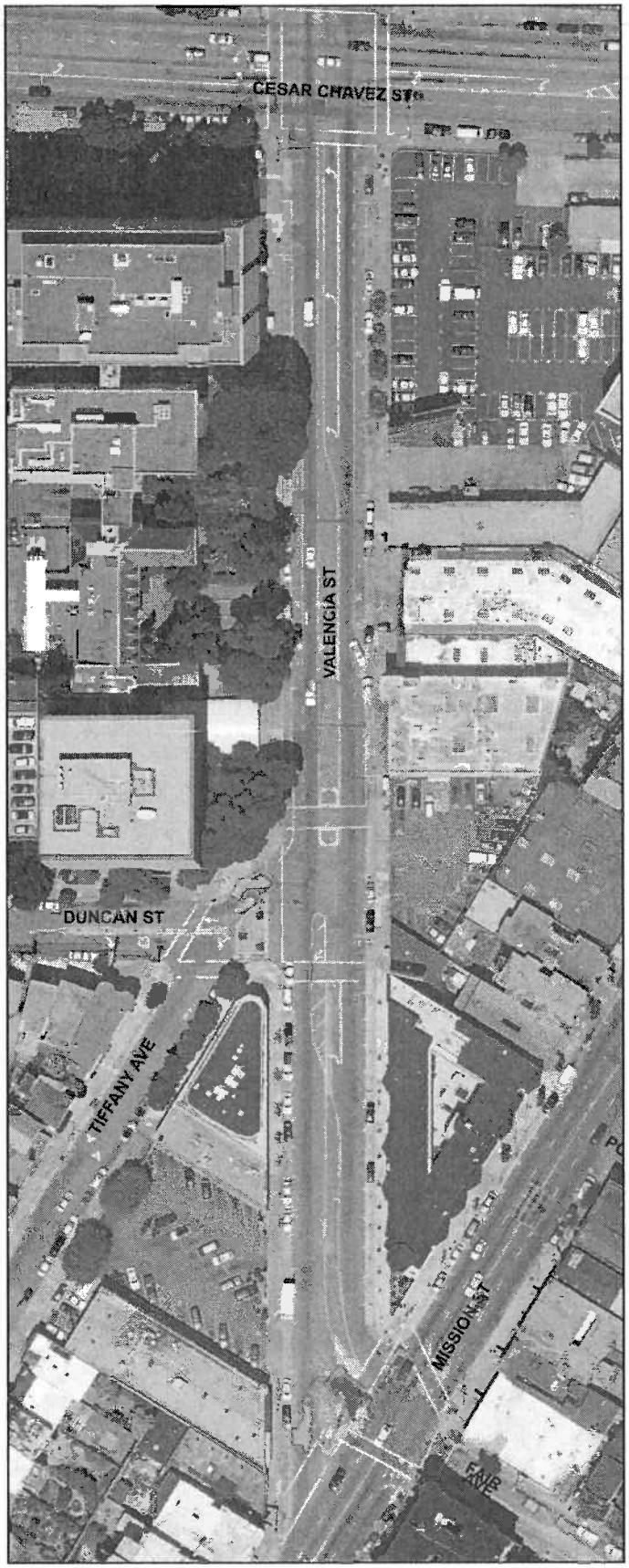
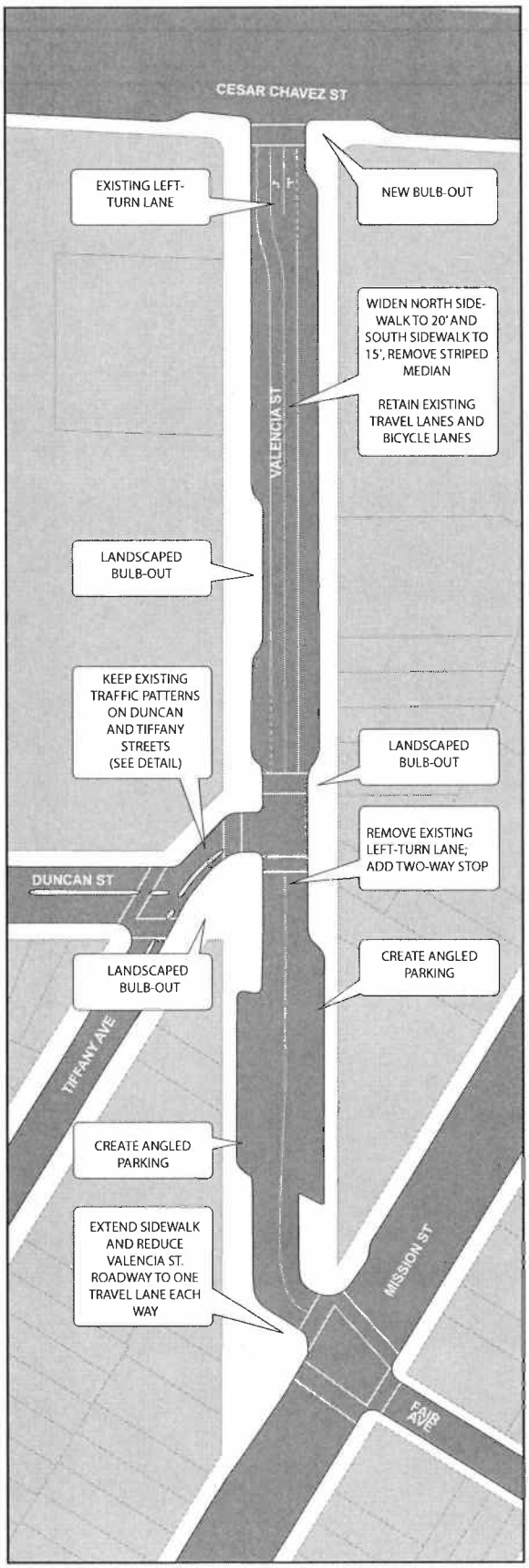


Figure 13: Valencia Street between Cesar Chavez and Mission Streets, Existing Conditions

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.



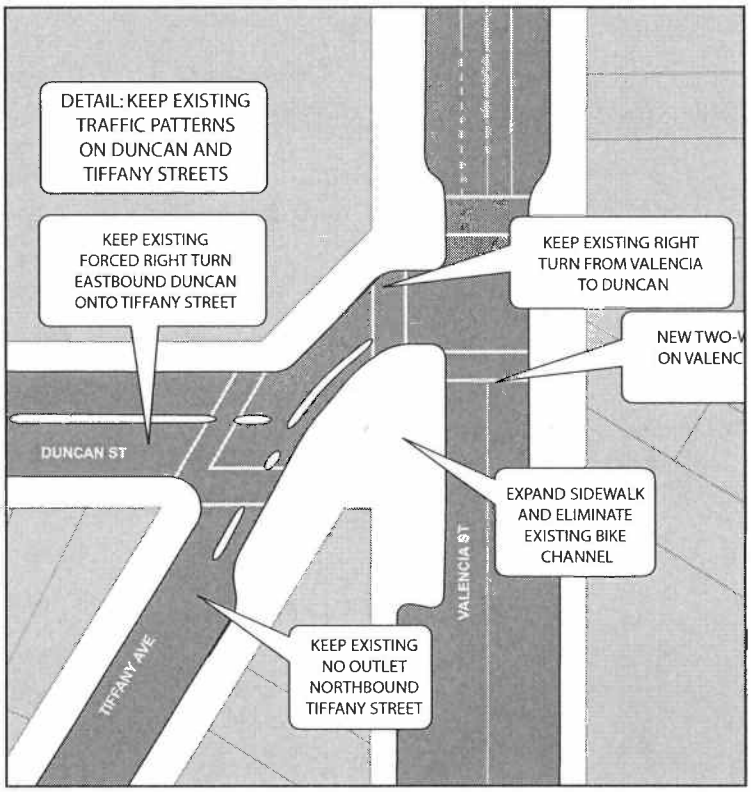


Figure 14: Valencia Street Proposed Improvements (Plaza)

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 15: San Jose Avenue and Guerrero Street Intersection Existing Conditions

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

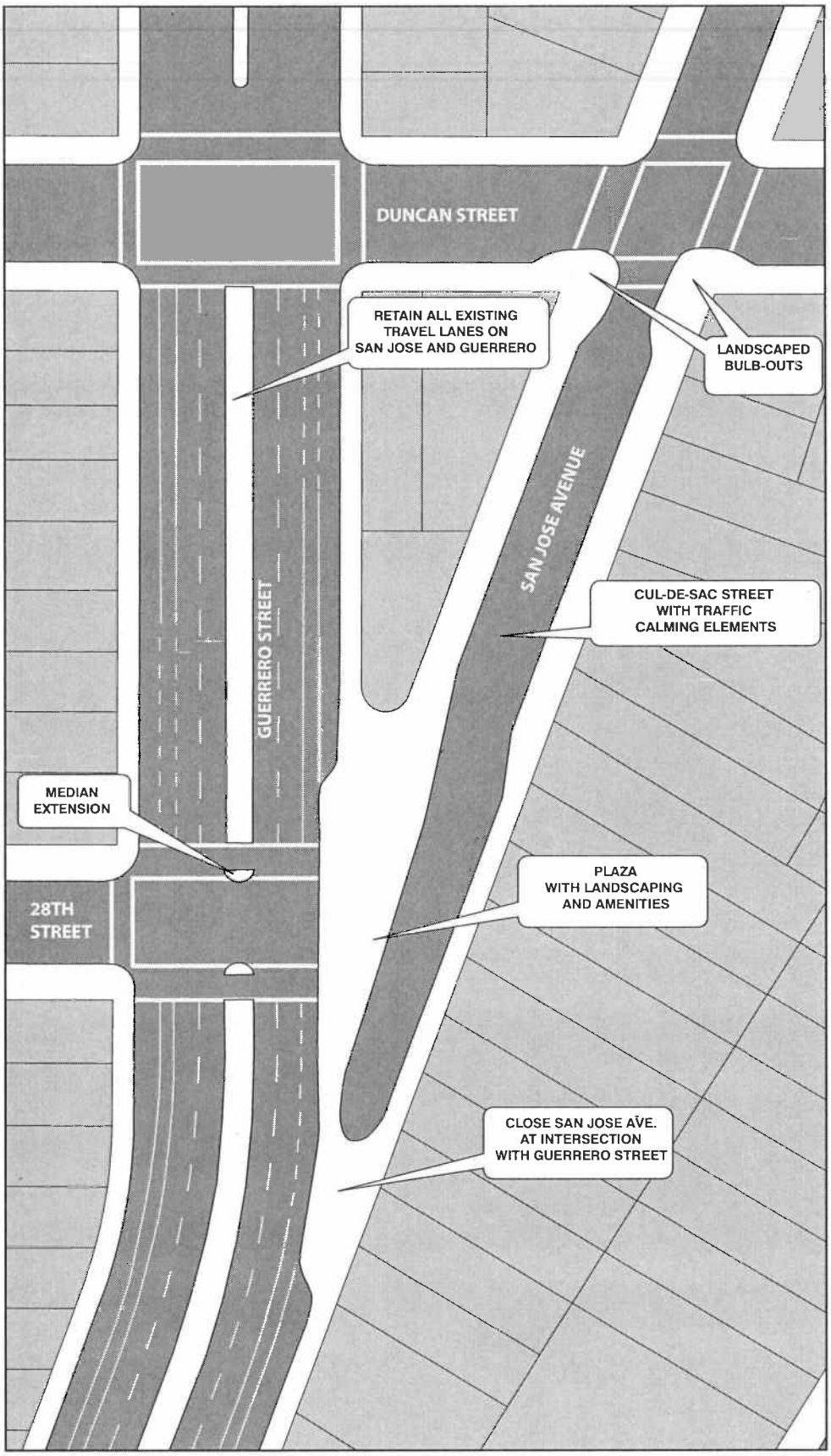


Figure 16: San Jose/ Guerrero Proposed Plaza

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

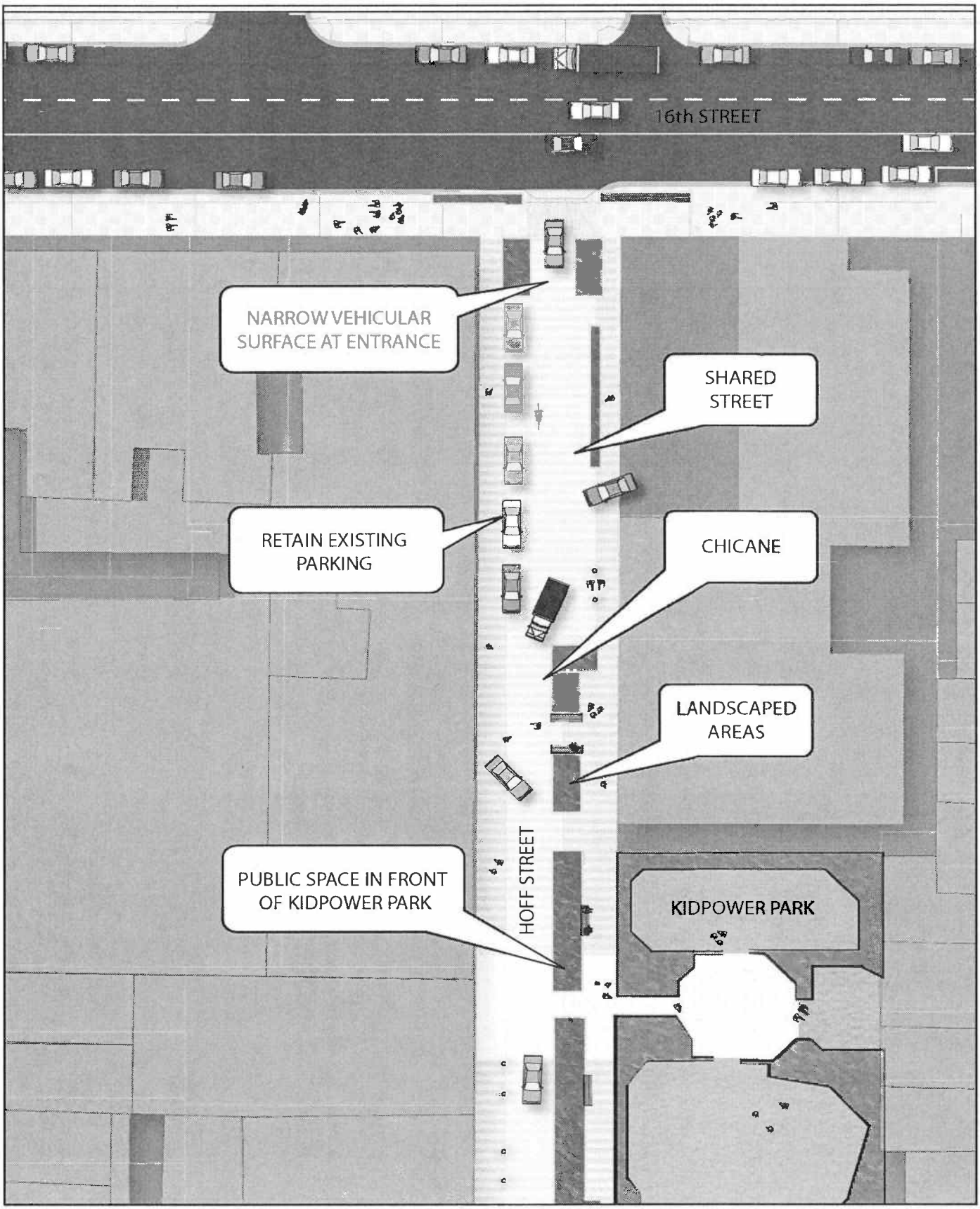


Figure 17: Hoff Street Shared Alley Concept

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 18: Map of Proposed Traffic Calming Elements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Typical Traffic Circle

Minimum dimensions must be met. All other dimensions may vary with intersection dimensions.

Typical Midblock Chicane

Minimum dimensions must be met. All other dimensions may vary with intersection dimensions.

Typical Median Islands

Minimum dimensions must be met. All other dimensions may vary with intersection dimensions.

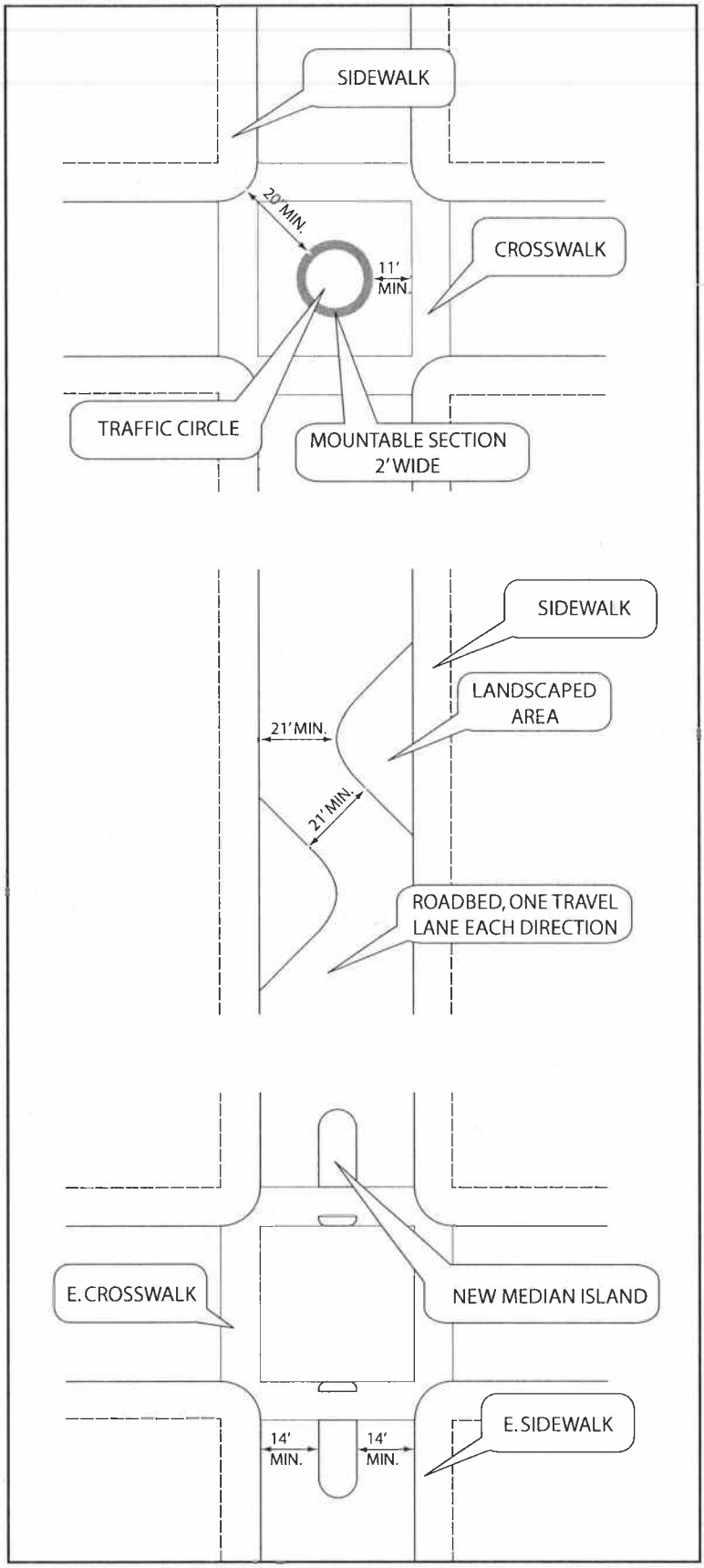


Figure 19: Typical Proposed Traffic Calming Elements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

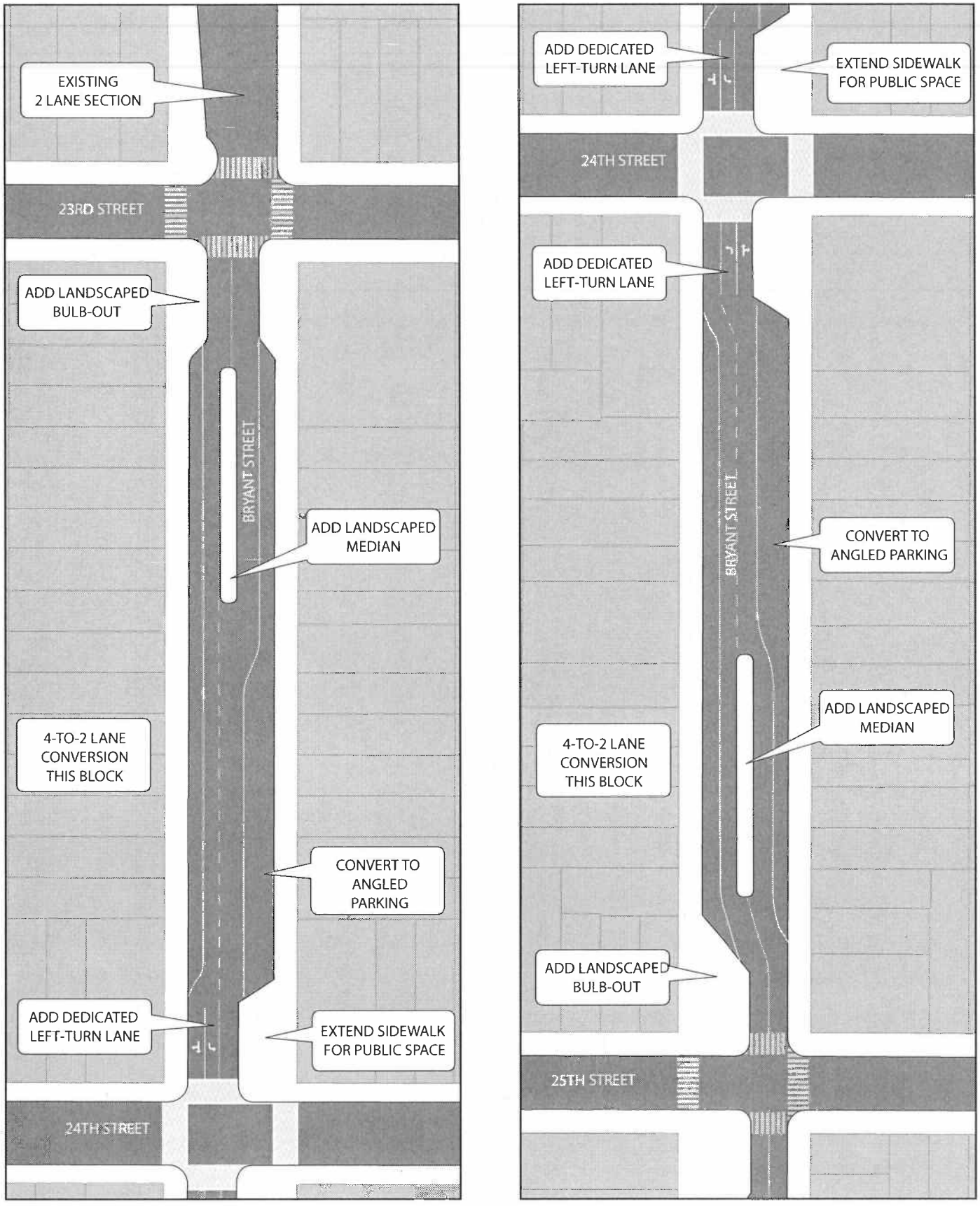


Figure 20: Bryant Street Proposed Road Diet, 23rd to 25th Street (Continued in Figure 21)

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

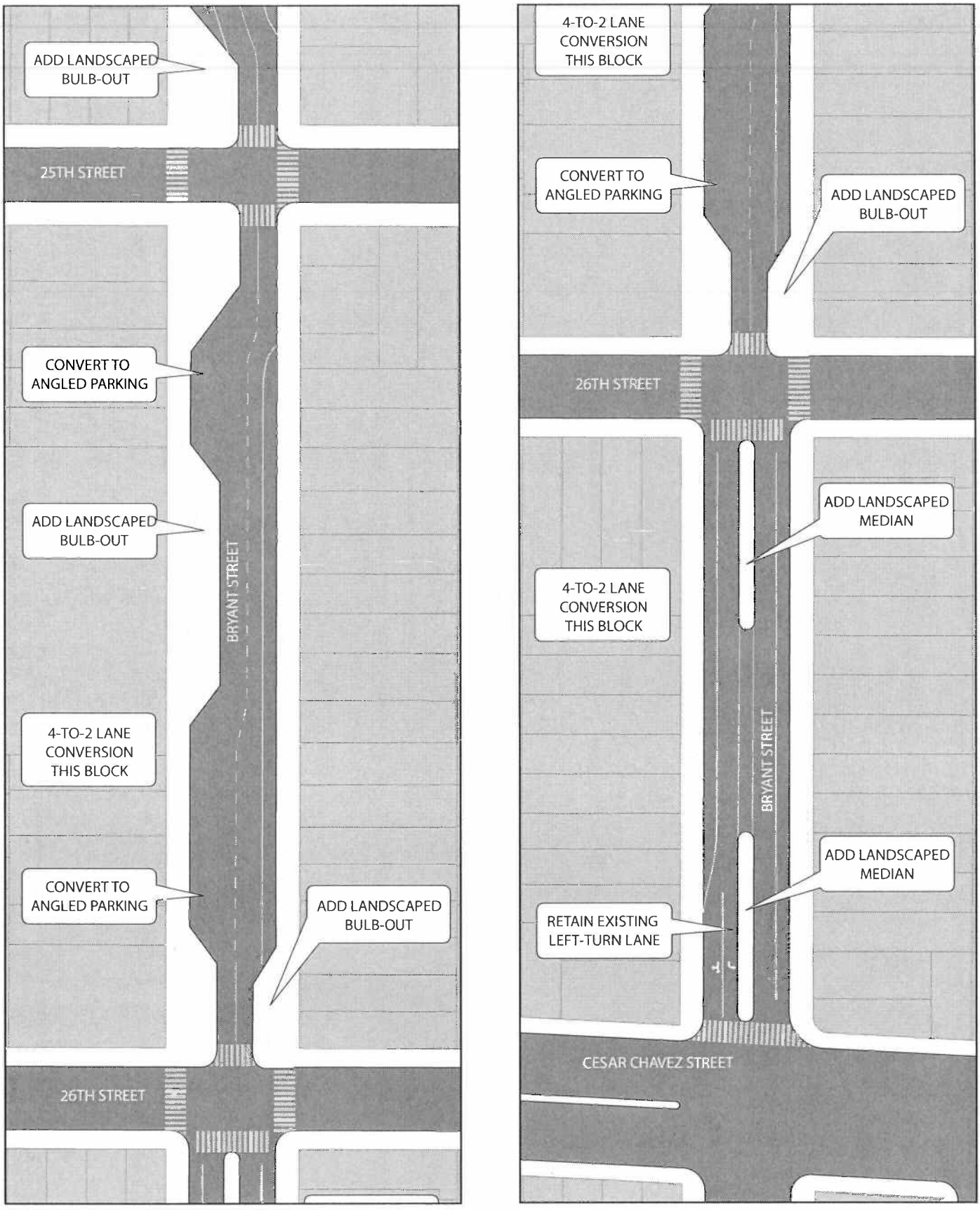


Figure 21: Bryant Street Proposed Road Diet, 25th to Cesar Chavez Street

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

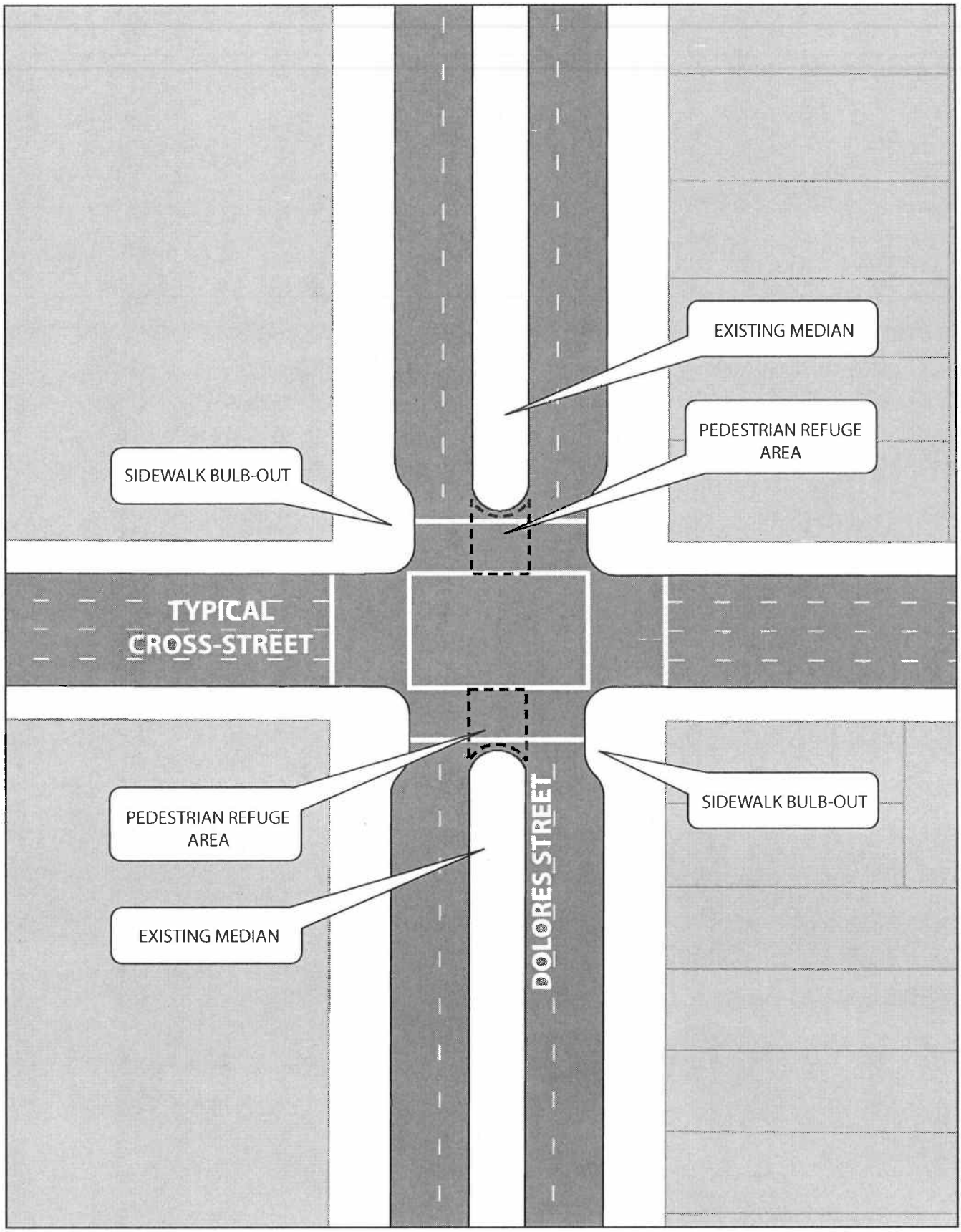


Figure 22: Dolores Street Intersection Proposed Improvements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

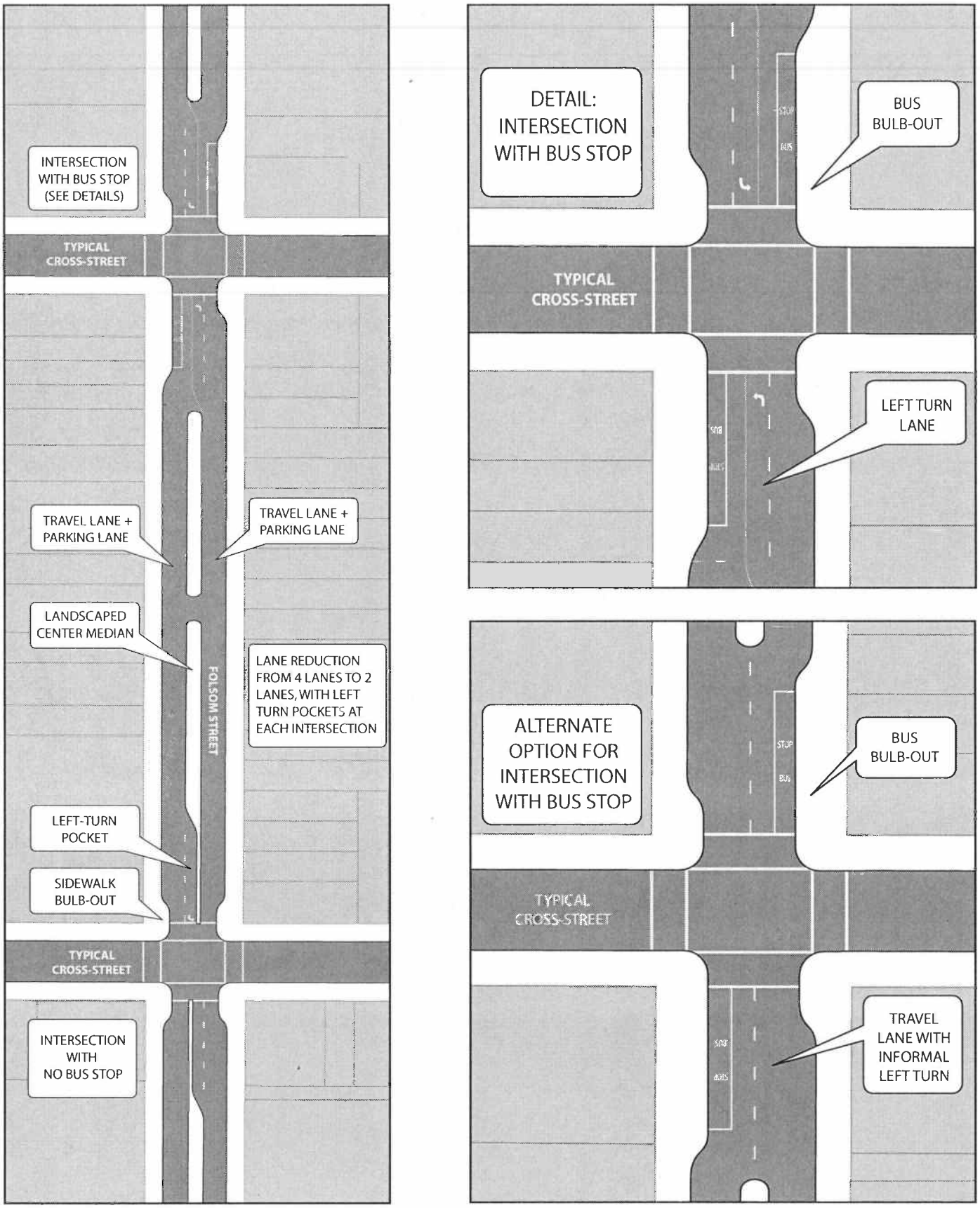


Figure 23: Folsom Street Proposed Road Diet- Option A: Median

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

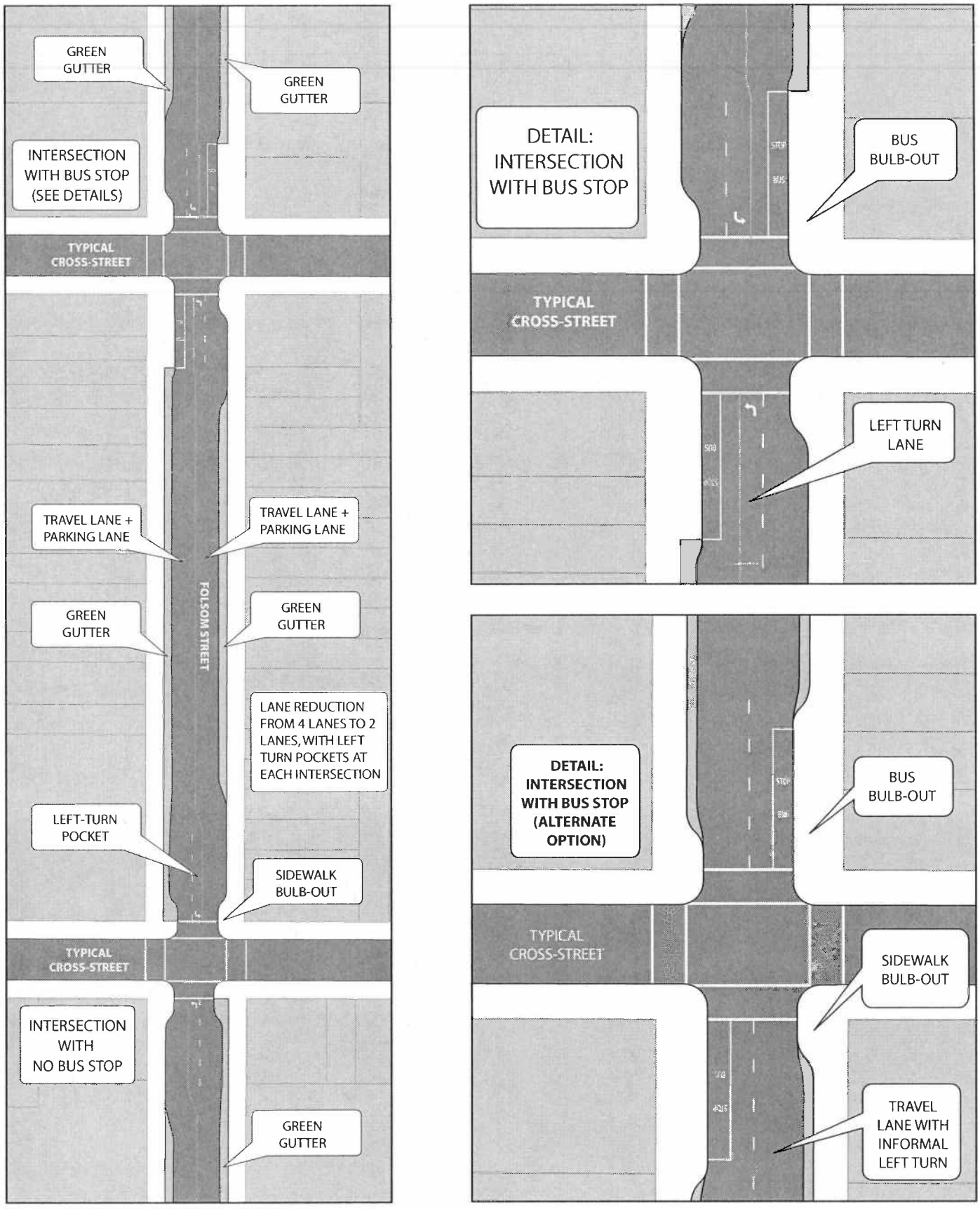


Figure 24: Folsom Street Proposed Road Diet- Option B: Green Gutter

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 25: Map of Proposed NorthEast Street Improvements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

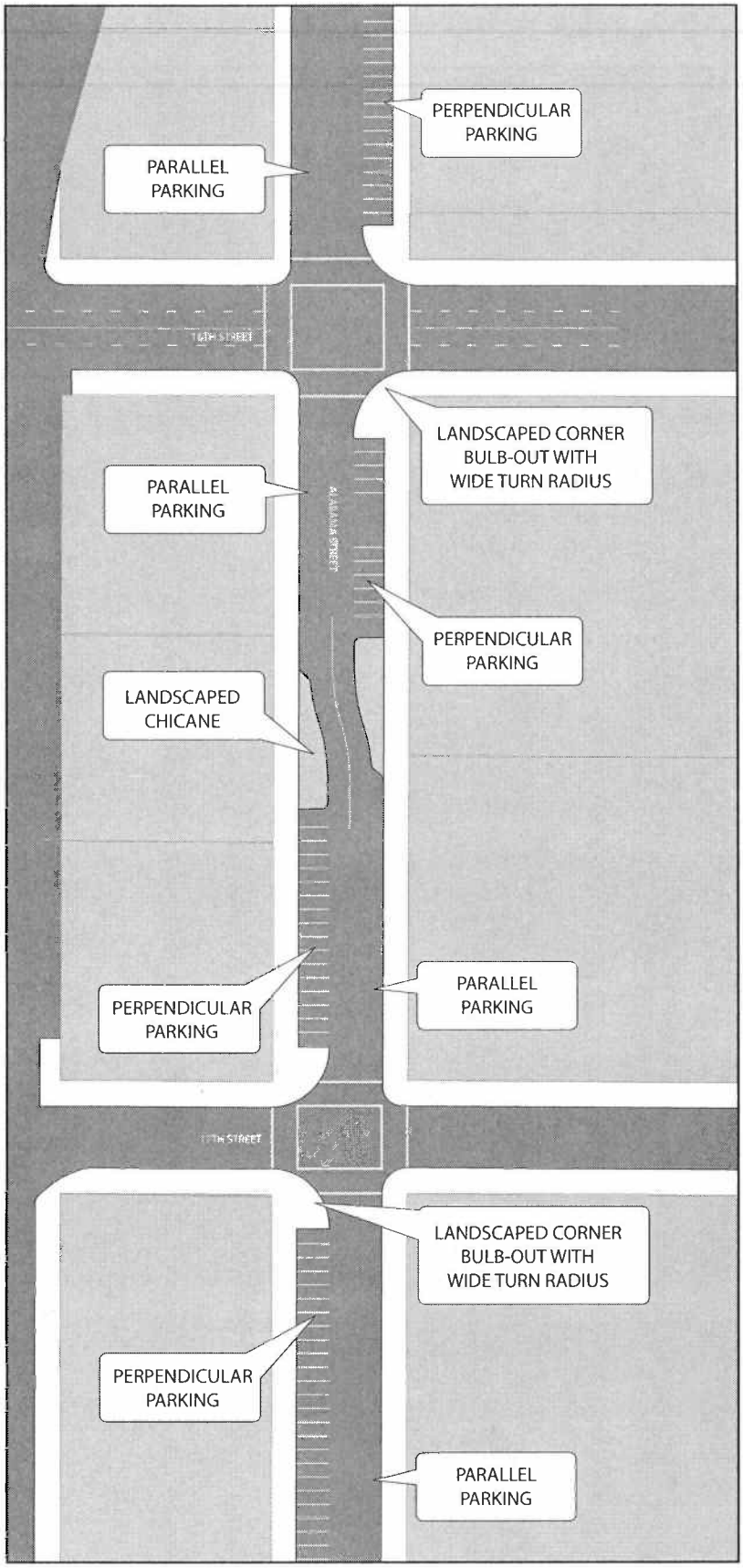


Figure 26: NorthEast Proposed Street Sample Block

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

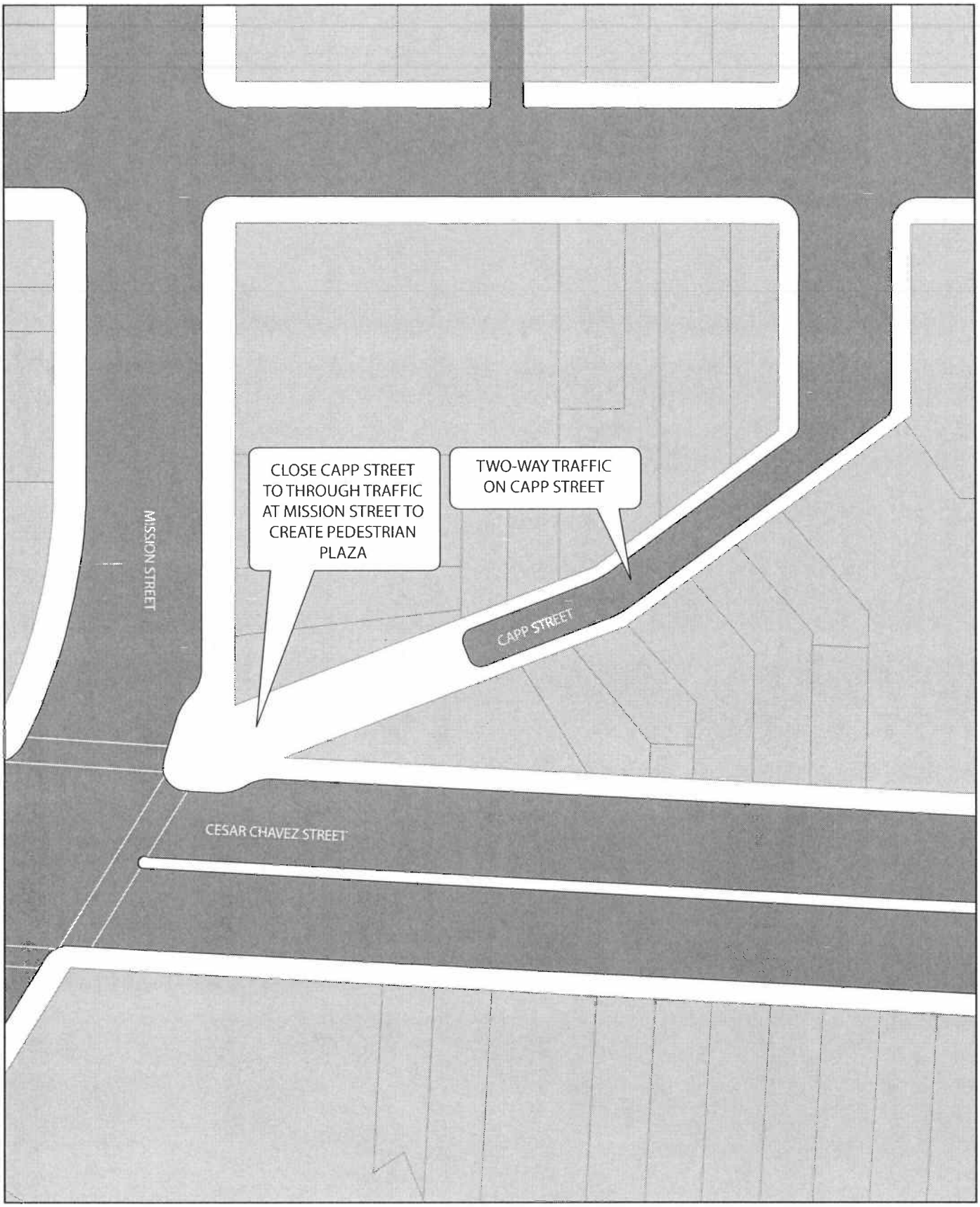


Figure 27: Capp Street at Mission Street Proposed Intersection Improvements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 28: 24th Street Proposed Raised Crosswalks

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure 29: Flexible Parking Proposed Pilot Locations

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

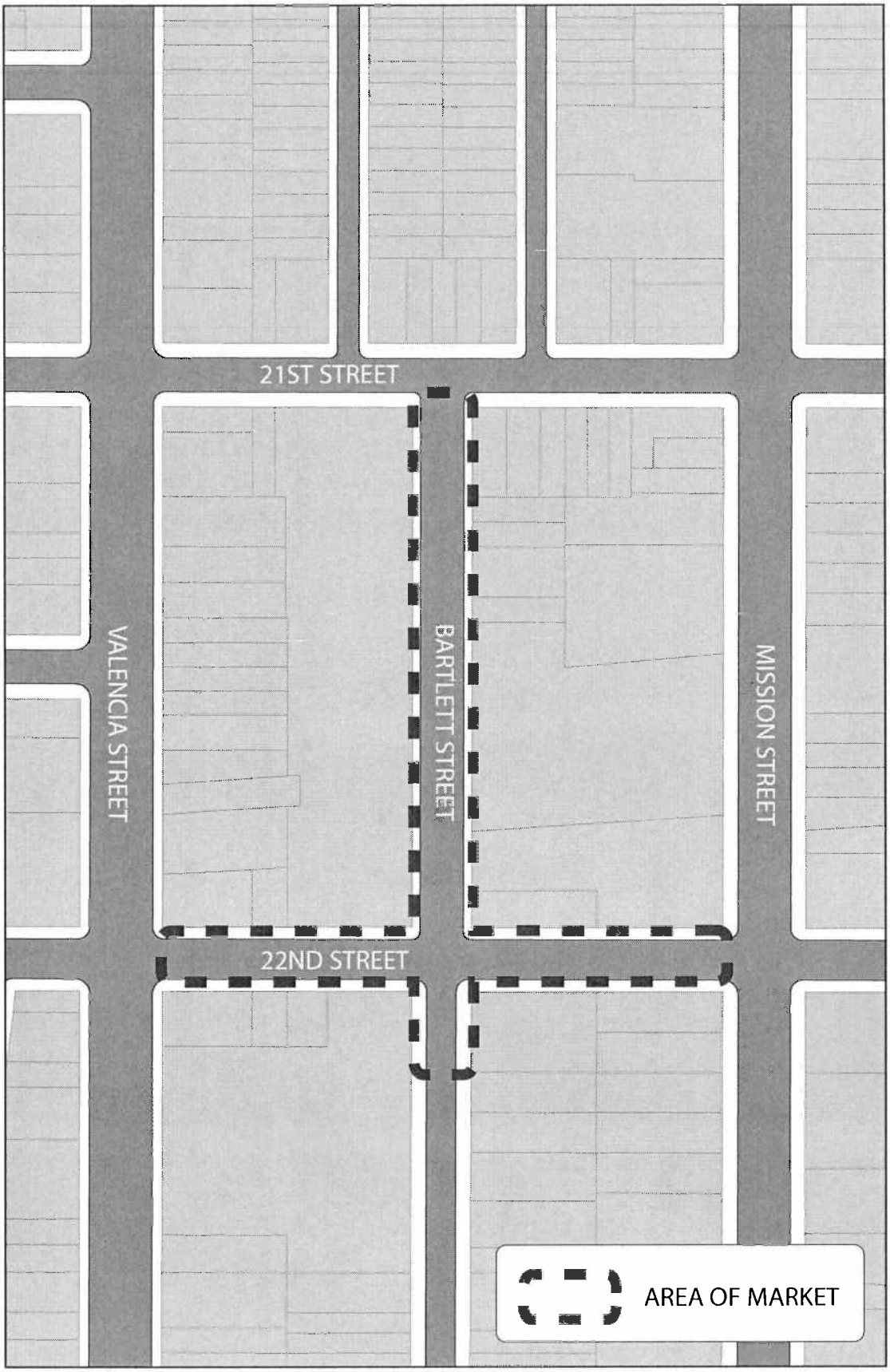


Figure 30: Proposed Temporary Community Market

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

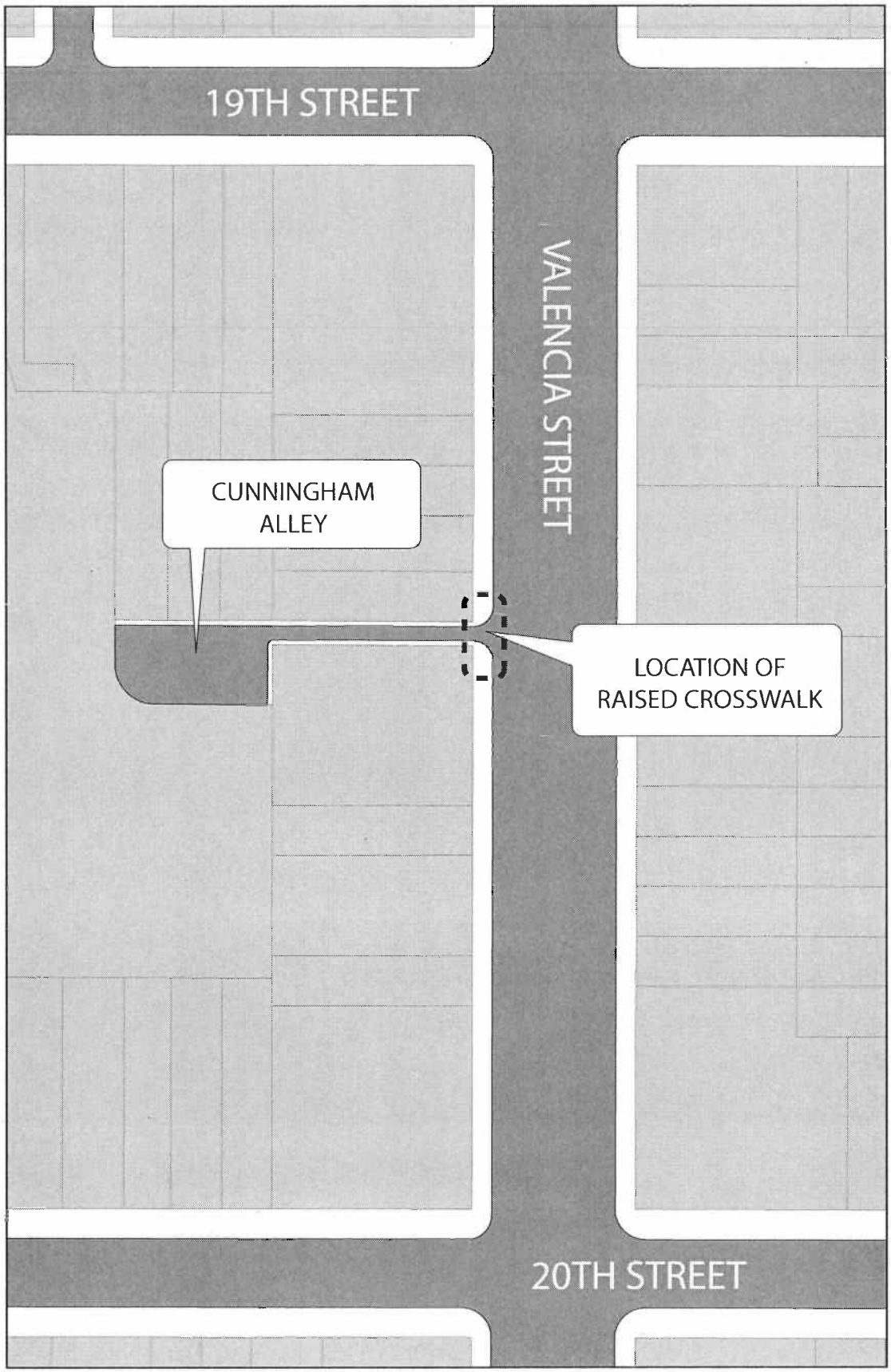


Figure 31: Cunningham Alley Proposed Raised Crosswalk

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

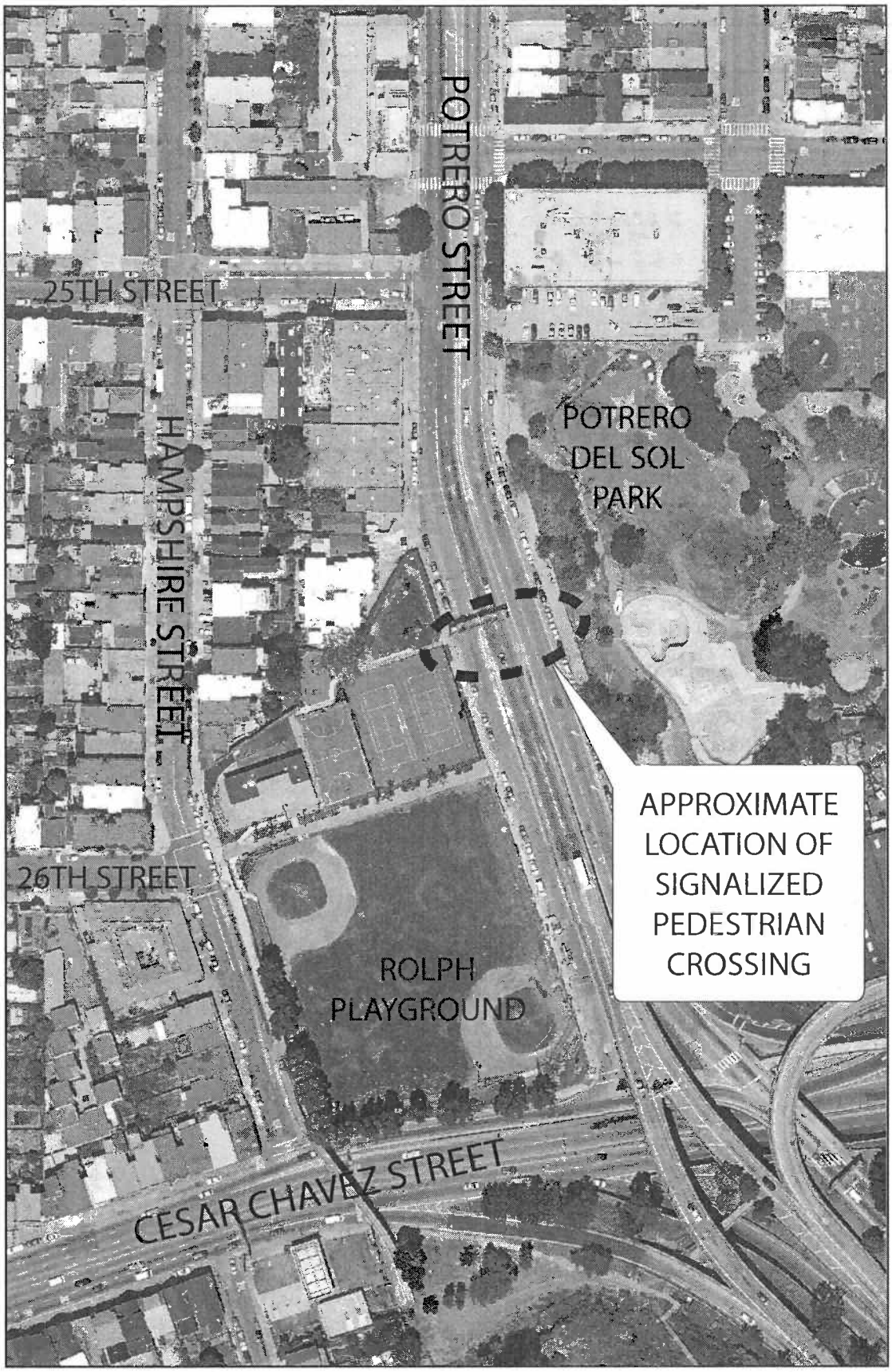


Figure 32: Potrero Street Proposed Signalized Mid-Block Crosswalk

Source: City Design Group, San Francisco Planning Department

Preliminary drawing only. Not to scale.

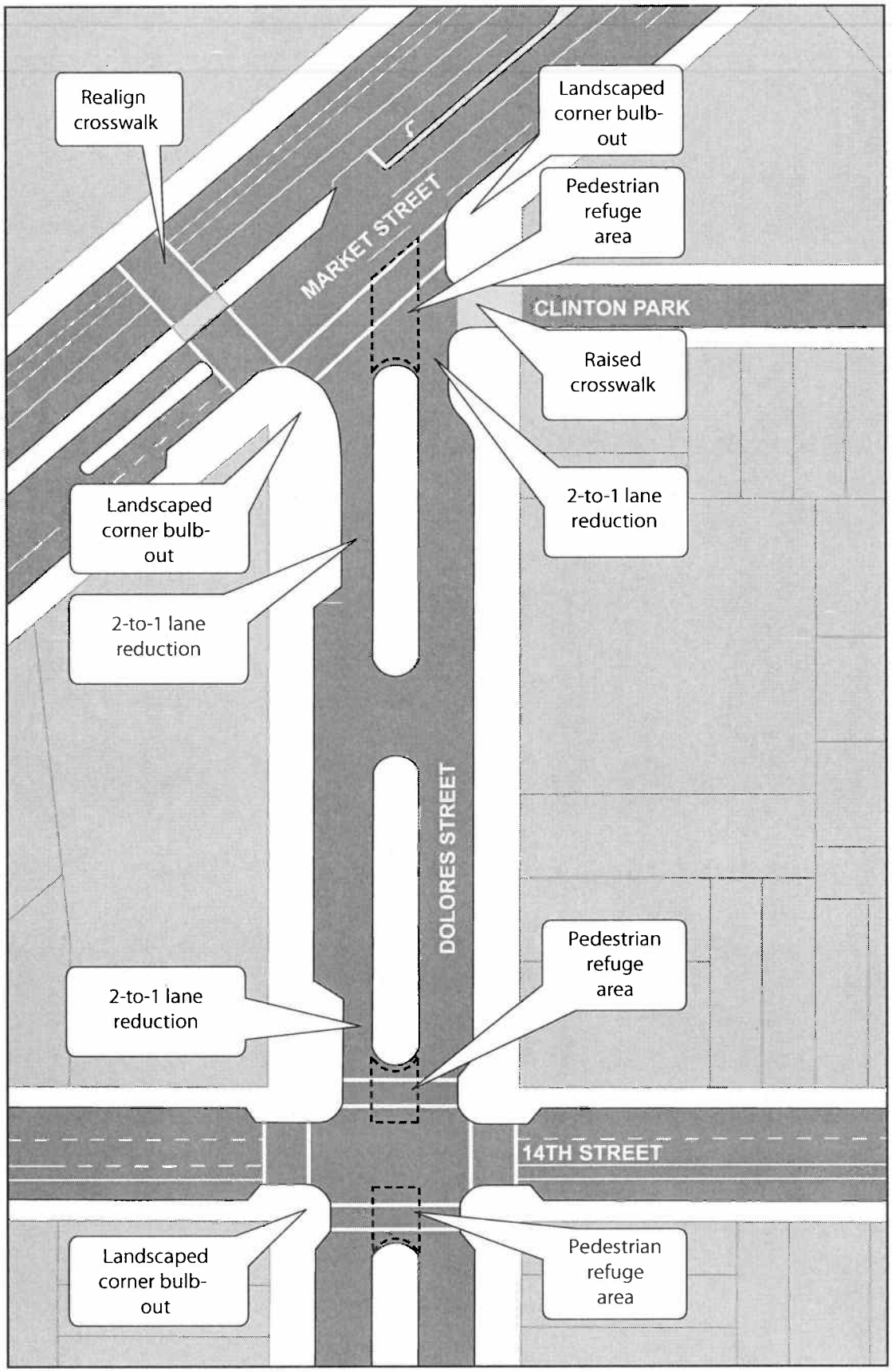


Figure 33: Dolores Street (Market to 14th Street) Improvements

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

A-7. PROJECT APPROVALS

The Proposed Project is expected to require the following approvals, which would be considered in the future by various City decision-makers:

The MDSP would require the following approvals by the Planning Commission and the Board of Supervisors:

- Amendments to the *San Francisco General Plan Transportation Element, Urban Design Element,* and *Mission Area Plan;*

- A general plan referral finding the MDSP in conformance with the *San Francisco General Plan;*

- Amendments to the *Planning Code* to require streetscape improvements to conform to the projects described in the MDSP.

Amendments to the *San Francisco General Plan and Planning Code* maybe required to undergo additional environmental evaluation at which time their potential environmental impacts will be assessed.

In addition, individual projects described in the MDSP would require specific project-related approval actions, including:

- Individual projects that would create changes to existing curb lines would require sidewalk legislation changes by the Board of Supervisors;

- Individual projects that would create changes to existing vehicle and bicycle movements, traffic signs and signals, location and placement of bus stops and bus zones, or parking arrangements, meters, or permits would require approvals by the San Francisco Municipal Transportation Agency;

- Individual projects that would add encroachments to the public right-of-way (such as new site furnishings) would require approvals by the Department of Public Works;

- Individual projects that would add new street lighting or stormwater management features would require approvals by the San Francisco Public Utilities Commission.

A-8. FUTURE STEPS

Through the MDSP process, the Project Sponsor intends to develop a set of implementation recommendations related to realizing the vision of the Plan. Strategies for delivering improvements to the pedestrian realm in the Mission District Neighborhood would include the following:

- Creating a detailed capital plan that would be used to inform the City's 10-Year Capital Plan;
- Identifying potential financial capital sources for construction of specific project from the project list above;
- Identifying potential pilot projects to be implemented; and

- Facilitating the ability of community members and private developers to make improvements consistent with the Proposed Project.

B. PROJECT SETTING

The Mission District neighborhood is a distinct San Francisco neighborhood and includes almost 60,000 people. There are about 17,000 units of housing in the Mission District mixed with commercial, industrial, retail and other uses. This mix of uses makes it possible for many residents to live and work in the same general area.[40] Mission and 24th Streets offer a variety of shops and services, including many small grocery stores and neighborhood-serving retail uses. The neighborhood also offers night life attractions to its residents in the form of theaters, art galleries, restaurants and bars within walking distance from their homes.

As illustrated in ***Figure 1 Plan Area Map*, p. 20**, (See Project Location, Section A-2, **p. 2**). the Plan Area encompasses several blocks in the Mission District mainly along the public right-of-way. The majority of the Plan Area is relatively flat, with slopes between 0 percent and 5 percent, providing convenient bicycle and pedestrian connections throughout the neighborhood and to Market Street and other destinations to the north. Land along the southern and western edges of the Plan Area boundary is more steeply sloped, from 5 percent to over 10 percent.

B-1 Existing Conditions

The Mission District Neighborhood is nestled between three hilly neighborhoods Bernal Heights to the South, Noe Valley to the west and Potrero Hill to the East. These hilly neighborhoods protect the Mission District Neighborhood from the fog and wind prevalent elsewhere in San Francisco. This allows for sunny weather which creates a pleasant microclimate that is suitable for pedestrian movements. The neighborhood sidewalks offer residents pedestrian access to public spaces, grocery shops, schools, emergency services, entertainment and other resources that serve the day-to-day needs of residents. Currently pedestrians walking in the neighborhood encounter obstacles such as closed and/or narrow sidewalks and connectors/street crossings.

B-2 Pedestrian Context

According to the 1995 National Personal Transportation Survey (NPTS), in the U.S. approximately 40 percent of all trips are less than two miles in length, which represents a 30-minute walk.[41] In addition, more than a quarter of all trips or about 28 percent of all trips in U.S. metropolitan areas are about one mile in distance or less, a distance considered easily covered by foot. However, about 65 percent of trips of this length (one mile or less) are generally made by automobile.[42] According to a national survey of pedestrian attitudes and behaviors, one in five

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40 The Eastern Neighborhoods Rezoning and Area Plans, San Francisco Planning Department, 2009. The Plans are available for viewing at http://www.sf-planning.org.

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

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

(21.3 percent) persons age 16 and older reported that they never walk; this represents roughly 44 million individuals in the U.S. The reasons most cited for not walking were:[43]

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

Trip purpose is another element of a person's decision whether or not to walk.[44] Trips for social/recreational purposes are often made on foot, especially shorter trips (one mile or less); for instance, between 39-43 percent of these trips are pedestrian trips. However, according to the 2001 National Household Travel Survey (NHTS) results, people are much less likely to walk short distances (one mile or less) for medical visits (7 percent) or to shop (13 percent). The average length of nearly half of all travel trips related to shopping and other utilitarian purposes is 4.8 km (3 miles) or less.[45] The share of walking trips decreases below its overall mode share (9 percent), when the trip length is three or more miles.

C. 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.	☒	☐

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

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

44 See http://www.bts.gov/publications/transportation_statistics_annual_report/2004/html/chapter_02/daily_travel_by_walking_and_bicycling.html. Accessed 04/02/10.

45 See Federal Highway Administration University Course on Bicycle and Pedestrian Transportation Publication No. FHWA-HRT-05-133 July 2006. Available online at: http://www.tfhrc.gov/safety/pedbike/pubs/05085/pdf/combinedlo.pdf. Accessed 04/02/10.

This section identifies and discusses regional and local land use plans and policies relevant to the MDSP, and then evaluates project consistency with these plans and policies, which are applicable to projects within the jurisdictional boundaries of San Francisco. The MDSP would be located within the City and County of San Francisco within existing roadways.

Planning Code and Zoning

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and configuration of buildings within San Francisco. The Proposed Project would not require variances, special authorizations, or changes to the Zoning Maps. However, incorporation of the MDSP Plan-policies would include changes to the *Planning Code*, primarily related to requirements for the pedestrian environment and streetscape facilities such as pedestrian safety features including corner or mid-block curb extensions, street trees and sidewalk plantings, pocket parks, weekly street markets, street lighting, and stormwater management facilities. *Planning Code* amendments maybe required to undergo additional environmental evaluation at which time their potential environmental impacts will be assessed.

Local Plans and Policies

San Francisco General Plan. The San Francisco *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision whether to approve or disapprove the Proposed Project. Any potential conflicts identified as part of that process would not alter the physical environmental effects of the Proposed Project. *General Plan* amendments maybe required to undergo additional environmental evaluation at which time their potential environmental impacts will be assessed.

Mission Area Plan. The Mission Area Plan (part of the Planning Department's Eastern Neighborhoods planning process), an element of the San Francisco General Plan, created a comprehensive neighborhood plan for the Mission District, including land use and zoning changes, and plans for other public improvements. The Mission Area Plan[46] identified general types of public improvements for the Mission District, including street and open space. It also provided general policy language and graphics as to the location and nature of such improvements. The MDSP builds on this framework to identify specific street improvements throughout the Mission District that carry out the intent of the Mission Area Plan.

Proposition M. In November 1986, the voters of San Francisco approved *Proposition M*, the Accountable Planning Initiative, which added Section 101.1 to the City's *Planning Code* to establish eight Priority Policies. These policies, and the select sections of the portion of this Initial Study 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)

46 The Eastern Neighborhoods Area Plans and rezoning have been adopted by the Board of Supervisors and signed by the Mayor and were effective as of January 19, 2009.

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 8a 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 the California Environmental Quality Act (CEQA), or to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project would contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.[47] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

The Better Streets Plan. The proposed Better Street Plan (BSP) project is a separate ongoing multi-agency effort undertaken by the San Francisco Planning Department, the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Department of Public Works (DPW), and the San Francisco Public Utilities Commission (SFPUC). The BSP project consists of the adoption of standards and guidelines for the design of the pedestrian environment in San Francisco to achieve a more livable streetscape environment. The BSP creates a street typology system for making streetscape improvements, and describes appropriate standard and optional elements for each street type. For each element, there is a set of guidelines for appropriate location and design. Finally the BSP would describe ways that the City can fund, maintain and enforce improvements to the pedestrian environment. The BSP is currently under environmental review, and its Mitigated Negative Declaration is expected to be published by Summer of 2010.

The San Francisco Bicycle Plan. The San Francisco Bicycle Plan project is a separate ongoing effort undertaken by the San Francisco Municipal Transportation Agency (SFMTA), also one of

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

the joint Project Sponsors for the Better Streets Plan. The San Francisco Bicycle Plan project consists of the adoption of a citywide bicycle transportation plan and the implementation of near-term, long-term and other minor improvements to the City's bicycle route network, as well as amendments to the *San Francisco General Plan* and the *San Francisco Planning Code.* The overall goal of the San Francisco Bicycle Plan is to make bicycling an integral part of daily life in the City. The 2009 San Francisco Bicycle Plan was adopted by the San Francisco Municipal Transportation Agency Board on June 26, 2009 and affirmed by the San Francisco Board of Supervisors on August 4, 2009. The 2009 Bicycle Plan is a refinement of the Bicycle Plan resulting from the 2002-2005 planning process. The 2002-2005 Bicycle Plan was, in turn, an update of the existing 1997 San Francisco Bicycle Plan. The San Francisco Bicycle Plan is consistent with the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and would continue to be so following its approval and implementation. Adoption and implementation of the San Francisco Bicycle Plan qualifies the City for funding from the State Bicycle Transportation Account for bicycle facilities and programs.[48]

The Planning Commission certified the Final EIR for the Bicycle Plan project on June 25, 2009. Two appeals of the FEIR certification were filed July 15, 2009.[49] The Board of Supervisors upheld the Planning Commission's decision to certify the FEIR and denied the appeals on August 4, 2009. However, implementation of the specific physical improvements proposed by the Bicycle Plan continues to be enjoined by an injunction imposed as part of litigation initiated in 2006. The City will seek to have the injunction lifted in the Summer 2010.

Although separate projects, the MDSP and the San Francisco Bicycle Plan project do have some broad policy goals in common, such as balancing the needs of all City street users. Both plans emphasize that City streets should serve a variety of roles, including safe and accessible movement of all transportation modes (particularly alternative modes such as walking and bicycling), social and recreational purposes. Both plans call for facilitating and improving alternative modes of transportation in the City. The MDSP focuses on Site-specific SIPs and Alleys and Small streets improvement projects related to pedestrian use, while the San Francisco Bicycle Plan project focuses on near-term, long-term and other minor streetscape improvements related to bicycle use. The San Francisco Bicycle Plan project was designed to safely accommodate multi-modal transportation in the City. The near-term improvements proposed to be carried out under the San Francisco Bicycle Plan project take into account ongoing transportation planning efforts by SFMTA (such as the Transit Effectiveness Project, Traffic Calming Program, and the BSP). Accordingly, under the San Francisco Bicycle Plan project, particular attention was paid to designing streetscape improvements related to bicycle use that would support safe and smooth interaction between pedestrians, automobiles, and bicycles, at intersections where all three modes may collect.

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

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

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

Approvals and Permits. Approvals required for the Proposed Project are discussed under Project Approvals, section A-7, **pp. 53** above.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The topic areas that are checked are those for which potentially significant environmental impacts are indentified in Section E, Evaluation of Environmental Effects. 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.

This Initial Study examines the project to identify potential effects on the environment. All items on the Initial Study Checklist that have been checked "Less than Significant Impact", "No Impact" or "Not Applicable" indicates that, upon evaluation, staff has determined that the Proposed Project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable". For all items checked "Not Applicable" or

"No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review,* or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the Proposed Project both individually and cumulatively.

On the basis of this study, project-specific effects that have been determined to be potentially significant include: aesthetics, cultural and paleontological resources, transportation and circulation, biological resources and hazards/hazards materials. These issues are discussed in Section E below. For issues requiring mitigation to reduce the impact to a less-than-significant level, this Initial Study identifies mitigation measures which would reduce impacts to less-than-significant level. These mitigation measures are referred to in the environmental analysis, presented at the end of each individual Check List topic of discussion, and in Section F of this document, **pp. 212.**

For each checklist topic analyzed, the evaluation has considered the impacts of the Proposed Project both individually and cumulatively. Cumulative impacts are analyzed in each individual Check List topic and summarized in Topic E-18 ***Mandatory Findings of Significance,*** **pp. 201 - 212.**

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, conflict with local land use plans or policies as they relate to environmental effects, or if they have substantial impacts on the existing character of the project vicinity.

a and c. Division of an Established Community and Neighborhood Character. The Proposed Project is located entirely within the City and County of San Francisco in the Mission District

Neighborhood. The Mission District is a high-density residential area characterized by single- and multi-family residential uses interspersed with commercial uses on various streets. Commercial uses in the area include neighborhood serving use such as beauty shops, laundry-mats, theaters, churches, banks, hotels, offices, small retails, grocery stores, pharmacies, and auto-repairs shops, as well as restaurants and bars that attract city-wide, and even region-wide business.

The Proposed Project would include implementation of the MDSP policies, 18 alleys and small streets improvement projects and 28 site-specific SIPs to the existing public right-of-way in the Mission District. Implementation of the Proposed Project would lead to physical changes in the Plan Area. However, implementation of the MDSP would improve the pedestrian environment in the Mission District by facilitating the coexistence of all modes of transportation while prioritizing the use of streets for walking, bicycling and utilizing mass transportation. Proposed streetscape improvements would include the following streetscape design elements:

- Raised sidewalks and crosswalks,[50]
- Chicanes,[51]
- Medians,[52]
- Rain gardens,[53]
- Street lighting,
- Pedestrian signal crossing,
- Curb extensions,[54]
- Bollards,[55]
- Permeable paving,
- Traffic-circles, and
- Landscaping.

These proposed changes would be made at the sidewalk pavement level. No substantial above-ground structures would be constructed within the public right-of-way. Implementation of the MDSP would not physically divide the community nor require land use changes to be accommodated. The Proposed Project would improve the accessibility of parks and open spaces to residents via alternative modes of transportation. The Project would help connect certain areas in the Plan Area instead of dividing it. Therefore, the Proposed Project would have a less-than-significant impact related to physically dividing an established community.

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50 Raised crosswalks are areas where the crosswalk is raised to the sidewalk's grade.

51 Traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

52 The portion of the roadway separating opposing directions of the traveled way, or local lanes from through travel lanes.

53 Rain gardens are landscaped detention or bio-retention features in a street to provide initial treatment to stormwater runoff.

54 Curb extensions are locations where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space.

55 Bollards are short posts or vertical elements designed to separate or buffer pedestrians from vehicle areas.

The Proposed Project would be constructed within the City's existing street network and would not be expected to create an impediment to the passage of persons or vehicles. The Proposed Project would not disrupt or divide the physical arrangements of existing uses and surrounding activities. Surrounding uses and activities would continue on their own sites and would interrelate with each other as they do presently, without significant disruption related to project implementation. Thus, the Proposed Project would have less-than-significant impact on the existing character of the area, and land use impacts on the existing community would be less than significant.

b. Consistency with Land Use Plans Policies and Regulations.

As noted above under Section C, **Compatibility with Existing Zoning and Plans, pp. 55-59,** the Proposed Project would not conflict with any zoning regulations, because all Project-related construction would occur within the public right-of-way and no substantial above-ground structures are expected to be constructed. Physical changes in the Plan Area include the installation of raised sidewalks, parking lane planters, sidewalk planters, street trees, stormwater treatment improvements, sidewalk furniture, street lighting, public art which, special sidewalk/roadway paving treatments, medians, chicanes and traffic circles. These physical improvements would occur mainly at the sidewalk and pavement levels. The Proposed Project would not conflict with any Elements of the *General Plan* and would be consistent with the principles found in the City's Transit-first Policy. The Proposed Project would serve to supplement and implement policies of the *General Plan* and promote the use of alternative transportation modes (walking, bicycling and using public transit discussed in the *Transportation Element* of the *General Plan*). Thus, the Proposed Project would have less-than-significant adverse impacts related to land use plans, policies, and regulations.

The land use related objectives of the MDSP are as follows: (i) Plan Area streets should support all modes of transportation; and (ii) MDSP's design should prioritize community use by providing space for gathering, recreation and local commercial uses. All Plan-proposed policies, **pp. 6-8**, are related to land use and planning. These Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, implementation of these policies could have a foreseeable indirect impact of the subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, analyzed in this section and elsewhere in this document.

The changes and improvements to the Plan Area, as a result of the implementation of Plan-proposed policies, could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements in the Plan Area, other than the Plan-proposed Alleys and Small Streets and site-specific SIPs analyzed in this land use and land use planning section, are too speculative to be evaluated with any reasonable certainty in this document. Future streetscape improvement projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies includes all Plan-proposed Alleys and Small Streets and site-specific SIPs potential impacts to the environment, which are determined to be less than significant. Therefore, implementation of Plan-proposed policies, Alleys and Small Streets Improvements, and site specific SIPs would have less-than-significant adverse impacts related to land use plans, policies, and regulations.

CUMULATIVE

The geographic scope of potential cumulative land use impacts encompasses the Mission District Neighborhood and its vicinity. The implementation of Plan-policies, 18 alleys and small streetscape improvement projects and 28 site-specific SIPs to the existing public right-of-way, as proposed, would not result in any permanent land use changes.

Past, present and reasonably foreseeable projects in the Plan Area consist primarily of residential/retail projects as well as zoning and streetscape plans, such as Mission Area Plan, 2001 Market Street Project, the BSP, the San Francisco Bicycle Plan, California Pacific Medical Center Long Range Development Plan (CPMC LRDP) at St. Luke's campus, and the Cesar Chavez Street Sewer System Improvement Project. Implementation of these projects could result in cumulative land use impacts (e.g., changes in types of land use through changes in zoning and alteration of the character of the Plan Area). However, the MDSP does not propose the implementation of substantial above-ground structures that would affect land use in the Plan Area. Therefore, the Proposed Project would not contribute considerably to cumulative impacts related to the division of an established community; nor would it conflict with applicable land use plan, policies, and regulations. No further discussion of this issue is required.

New landscaping improvements are proposed in the MDSP that could result in potentially beneficial aesthetic changes to the neighborhood. Increase in landscaped areas could lead to changes to the neighborhood character. However, like the rest of the City, the Plan Area is experiencing a trend towards adding landscaped surface to the public right-of-way to improve residents and visitors' experience. New landscape installed in the Plan Area would be installed following City guidelines and would not be bulky or substantial.

The Proposed Project would not construct substantial above-ground structures within the public right-of-way, other than possibly changes in sidewalks, crosswalks and roadways. Thus the Proposed Project in combination with past, present and reasonably foreseeable projects in the Plan Area would not contribute considerably to cumulative impacts related to a permanent change in the existing character of the Plan Area. The Proposed Project's construction activities would be temporary and intermittent, would not divide the existing neighborhoods and thus, would result in a less than considerable contribution to cumulative land use effects on the character of surrounding uses.

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

Under CEQA, a Proposed Project would be considered to have a significant adverse effect on visual quality only if it would cause a substantial and demonstrable negative change. A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct public scenic views or vistas, and its potential for light and glare. A Proposed Project would, therefore, be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial and demonstrable negative change to the surrounding environment.

a. Views and Scenic Vistas. Project implementation is not expected to block or degrade scenic views or vistas; or adversely impact scenic resources in the Mission District, because no substantial above-ground structures would be constructed in the Plan Area under the MDSP. All changes would occur within the public right-of-way at the sidewalk and pavement level and would not result in substantial physical changes in the existing environment. The proposed changes include all changes under the Alleys and Small Streets Streetscape Improvements (**pp.7-8**) and the changes proposed under the following site specific SIPs:

- A-6.2.1. Site-specific SIP: 24th Street BART Plaza Improvements (**p.11**);
- A-6.2.2. Site-specific SIP: Dolores Street and San Jose Avenue Intersection Improvements (Plaza) (**pp.11-12**);
- A-6.2.3. Site-specific SIP: Treat/16th/Harrison Streets Intersection Improvements (Plaza) (**p.12**);
- A-6.2.4. Site-specific SIP: Valencia Street at Mission Street Intersection Improvements; Valencia Street between Cesar Chavez and Mission Streets (**pp.12-13**);
- A-6.2.5. Site-specific SIP: San Jose Avenue at Guerrero Street Intersection Improvements (Plaza) (**p.13**) ;

- A-6.2.6. Site-specific SIP: Hoff Street Improvements (Shared Alley Concept) (**pp.13-14**);
- A-6.2.7 - A-6.2.10. Site-specific SIPs: Capp Street, Hampshire Street, 15th Street, 20th Street, 26th Street Traffic Calming (**p.14**);
- A-6.2.11. Site-specific SIP: Bryant Street Road Diet, 23rd Street to Cesar Chavez Street (**pp.14-15**);
- A-6.2.12. Site-specific SIP: Dolores Street Intersection Improvements (**p.15**);
- A-6.2.13. Site-specific SIP: Folsom Street Road Diet (**pp.15-16**);
- A-6.2.14. - A-6.2.15. Site-specific SIPs: Guerrero Street and San Jose Avenue Improvements (**p.16**);
- A-6.2.16. Site-specific SIP: South Van Ness Avenue Improvements (**p.16**);
- A-6.2.17. Site-specific SIP: Potrero Avenue Street Improvements (**p.16**);
- A-6.2.18. A-6.2.21. Site-Specific SIPs: Alabama Street, Florida Street, York Street, (northern section of) Hampshire Street Improvements (p**p.16-17**);
- A-6.2.22. Site-specific SIP: Capp Street at Mission Street Intersection Improvements (Plaza) (**p.17**);
- A-6.2.23 Site-specific SIP: 24th Street Raised Crosswalks (**p.17**);
- A-6.2.26 Site-Specific SIP: Cunningham Alley Raised Crosswalk (**p.18**);
- A.6.2.27 Site-specific SIP: Potrero Avenue at 25th Street Crosswalk and Pedestrian Signal (**p.18**).

Several trees[56] would be planted in the public right-of-way in the Alleys and Small Street projects listed on **pp.6-8** and the above listed street segments. Although the addition of new trees to the Plan Area would represent a change in the existing environment; it would not constitute an adverse physical effect on scenic vista, or resources in the Plan Area. Planting new trees could instead visually enhance the residents and visitors' experience in the Plan Area. All proposed site-specific SIPs would include tree planting in the Plan Area with exception of SIPs A-6.2.24 through A-6.2.27, **pp. 17-18.**

The majority of areas surrounding the Mission District's streets are already densely developed with a mix of residential, commercial, institutional, and industrial structures interspersed with some open spaces, as well as vacant lots and parking lots. Views of particular sections of streets are generally limited to occupants and workers in nearby buildings, and occupants of vehicles, transit users, pedestrians, and bicyclists on adjacent roadways. Existing view corridors along the Mission District's streets are defined by often continuous streetwalls of buildings interspersed with some open landscaped spaces and/or vacant and surface parking lots. Any potential long-range views from corridors along streets in the Plan Area are therefore largely dominated by surrounding existing dense urban development, particularly mid- and low-rise development. The implementation of the Proposed Project could potentially lead to physical changes within the public right-of-way in the Mission District. However, no substantial above-ground structures are expected to be constructed within the public right-of-way, other than possible alterations of certain streets, sidewalks and crosswalks in the Plan Area. Therefore, no substantial physical

56 The number of trees to be planted in the Plan Area is unknown at this time.

changes to the public right-of-way or surrounding environment in the Mission District are anticipated as a result of the implementation of the Proposed Project implementation.

Some portions of proposed site-specific SIPs are along Plan Area streets that have been identified in the *General Plan* as important to urban design and views or those that have excellent or good views.[57] These are:

- 16th Street;
- Valencia Street; and
- Dolores Avenue.

Implementation of Plan-proposed site-specific SIPs would include the addition of landscaped medians, pedestrian signals, street furnishings, sidewalk planters, parking lane planters, street trees, and landscaped traffic calming design elements (aka.: chicanes and traffic circles) along some streets in the Mission District. Site-specific SIPs would not be excessively large or dominating (tall and bulky), and would not substantially obstruct existing views.

Site-specific SIPs would be apparent to viewers, but because they would be on streetscape improvements and not large scale above-ground development, they would not constitute a substantial adverse physical change to existing street conditions in the Mission District, when seen in short- and mid-range views of such streets. The proposed site-specific SIPs would generally be indistinguishable in the context of existing development in long-range views and would tend to blend into the dense urban character of the surrounding area. It is possible that public open spaces would be in the vicinity of streets (or section of streets) that would undergo Plan-proposed site-specific SIPs improvements. However, views of these site-specific SIPs from these public open spaces would likely be blocked by intervening buildings. Site-specific SIPs that would be visible would not be expected to be excessively large or dominating; or to substantially obstruct views from surrounding public areas. Therefore, the Proposed Project would not degrade or obstruct public scenic views.

Instead, the Proposed Project could result in improved public scenic views because it would lead to implementation of streetscape improvements including landscaping. The Proposed Project would reuse excess right-of-way for the creation of pocket parks, plazas and landscaped traffic calming elements. The Proposed Project would also plant trees. Plan-proposed site-specific SIPs would likely result in increased public gathering spaces and landscaping in the Mission District, and these improvements could visually enhance urban corridors as discussed in the Urban Design Element of the *General Plan*. The Urban Design Element of the *General Plan* states that "[p]lanting in streets and yards...adds immeasurably to the visual quality of an area, softening and complementing the hard appearance of pavement and buildings."[58] Thus, implementation of

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57 Urban Design Element of the General Plan. Maps titled: Street Areas Important to Urban Design and Views and Quality of Street Views. Accessed online January 5, 2010 at http://www.sfgov.org/site/planning_index.asp?id=41416.

58 Ibid.

the Proposed Project could result in overall improvement of public scenic views along the Mission District streets. Therefore, implementation of the Proposed Project would have less than significant impacts on views and scenic vistas.

Figure E.2.1a: Existing Site-specific Streetscape Projects at Alabama and 16th Streets, and *Figure E.2.1b: Proposed Site-specific Streetscape Project at Alabama and 16th Streets*, pp.67, illustrate how site-specific SIPs could be applied to general alleys and small streets to improve pedestrians' experience. The proposed streetscape view in Figure E.2.1b depicts streetscape elements that would be used to improve a typical small street in the Mission District. The elements depicted in the proposed streetscape view include bulbouts street trees, and flexible parking space demarked by contrasting paving. The figures show how this type of improvement would greatly increase the amount of greenery on a given street and would break up the monotony of the streetwall created by the buildings. The right of way for vehicles would appear tighter but two-way traffic would be maintained. The trees would likely attract more birds to the area as well.

Similarly, ***Figure E.2.2a: Existing Site-specific Streetscape Improvement Project at Hoff and 16th Streets*** **and** ***Figure E.2.2b: Proposed Site-specific Streetscape Project at Hoff and 16th Streets,*** **pp.68,** illustrate how the Proposed Project improvements could be applied to alleys and small streets with a mixed-use character to improve streets users' experience. The proposed streetscape view in Figure E.2.2 depicts streetscape elements that would be used to improve a typical alley or small street in the Mission District. The elements depicted in the proposed streetscape view include shared paved-way, street trees, landscaped chicanes, and public seating. The figure shows how the proposed SIPS would change the appearance of a given alley to resemble more of a pedestrian mall than a street, while still allowing for some limited vehicle use. This type of improvement would greatly increase the amount of greenery on a given street as well.

The proposed streetscapes shown in the above-mentioned figures (***Figures E.2.1b and E.2.2.b***) are for visualization purposes only, and are not intended to show specific details or dimensions for particular sections of the Mission District's streets.

Once implemented, the site-specific SIPs could change views from surrounding streets from nearby residences and businesses in the vicinity. However, since no major large-scale (tall and bulky) above-grade structures or elements are proposed, substantial obstruction of views from nearby public and/or private lots is not anticipated. Although some reduced private views may be an unavoidable consequence of the Proposed Project and would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting. As discussed above, the Proposed Project would not substantially degrade or obstruct scenic views from public areas in the Plan Area and project-related impacts on private views would be limited. Thus, implementation of the Proposed Project would have less than significant impacts on views and scenic vistas.

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

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Figure E-2.1a: Existing Site-Specific Streetscape Improvement Project at Alabama and 16th Streets- Looking South.

Figure E-2.1b: Proposed Site-Specific Streetscape Improvement Project at Alabama and 16th Streets- Looking South.

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

Figure E-2.2a: Existing Site-Specific Streetscape Improvement Project at Hoff and 16th Streets- Looking South.

Figure E-2.2b: Proposed Site-Specific Streetscape Improvement Project at Hoff and 16th Streets- Looking South.

Source: City Design Group, San Francisco Planning Department.

Preliminary drawing only. Not to scale.

b. Scenic Resources. Implementation of Plan-proposed site-specific SIPs would occur entirely within the public right-of-way in the Mission District. Street trees and landmark trees[59] are located within the Plan Area at various places along the sidewalks of project roadways.

The implementation of the following site-specific SIPs would require minor excavation in the Plan Area that could result in trimming of street tree roots:

- A-6.2.1. Site-specific SIP: 24th Street BART Plaza Improvements (**p.11**);
- A-6.2.3. Site-specific SIP: Treat/16th/Harrison Streets Intersection Improvements (Plaza) (**p.12**);
- A-6.2.4. Site-specific SIP: Valencia Street at Mission Street Intersection Improvements; Valencia Street between Cesar Chavez and Mission Streets (**pp.12-13**);
- A-6.2.11. Site-specific SIP: Bryant Street Road Diet, 23rd Street to Cesar Chavez Street (**pp.14-15**);
- A-6.2.14. - A-6.2.15. Site-specific SIPs: Guerrero Street and San Jose Avenue Improvements (**p.16**);
- A-6.2.17. Site-specific SIP: Potrero Avenue Street Improvements (**p.16**);
- A-6.2.18. A-6.2.21. Site-Specific SIPs: Alabama Street, Florida Street, York Street, (northern section of) Hampshire Street Improvements (**pp.16-17**);
- A-6.2.23. Site-specific SIP: 24th Street Raised Crosswalks (**p.17**);
- A-6.2.26. Site-Specific SIP: Cunningham Alley Raised Crosswalk (**p.18**);
- A.6.2.27. Site-specific SIP: Potrero Avenue at 25th Street Crosswalk and Pedestrian Signal (**p.18**).

Implementation of **Mitigation Measure M-AE-1: Tree Root Protection,** presented below and in Section F, Mitigation Measures, **p. 212,** would reduce the impacts of site-specific SIPs to Landmark Trees and/or street trees to less-than-significant levels. **Mitigation Measure M-AE-1** would require that if trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site to ensure that trimming does not cause an adverse impact to the trees.

The implementation of site-specific SIP A.6.2.27: Potrero Avenue at 25th Street, which would involve the installation of a signalized mid-block crosswalk, would require the removal of several trees in the vicinity of this SIP. The exact number and location of the trees expected to be removed is unknown at this time. Replacement of removed trees, located in the public right-of-way or adjacent to the Proposed Project, would be consistent with DPW requirements for street tree replacement at 1:1 ratio.

Prior to implementation, the MDSP would comply with all requirements set forth by Public Works Code, Article 16, Section 810 for the protection of landmark trees within the City and

59 Landmark trees are large, old or historically important trees that receive designation and protection by City Ordinance. They are considered scenic resources.

County of San Francisco. [60] Compliance with Public Works Code, Article 16, Section 810, would ensure the protection of Landmark Trees in the Plan Area. Additionally, tree removal would require a permit from the DPW.[61] Because the MDSP would be subject to the DPW's permitting requirements the Proposed Project would have less than significant impacts on scenic resources such as Landmark Trees, street trees, and trees in the vicinity of the Plan Area.

Article 6 of the *Planning Code* governs signs in the City. Section 603 exempts governmental traffic control signs from the provisions of Article 6. *Planning Code* Section 608.6 regulates the placement of signs along designated scenic streets, and states that no general advertising sign and no other sign exceeding 200 square feet in area can be placed along such streets. The Plan Area does not include Section 608.6 designated scenic streets. Therefore, the Proposed Project would have less-than-significant impacts with respect to scenic resources on MDSP streets.

The Plan Area does not include a State Scenic Highway and none are located near the Plan Area; the area of US 101 adjacent to the Plan Area is not designated as a Scenic Highway.[62] Therefore, the Proposed Project would not result in damage to scenic resources, including but not limited to rock outcroppings, and historic buildings within a State Scenic Highway.

Overall, with implementation of Mitigation Measure **M-AE-1: Tree Root Protection**, the Proposed Project would have less-than-significant impacts on scenic resources.

Mitigation Measure M-AE-1: Tree Root Protection
If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine[63] (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

c. Visual Character. Similar to the diverse land uses within the Mission District, the existing visual characteristic of the neighborhood is varied and reflects the changes that have occurred

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60 The Public Works Code requires that another significant or street tree be planted in place of a removed tree, or that an in-lieu planting fee be paid.

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

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

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

over the years in development patterns, land uses and architectural styles in the surrounding area. The Plan-proposed site-specific SIPs are intended to be based on or to complement their adjacent street and land use character. The prevalent neighborhood character (most of the area surrounding the Mission District streets) is defined by dense urban development typified by a mix of low- and mid-rise residential, commercial, institutional, and industrial structures, interspersed with some open spaces and vacant/parking lots.

As discussed in Project Description, **p.3**, the stated objectives of the MDSP include giving the Mission District Neighborhood a recognizable image while encouraging community use of the public right-of-way. The policies and site specific SIPs proposed under the MDSP are intended to visually enhance the Mission District's pedestrian environment and provide multiple benefits for all neighborhood street users as described below.

As discussed in Section A, Project Description, **pp. 4-6**, the following Plan-proposed policies are intended to help improve the visual quality of the Mission District's streetscapes:

- Policy 6.1, proposes the development of a palette of street furniture (benches and recycling bins) that reflects the Mission District's character;
- Policy 6.2, proposes the creation of a special design plan for Mission Street, recognizing the street's historic and contemporary importance as a major north-south thoroughfare;
- Policy 6.3, proposes to transform Folsom Street into a Civic Boulevard with pocket open spaces, that would link major open spaces nodes such as Bernal Hill Park and the waterfront; and
- Policy 6.4, proposes the integration of public art into street improvement projects in the Plan Area.

Policies 6.1 through 6.4 are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, implementation of these Plan-proposed policies could have a foreseeable indirect impact of the subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this aesthetic resources section and elsewhere in this Initial Study. Potential significant environmental impacts to visual quality have been identified for Plan-proposed Alleys and Small Streets and site-specific SIPs . Implementation of Mitigation Measure **M-AE-1: Tree Root Protection,** presented above, **p.71,** and in Section F, Mitigation Measures, **p. 212,** would reduce the potential environmental impacts of Alleys and Small Streets and site specific SIPs to visual quality to less than significant levels.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future improvements in the Plan Area, other than the Plan-proposed Alleys and Small Streets and SIPs

analyzed in this aesthetics section and elsewhere in the Initial Study, are too speculative to be evaluated with any reasonable certainty in this document. Future streetscape improvement projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies 6.1 through 6.4 includes all Plan-proposed Alleys and Small Streets and site-specific SIPs potential impacts to the environment. With implementation of Mitigation Measure **M-AE-1: Tree Root Protection,** presented above, **p.71,** and in Section F, Mitigation Measures, **p. 212,** implementation of Plan-proposed policies, Alleys and Small Streets Improvements, and site specific SIPs would have less than significant adverse impacts related to visual character.

Most site specific SIPs listed in *Table A-6.2, Summary of Proposed Site-specific Streetscape Improvement Projects,***pp.9**, call for the creation of pocket-parks; parking lane planters; street trees; sidewalk planters; special sidewalk/roadway paving treatments; boulevard treatments such as side medians on certain street types; site furnishings;[64] and public art.

Implementation of Plan-proposed SIPs would result in increasing the number of streetscape elements on affected sidewalks, crosswalks, and roadways. But site specific SIPs would not be implemented where they would substantially change the appearance of the public right-of-way adversely. The placement of new streetscape elements in these public right-of-ways would thus constitute a less than significant impact, because the scale and concentration of streetscape elements in public right-of-ways would be designed to be unobtrusive and consistent with the existing scale of surrounding development.

The provision of improved streetscape facilities (sidewalks/crosswalks) could lead to additional pedestrians in the public right-of-way and this may affect the visual character of the urban environment and how it is perceived. However, as with all modes of travel, such effects are transitory in nature and do not permanently alter the visual character of the environment. Overall, the visual character and quality of streets in the Mission District would not substantially change or be adversely affected by implementation of the Proposed Project. Thus, the Proposed Project would have less-than-significant impacts related to the visual character or quality of the Plan Area.

d. Light & Glare. Development within the Mission District Neighborhood generally includes brightly lit buildings, storefronts, signs, bulletin boards, and street lighting. All of these contribute to existing nighttime lighting conditions in the project vicinity.

Per Plan Policy 4.2, pedestrian-scale street lighting would be incorporated in streetscape design to improve safety for pedestrians on routes that connects to transit and other important destination.

The Proposed Project includes the following site-specific SIPs that would add street lighting elements to the public right-of-way:

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

- A-6.2.2 - Dolores Street and San Jose Avenue – various improvements including the creation of mini-park using excess right-of-way (**pp. 11-12**);
- A-6.2.3 – Treat Avenue at Harrison and 16th Streets – various improvements including the creation of mini-park using excess right-of-way (**p. 12**);
- A-6.2.4 - Valencia Street (Cesar Chavez Street to Mission Street) - various improvements including the creation of mini-park using excess right-of-way (**pp. 12-13**);
- A-6.2.5 – San Jose Avenue at Guerrero Street – various improvements including the creation of mini-park using excess right-of-way (**p. 13**);
- A-6.2.6. Site-specific SIP: Hoff Street Improvements (Shared Alley Concept) – convert Hoff Street to shared public way with on-street parking, chicane, and pocket parks (**pp. 13-14**).
- A-6.2.22 – Capp Street at Mission Street intersection improvements - various improvements including the creation of mini-park using excess right-of-way (**p. 17**); and
- A-6.2.27 - Potrero Avenue and 25th Street intersection: Add signalized mid-block crosswalk (**p. 18**).

These site-specific SIPs would likely result in the future addition, removal or relocation of street lighting in the public right-of-way. Street lighting would be expected to be consistent with light produced by existing land uses and the existing street lighting in the neighborhood. Therefore, the Proposed Project would not have a substantial effect, nor would it create new sources of substantial light or glare. Overall, the Proposed Project would have less-than-significant impacts with respect to light or glare.

CUMULATIVE

The geographic scope of potential cumulative aesthetic impacts is the Mission District Neighborhood and its vicinity, including viewsheds that could be affected by project implementation. No scenic vistas, public views or scenic resources would be affected by construction and operation of the Proposed Project; therefore, the Proposed Project would not contribute to cumulative impacts related to these issue areas.

The Proposed Project would not contribute to any substantial degradation of the existing visual character along the Plan Area, because the Mission District Neighborhood is an already developed urban area. The Proposed Project would not construct substantial above-ground structures within the public right-of-way, other than possibly changes in sidewalks, crosswalks and roadways and would not contribute to a cumulative impact with any known past, present, or future projects in the Mission District, such as the Bicycle Plan, the Better Streets Plan, CPMC LRDP at St. Luke's campus, and 2001 Market Street Project, related to the obstruction of scenic vistas.

The BSP and the San Francisco Bicycle Plan envision aesthetic and pedestrian improvements to the Mission District. The Proposed Project would not interfere with streetscape improvement recommendations from these reasonably foreseeable projects. Implementation of the MDSP, the BSP and the San Francisco Bicycle Plan combined could represent a change in the visual aesthetics of the Plan Area. The Proposed Project would increase and add new public open spaces which could result in potentially beneficial aesthetic changes to the Plan Area. The change

in aesthetic and neighborhood character, although noticeable, would be consistent with the mixed-use nature of the Plan Area. Thus, when taken together, the combined effects of these reasonably foreseeable projects on visual aesthetics in the Plan Area would not be cumulatively and considerable.

While implementation of the MDSP , BSP, the San Francisco Bicycle Plan, CPMC LRDP at St. Luke's campus, and 2001 Market Street Project could generate additional night light in the Plan Area, these projects would comply with City regulations regarding light and glare and cumulatively would not result in obtrusive light and glare in amounts unusual for a developed urban area. Thus, when taken together, the combined effects from light and glare from these reasonably foreseeable projects would not be cumulatively and considerable.

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

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

The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of available land is limited and land development costs are relatively high.

a. Population Growth. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that

might not occur if the project were not implemented. The Proposed Project would include the implementation of Plan-policies and site-specific SIPs to the existing public environment located within the public right-of-way in the Mission District. The public right-of-way includes roadways, sidewalks and crosswalks. These proposed improvements would not substantially alter existing development patterns in the Mission District Neighborhood, or necessitate or include the extension of municipal infrastructure (see Checklist Item 11, Utilities and Service Systems, p. 178).

The MDSP does not include construction designated for housing or commercial uses, therefore no residents or employees would be introduced to the Plan Area as a direct result of the implementation of the MDSP. However, implementation of the Proposed Project would enhance the pedestrian environment and could attract some new businesses and residents to the Plan Area. However, new residents and businesses would have to move into current existing available structures in the Plan Area. Thus, any increase in residents and employees in the neighborhood would be incremental and would occur over a long period of time since the MDSP improvements would occur between 2010 and 2030. Thus, the MDSP would not be expected to contribute to a substantial growth or concentration of population in the Plan Area. Therefore, the Proposed Project would have less-than-significant impacts on population growth.

b and c. Population Displacement. The Proposed Project would include the implementation of Plan-policies and site-specific SIPs to the existing pedestrian environment located within the public right-of-way in the Mission District. Thus, the Proposed Project would have no impact in displacing residents or employees. Therefore, there would be no significant impacts related to the displacement of housing or people.

CUMULATIVE

The geographic scope of potential cumulative population and housing impacts is the Mission District Neighborhood and its vicinity. The Proposed Project could induce new development in the Plan Area that would occur incrementally over a long period of time. However, this growth would be negligible and not above levels expected in dense urban areas like San Francisco. The MDSP does not propose construction of new buildings in the Plan Area, only improvements at the sidewalk and roadway levels. Thus, for these reasons and the reasons discussed above, MDSP implementation would not contribute to cumulative impacts related to population and housing with any known past, present, or future projects in the City, such as the CPMC LRDP at St. Luke's campus, Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP.

For the reasons discussed above, the Proposed Project's impacts related to population and housing would not be cumulatively considerable.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
E-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*?	☐	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological 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?	☐	☒	☐	☐	☐

HISTORIC CONTEXT[65]

The Mission District Streetscape Plan Project (MDSP) area lies in a small valley surrounded by a series of low hills (300-500 ft. in elevation: Corona Heights, Dolores Heights, Diamond Heights, Bernal Heights, Potrero Hill). The low hills protect the valley from coastal winds and fog. The valley had abundant fresh water. Springs at the head of Eureka Valley fed *Arroyo de Nuestra Sonora de los Dolores* that flowed down Eighteenth Street into the *Laguna de Mantial* (*Laguna de los Dolores*) a large linear lake and marsh, which may have extended from Twentieth Street to Fifteenth Street and from Mission Street to Harrison Street. Springs from Corona Heights fed the head water of Mission Creek which flowed down Fourteenth and Fifteenth Streets. The southern parts of the valley were drained by Precita Creek which flowed in a meandering channel parallel but north of Cesar Chavez Street through a gap between Potrero Hill and Bernal Heights into the Islais Creek wetlands.

Human populations have been present within the northern San Francisco peninsula for at least 6,000 years. There are currently nearly fifty documented prehistoric/Native American archeological sites in San Francisco. Within the Plan Area there are four documented sites associated with indigenous populations. In addition, one ethno historically documented Native American settlement, *Chutchui*, was located near the large lake, *Laguna de los Dolores*, located east of the current Mission Dolores church. *Chutchui* was probably only seasonally occupied by one of the three bands of the Costanoan/Ohlone tribelet, the *Yelamu*, who occupied San Francisco in 1776 when the Spanish founded the Presidio and the first Mission Dolores. Within a short period of the construction of the first mission by the Spanish, a Costanoan tribelet from the San Mateo area, the Ssalson, attacked and burned the Yelamu settlements in San Francisco. The *Yelamu* survivors abandoned the Peninsula seeking refuge with indigenous groups in East Bay and Marin County. Some archeological evidence (Notre Dame Plaza midden, CA-SFR-7 & -SFR-148/H), contrary to this ethnohistoric reconstruction, suggests certain San Francisco sites may have been occupied, at least intermittently, during the Mission period.

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[65] Information provided by Randal Dean, Environmental Planner, City of San Francisco Planning Department. March 2010.

The first European settlement within the Plan Area was the original mission of San Francisco de Asís constructed in 1776. The first and second mission complexes, which included priests' house, cemetery, and possibly a Native American neophyte village existed in locations that have not been reliably confirmed but were probably in an area of less than two square blocks between Fourteenth and Fifteenth Streets, and Mission and Guerreo Streets. The first mission was a temporary chapel constructed of brush (*enramada*) and used for three months until the construction of the second mission of more durable wood and mud construction (*palizada*) was completed. An extensive acequia or water distribution system was constructed beginning with the initial settlement. The acequia system would eventually include a reservoir, serpentinite rock lined channels, and adobe-rock lined lateral drains. It is not known what other structures or improvements associated with the first two missions may have been present within the Plan Area except for the "Old Wall". The "Old Wall" was a rock wall constructed to separate the old Mission valley pasture land (*Potrero Viejo*) from the new Mission pasture (*Potrero Nuevo*) along the western and southern slope of Potrero Hill. The adobe wall followed a curved alignment from near Twenty-third and York Streets to Utah and Cesar Chavez Streets. The term "Old Wall" distinguished it from the rock wall probably built by Cornelio Bernal (c. 1835-1842) The Bernal Wall followed a meandering east-west alignment north of Cesar Chavez Street. The Bernal Wall extended from San Bruno Avenue & Twenty-sixth Street towards the Old San José Road. The existing adobe Mission Dolores is the third (or perhaps fourth) Mission church dating from possibly 1782. At the period of its peak expansion and activity, approximately 1814 to 1817, the Mission Dolores complex included at least forty-three buildings and is known to have covered an area that extended at least from Guerrero Street to Church Street and Fifteenth Street to Dolores Creek south of Eighteenth Street. However, the location of many of the known buildings and structures associated with Mission Dolores (for example, the mission prison, school, one of the two tanneries, one of the two mills, forge, and bathhouse) is not known, thus, the geographical extent of the whole mission complex may have been larger than described here. Mission Dolores also maintained *asistencias* (ancillary agricultural operations) in San Mateo, San Pablo and San Rafael. At the period of greatest "occupancy" the Mission Dolores complex contained over 1200 neophyte Indians, and also soldiers, servants (including neophytes from other missions as distant as Baja California), and Spanish, Mexican, English and American craftsmen/artisans.

Following the secularization of Mission Dolores in 1835, nearly all of the former mission's landholdings was subdivided into either large land grants (such as Noe's *Rancho San Miguel* and Bernal's *Rincon de las Salinas*) or, in the area around the mission, into small 50-vara square (4/10 acre) lots. During the period from the late 1830's to the early 1850's, population grew around the former mission forming a community distinct from the town of Yerba Buena-San Francisco. A number of new adobe and wood-frame houses were constructed around the mission by *Californios*. Many of the former Mission-related buildings became adapted to new uses: part of the Mission quadrangle was converted to an inn and tavern, one of the mills (*molino*) was converted to a residence, the soldiers barracks was partially demolished and a house constructed on the remains, one of the former mission adobe tanneries was rebuilt as an adobe residence, and the former neophyte Indian rancheria was occupied by the remaining neophyte Indians (who now were servants of local *Californios* households) and by hispanic and *mestizo* families. A number of non-hispanics also moved into the Mission Dolores community. Generally, they were young English or American men who had married into local Mexican families. In addition, in 1846, several Mormon families settled in some of the former Mission buildings following a schism that occurred within the party of 236 Mormon emigrants who had arrived by ship at

Yerba Buena the same year. The Mormons had arrived with the intention of establishing a Mormon colony in what they believed to still be Mexican territory. After they realized California was under U.S. military control, the Mormons could not agree on a common plan and factionalized. Among these Mormon households was the Liddell family who converted a portion of the former priest's and visitors' quarters into an inn and tavern. By the end of the 1830s, the Presidio *commandante* had moved the military headquarters to the mission since many of the retired soldiers' families had moved from the Presidio to the area around Mission Dolores. Even the *alcaldes* of Yerba Buena lived part-time at Mission Dolores and part-time in Yerba Buena. Although Yerba Buena and the Mission Dolores district were both growing communities during this period, they were increasingly following disparate demographic, cultural, and economic trajectories. The Mission Dolores area was becoming a community of refuge for *Californios* families who were increasingly economically, politically, and culturally marginalized by the events that transformed the region in the latter 1840s – the U.S. military occupation of 1846 and the discovery of Gold in 1848. It is unclear if the former Mexican population was experiencing a form of ethnic enclavization at Mission Dolores in the 1850's. However, the desire to preserve a distinct and oppositional identity and to realize a degree of self-determination by the settlement at Mission Dolores is shown by the fact they petitioned the American military governor for recognition as a distinct *pueblo* independent of San Francisco. Within less than a year the Gold Rush had radically transformed the regional economy from one of land-based wealth to one of monetary-based wealth. The costly and time-consuming litigation required to validate Spanish/Mexican land grant claims pushed all but a few of the local *Californios* to sell their land claims to "anglo" attorneys and land speculators. The geographic isolation of the Dolores community preserved a cultural conservatism and a less inflated local economy, clearly distinguishing it from San Francisco.

By the early 1850s, there were more than 50 adobe buildings in the Mission Dolores district. There were also an unknown number of wood frame residences constructed by this time. By 1850, the Mission Dolores community extended from Mission Street to Church Street and from Fourteenth Street to Nineteenth Street.

The rapid growth of the city of San Francisco, necessitated easily accessed producers of basic foodstuffs such as vegetables and dairy products. From an early date, small farms and dairies within the Mission District were principal suppliers to the city's households, boardinghouses, hotels, taverns, and restaurants, as indicated by the high number of cultivated fields and windmills depicted in 1853 and 1857 U.S. Coast Survey topographic maps. It can be surmised from historic and archeological accounts, that in many cases Mission District farms were Chinese operations comprised of work teams of largely young men living in barracks-like housing.

Separating farms in the Mission District from San Francisco, was the extensive Sullivan Marsh, large sand dunes, and a seasonally unreliable, meandering trail. In 1851 the Mission Dolores Plank Road Company constructed a toll wood deck-and-pile following the present alignment of Mission Street between 2nd and Fifteenth Streets. The next year, a toll plank road was constructed along Folsom Street. The toll road companies were franchises that were permitted to collect toll revenue for seven years and after which time the roads were to revert to the public domain. The real motivation for the toll road companies development of the toll roads was to promote the sale of real estate near the western terminus of the roads where, because of their remoteness, land values were lower. Aside from facilitating delivery of farm products and

development, the toll plank causeways successfully promoted certain recreational activities such as weekend excursions to Mission Dolores and the adjoining tavern, inn and bullring, and to various roadhouses and resorts along Oceanview Road (Ocean Avenue), and the Union Race Course.

In the 1850s and 1860s, San Francisco had no public recreational areas. The private sector filled this void with small parks and pleasure gardens for Sunday use or special events. One of the earliest of these proprietary parks was the Willows, a one square block pleasure garden with picnic areas, a dance pavilion and menagerie. The Willows was located on a filled portion of the Laguna de los Dolores located between Mission and Valencia Streets and between Eighteenth and Nineteenth Streets. The Willows came into being in the late 1850s and had a distinctly French character and was the favored rendezvous for the sizeable local Francophone population.

The first large-scale urban recreation area/park in San Francisco was Woodward's Gardens (1866-1894). Woodward's Gardens was slightly larger than the block bounded by Thirteenth, Fourteenth, Valencia, and Mission Streets. Woodward's Gardens demonstrated the mergence of Victorian middleclass values: the enjoyment of horticultural gardens, museums, natural history exhibits, and amusements that were intellectual or spiritually elevating. Woodwood's Gardens contained a museum with South Pacific and East Asian artifacts, an art gallery with copies of European old-master paintings, a menagerie of stuffed and live animals, and one of the world's first salt-water aquariums.

The south side of Precita Creek, which runs along the southern boundary of the Plan Area, became by the 1880's (or possibly earlier) an area of intense concentration of tanneries for both sheep and cow hide. Manufacturers of some associated products, like gloves, also located here. Other strongly water-dependent industries like woolen mills, soap and candle works, breweries, and pottery works located along the margins of Mission Creek or the residual pond known as "Lake McCoppin" remaining by 1870 from the draining and filling in of the *Laguna de los Dolores.* The area separating the industries along Mission and Precita Creeks and the solid residential neighborhood of the Mission District tended to remain undeveloped or sparsely developed during the 19th century forming a buffer east of Shotwell and Folsom Streets and south of Twentieth and Twenty-second Streets. The northwestern portion of the Plan Area was gradually built up as a residential area of single family and multi-flat housing with numerous residential-oriented institutional uses such as schools, churches, and St. Luke's Hospital at Twentieth and Valencia Streets. An indoor skating rink was located on Mission Street between Twentieth and Twenty-first Streets in the 1880s.

Following the Earthquake and Fire of 1906, the population and building densities of the Plan increased as displaced households from the burnt out South of Market Area abandoned SOMA tenancies for new, better housing in the Mission District. Before 1906, the SOMA was increasingly occupied by households with falling incomes, decreasing full-time employment, and increasing residential densities. Demographically, a greater proportion of these households were composed of Irish immigrants. A sizable number of these households relocated to new, larger-floor plan, multiple-unit residential housing that was being constructed in the Mission District. The result was that the farms, diaries, woolen works, soap factories, and tanneries became increasingly displaced from the Mission District by new residential construction.

a) Historic Resources.[66] The MDSP Plan Area is the Mission District, an area of San Francisco that developed in accordance with distinctive historical patterns. The Mission District is one of the oldest developed areas of San Francisco, and as such it contains many known and potential historic resources. [67] For instance, in addition to the Mission Dolores chapel (the only eighteenth-century structure that is extant in San Francisco), the Mission District contains much of the nineteenth-century building stock that has remained intact in San Francisco following the earthquake and fires of 1906. The Mission District contains many notable early twentieth-century building stock, including properties within the part of the *Mission Dolores Mission* that was destroyed in 1906, and reconstructed shortly thereafter. The Mission District's streets were among the earliest to be developed in the City outside of the downtown area and today the District contains several of the oldest roads and former railways in San Francisco (and in California). Therefore, Mission District's historic resources are typically located adjacent to public rights-of-way in the District; in some cases, public rights-of-way are related to, or part of, individual historic resources and/or historic districts. In general, a project would cause a significant impact to historical resources if implementation of the project would result in adverse change in the significance of a historical resource as defined in CEQA § 15064.5, including but not limited to those resources listed in Article 10 or Article 11 of the San Francisco Planning Code.

Two Street Alley Improvement projects (Balmy Street and San Carlos Alley) and the following eight SIPs are related to the topic of potential impacts to historic resources:

- A.6.2.2 – Dolores Street and San Jose Avenue – add various improvements including the creation of mini-park (**pp. 11-12**);
- A.6.2.5 – San Jose Avenue at Harrison and 16th Streets – add plaza improvements on excess right-of-way (**p. 13**);
- A.6.2.7 – Capp Street from 16th Street to 26th Street – add various traffic calming improvements (**p. 14**);
- A.6.2.12 – Dolores Street from Market Street to San Jose Avenue – add median extensions to existing medians and add sidewalk improvements to existing sidewalks (**p. 15**);
- A.6.2.15 – San Jose Avenue at Guerrero and Dolores Streets - add median extensions to existing medians and add sidewalk improvements to existing sidewalks (**p. 16**);
- A.6.2.16 – South Van Ness Avenue between 14th and 26th Streets – add sidewalks bulb-outs, and landscaping (**p. 16**);
- A.6.2.24 – Valencia Street flexible parking at pilot locations (**pp. 17-18**);
- A.6.2.28 – Dolores Street from Market Street and 14th Street - add median extensions to existing medians and add sidewalk improvements to existing sidewalks (**p. 18**).

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66 Information provided by Matt Weintraub, Planner, City of San Francisco Planning Department. March 2010.

67 A "known" historic resource is a property that is officially designated, or that has been formally determined as eligible to be officially designated, in a local, state, and/or national register. A "potential" historic resource is a property that is not officially designated, nor that has been formally determined as eligible to be officially designated, in a local, state, and/or national register, but that may be eligible based upon age, appearance, and/or other existing information, pending formal determination. Source: Matt Weintraub, San Francisco Planning Department.

Types of historic properties in the Mission District, as well as known historic resources in the Mission District, that may potentially be affected by the Plan-proposed projects are discussed below:

Historic Districts. The Mission District's public rights-of-way play an integral role in the interpretation and appreciation of historic districts. These historic districts are comprised of groupings of thematically related buildings and other properties that contribute to the overall historic character of an area. The Mission District's streetscapes provide context and setting for historic districts. In some cases, streetscape features may be considered to be contributing to historic districts. Therefore, proposed streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting and street furniture, and/or modifying alignments should be analyzed for potential effects to the character of historic districts.

Within the MDSP Plan Area, two identified historic districts contain public rights-of-way that are affected by MDSP projects: (1) The Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District;[68] and (2) the Liberty-Hill Historic District. [69]

(1) The Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District identifies the Dolores Street center median strip (median) between Market and 20th Streets as a contributing property to a historic district. The median is located along the centerline of Dolores Street between Market Street and San Jose Avenue, which is included in the following SIPs:

- A.6.2.2 – Dolores Street and San Jose Avenue (**pp. 11-12**);
- A-6.2.12 – Dolores Street from 14th Street and San Jose Avenue (**p.15**); and
- A-6.2.28 – Dolores Street from Market Street to 14th Street (**p.18**).

The median is a prominent landscape feature within the public right-of-way on Dolores Street and implementation of SIPs A-6.2.2, A.6.2.12 and A-6.2.28 could affect its existing character. However, implementation of **Mitigation Measure M-HIST-1, p. 213,** which requires: updated historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation forms; completion of a report that documents the existing physical condition of the median and analysis of project design alternatives that comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (the *Standards*); and MDSP final project designs involving the median that comply with the *Standards*; would reduce the potential impact to the median and the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District to less-than-significant levels.

Mitigation Measure M-HIST-1: Secretary of the Interior's Standards for the Treatment of Historic Properties, Dolores Street Median

In order to avoid substantial impact to the Dolores Street center median strip, the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who

68 The Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District was adopted by the San Francisco Historic Preservation Commission on March 17, 2010.

69 The Liberty-Hill Historic District is designated in Article 10 of the San Francisco Planning Code.

meet the Secretary of the Interior's Professional Qualifications Standards shall produce: updated and complete historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation (DPR) forms, including a Primary Record (DPR 523A form), a Building, Structure, and Object Record form (DPR 523B form), and a Linear Record (DPR 523E form) if necessary, that evaluates the Dolores Street center median strip as a potential individually significant historic property based on the most current information and evaluative methodology that is available (unless such documentation has been completed within five years of the date of project review); a report that assesses the physical condition of specific segments of the Dolores Street central median strip that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Dolores Street center median strip, including historic curbs, materials, profiles, shapes, landscaping, and spatial relationships.

(2) The Liberty-Hill Historic District contains San Carlos Street between 20th and 21st Streets which is included in the streetscape improvements A-6.1 - Alleys and Small Streets Improvements Projects, **pp. 7-8.** The public right-of-way is not documented as a contributing feature to the Liberty-Hill Historic District. Based upon a field survey conducted by Planning Department qualified staff,[70] the public right-of-way does not contain any existing physical elements that relate to the historic district. However, streetscape improvements could affect the setting of the historic district, which includes contributing buildings on both sides of San Carlos Street within the Plan Area. The implementation of **Mitigation Measure M-HIST-2, p. 213,** which requires the project to be designed to be compatible with Liberty-Hill Historic District and to comply with the *Standards,* would reduce the potential impact of the Alleys and Small Streets Improvement Project San Carlos Alley to the Liberty-Hill Historic District design guidelines to less-than-significant levels.

Mitigation Measure M-HIST-2: Secretary of the Interior's Standards for the Treatment of Historic Properties, Liberty-Hill Historic District

To avoid substantial impact to the Liberty-Hill Historic District (Planning Code Article 10), the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that includes recommendations for project design that comply with the *Standards*. The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review

70 The term "qualified staff" refers to Planning Department's staff-members that are trained to perform historic evaluation in accordance with the Secretary of the Interior's Professional Qualifications Standards.

and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to finalization of the project. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Victorian-era residential streetscape of the Liberty-Hill Historic District.

The Liberty-Hill Historic District also contains Valencia Street between 20th and Liberty Streets, and which is included in SIP A.6.2.24 – Valencia Street (flexible parking at pilot locations in the Valencia corridor)(**pp. 17-18**). The public right-of-way is not documented as a contributing feature to the Liberty-Hill Historic District. Based upon a field survey conducted by Planning Department staff,[71] the public right-of-way does not contain any existing physical elements that relate to the historic district. However, implementation of streetscape improvements could affect the setting of the historic district, which includes contributing buildings on both sides of Valencia Street within the Plan Area. But, SIP A.6.2.24 – Valencia Street (flexible parking at pilot locations in the Valencia corridor)(**pp. 17-18**) does not propose permanent physical changes to the Plan Area. SIP A.6.2.24 is limited to minor, temporary physical improvements within existing vehicular lanes. Therefore, the implementation of SIP A.6.2.24 – Valencia Street (flexible parking at pilot locations in the Valencia corridor)(**pp. 17-18**) would have no potential significant effect on the Liberty-Hill Historic District, and would not require implementation of mitigation measures.

Historic Buildings. The Mission District's public rights-of-way play an integral role in the interpretation and appreciation of individual historic buildings that are singularly significant for their historic and/or cultural values. The Mission District's streetscapes provide context and setting for individual historic buildings. In some cases, streetscape features may be considered to be related to individual historic buildings. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments should be analyzed for potential effects to the character of individual historic buildings.

Based upon a field survey conducted by Planning Department qualified staff,[72] there are no individual historic buildings (known or potential) located within (or partially within) the Plan Area or public rights-of-way that are affected by the MDSP. Additionally, the public rights-of-way that are affected by the MDSP do not appear to contain any existing physical elements that relate to adjacent individual historic buildings (known or potential). Therefore, implementation of the MDSP would have a less-than-significant effect on individual historic buildings, and would not require implementation of mitigation measures.

Historic Landscapes. The Mission District's public rights-of-way play an integral role in the interpretation and appreciation of historic landscapes, which are scenic areas comprised of plantings, materials, objects, and/or structures that convey historic and/or cultural values. The Mission District's streetscapes provide context and setting for historic landscapes. In some cases, streetscape features may be considered to be historic landscapes, or to be parts of historic

71 See footnote 69.
72 Ibid.

landscapes. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments should be analyzed for potential effects to the character of historic landscapes.

One identified potential historic landscape feature, the Dolores Street center median strip (median), [73] is associated with the public right-of-way in the Plan Area. The median is located along the centerline of Dolores Street between Market Street and San Jose Avenue. This street segment is included in the Plan Area segment of the following three SIPs:

- A.6.2.2 – Dolores Street at San Jose Avenue (**pp. 11-12**);
- A-6.2.12 – Dolores Street from 14th Street to San Jose Avenue (**p.15**); and
- A-6.2.28 – Dolores Street from Market Street to 14th Street (**p.18**).

The median is a prominent landscape feature within the public right-of-way on Dolores Street and implementation of SIP A-6.2.2, A.6.2.12 and A-6.2.28, could affect its existing character. However, there are feasible project design solutions to design issues that could result in impacts to the median from the implementation of these projects. For example, a project design consistent with the *Standards* would take into account the placement and design of proposed new striping, paving, curbs, pathways, lighting, street furniture, and/or landscaping in accordance with the existing historic curbs, materials, profiles, shapes, and landscaping of the Dolores Street center median strip. Implementation of **Mitigation Measure M-HIST-1,** presented above and in Section F, Mitigation Measures and Improvement Measures, **p. xx,** which requires: updated historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation forms; completion of a report that documents existing physical condition of the median and analysis of project designs that comply with the *Standards*; and final project designs (involving the median) that comply with the *Standards*; would reduce potential project impacts to the median to less-than-significant levels.

Historic Sites. The Mission District's public rights-of-way play an integral role in the interpretation and appreciation of historic sites, which are specific areas and locations that are officially recognized for their associations with specific historic and/or cultural events. The Mission District's streetscapes provide context and setting for historic sites. In some cases, streetscape features may be considered to be historic sites, or to be parts of historic sites. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments should be analyzed for potential effects to the character of historic sites.

There are two identified historic sites associated with public rights-of-way that are located within the MDSP Plan Area: (1) segments of the California Historical Landmark No. 784, El Camino Real. [74] These are believed to be located on Dolores Street between approximately 16th and 18th

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73 The Dolores Street central median strip was identified as a potential individual historic resource (as well as contributor to the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District) by the San Francisco Historic Preservation Commission on March 17, 2010.

74 Calfornia Historical Landmark No. 784 is listed in the California Register of Historical Resources.

Streets, and on San Jose Avenue; and (2) California Historical Landmark No. 327-1, Site of the Original Mission Dolores Chapel and Dolores Lagoon.[75]

(1) Historical Landmark No. 784, El Camino Real: Dolores Street is included in the following three SIPs:

- A.6.2.2 – Dolores Street at San Jose Avenue (**pp. 11-12**);
- A-6.2.12 – Dolores Street from 14th Street to San Jose Avenue (**p. 15**); and
- A-6.2.28 – Dolores Street from Market Street to 14th Street (**p. 18**).

Based upon a field survey conducted by Planning Department qualified,[76] the public rights-of-way described above do not contain any physical elements that relate to the historic El Camino Real. However, streetscape improvements could affect the existing character of California Historical Landmark No. 784, which is primarily defined by the historic alignments and configurations of existing public rights-of-way. **Mitigation Measure M-HIST-3,**presented below and in Section F, Mitigation Measures and Improvement Measures, **p. xx,** which requires the project to be designed in compatibility with the California Historical Landmark No. 784, El Camino Real, and in accordance with the *Standards*, would reduce potential project impacts to the California Historical Landmark No. 784, El Camino Real to less than significant levels.

Mitigation Measure M-HIST-3: Secretary of the Interior's Standards for the Treatment of Historic Properties, California Historic Landmark No. 784, El Camino Real
To avoid substantial impact to the California Historical Landmark No. 784, El Camino Real, the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that assesses the physical condition of segments of California Historical Landmark No. 784 that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the *Standards*. (The report shall not seek to reevaluate or otherwise investigate the historic designation of California Historical Landmark No. 784.) The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the roadway that is California Historical Landmark No. 784, El Camino Real.

(2) California Historical Landmark 327-1, Site of Original Mission Dolores Chapel and Dolores Lagoon: San Jose Avenue is included in SIPs A-6.2.5 – San Jose Avenue at Guerrero Street (**p. 13**) and A-6.2.15 – San Jose Avenue between Guerrero and Dolores Streets (**p. 16**) respectively.

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75 California Historical Landmark No. 327-1 requires reevaluation using current standards and is not automatically considered eligible for listing in the California Register of Historical Resources; therefore, this landmark is considered a "potential" historic resource. See California Office of Historic Preservation's Technical Assistance Bulletin #8 at: http://www.parks.ca.gov/pages/1069/files/tab8.pdf.

76 See footnote #69.

The California Historical Landmark 327-1, Site of the Original Mission Dolores Chapel and Dolores Lagoon,[77] is located at the intersection of Camp and Albion Streets, which is included within the Alleys and Small Streets Improvements Projects (**pp. 7-8**). Based upon a field survey conducted by Planning Department qualified staff,[78] this section of the public right-of-way in the Plan Area does not appear to contain any physical elements that relate to the historic site. However, streetscape improvements could affect the existing character of California Historical Landmark 327-1, which is primarily defined by the existing (non-historic) marker at the site. The design of the Alleys and Small Streets Improvements Projects would retain the existing marker at the site. Therefore, the Alleys and Small Streets Improvement Projects would have less-than-significant impact on the California Historical Landmark 327-1, and would not require implementation of mitigation measures.

Historic Street Trees. The Mission District's public rights-of-way contain street trees that were planted during its history to ornament the area's streetscapes. In some cases, trees may be considered to be parts of historic landscapes, contributing to historic districts, and/or individually significant historic resources. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments could result in potential impacts to historic trees.

The existing palm trees on Dolores Street center median are part of a historic landscape feature that is identified as a contributing property to an adopted historic district, as well as a potential individual historic resource in the MDSP Plan Area. These palm trees are located in a row on the centerline of each of the Dolores Street center median strip (median).[79] The palm tree row runs the length of the median, from Market Street to San Jose Avenue, in a continuous planting pattern. The palm tree row is located in the Plan Area segment of SIPs A.6.2.2 – Dolores Street at San Jose Avenue (**pp. 11-12**), A. 6.2.12 – Dolores Street from 14th Street to San Jose Avenue (**p. 15**), and A.6.2.28 – Dolores Street from Market Street to 14th Street (**p. 18**).

While not all of the existing palm trees are original plantings, the overall pattern of planting is a historic feature of the landscape. However, the MDSP projects propose no alteration to the palm trees of the Dolores Street center median. Therefore, the MDSP projects would have less-than-significant effect on historic trees, and would not require implementation of mitigation measures for such.

Historic Cultural Markers and Monuments. The Mission District's public rights-of-way contain historic markers and monuments of cultural importance, which denote the occurrence of significant events, the existence of memorable people, and cultural perspectives that are intertwined with San Francisco's historical development. In some cases, monuments and markers may be found to be parts of historic landscapes, contributing properties to historic districts, and/or individually significant historic resources. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments,

77 Ibid.

78 Ibid.

79 Discussed previously under Historic Landscapes.

planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments could result in potential impacts to historic cultural markers and monuments.

There are two cultural markers/monuments identified in the Plan Area; **(1)** a"Mission Bell"; and **(2)** the California Volunteers Monument.

(1) The "Mission Bell" is associated with the early twentieth-century, statewide beautification project of El Camino Real.[80] The "Mission Bell" marker is located within a center landscape median on Dolores Street[81] between 16th and 17th Streets. Although the current marker may not be an original Mission Bell marker (few of which are extant in California), and may be a replica that qualifies as a "reconstruction," it is considered to be a historic marker. The "Mission Bell" is located in the Plan Area segment of SIP A.6.2.12 - Dolores Street from 14th Street to San Jose Avenue (**p.15**). The MDSP projects propose no alteration to the marker or its site. Therefore, the MDSP projects would have less-than-significant effect on the Mission Bell marker, and would not require implementation of mitigation measures.

(2) The California Volunteers Monument is a statue sculpted by internationally known sculptor, Douglas Tilden, to commemorate volunteers of the Spanish-American War.[82] The monument is located within a center landscape median on Dolores Street[83] at Market Street. The monument is located in the Plan Area segment of SIP A.6.2.28 – Dolores Street from Market Street to 14th Street (**p. 18**). The MDSP projects propose no alteration to the monument or its site. Therefore, the MDSP projects would have less-than-significant effect on the monument, and would not require implementation of mitigation measures.

Historic Light Standards, Utility Poles, Signage, and Street Furniture. The Mission District's public rights-of-way contain installations of lights, utilities, signage, and street furniture, such as benches, transit shelters, and telephone enclosures that were installed during various periods of streetscape development. In some cases, these features may be found to be parts of historic landscapes, contributing properties to historic districts, and/or individually significant historic resources. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments could result in potential impacts to historic light standards, utility poles, signage, and street furniture.

One identified feature that is associated with the historical development of streetscape infrastructure, a utility pole believed to have been used to support electrified streetcar wires, is located within a public right-of-way in the Plan Area. The utility pole has not been formally evaluated as a historic property. The utility pole is located at the northwest corner of South Van Ness Avenue and 24th Street, within the boundaries of SIP A.6.2.16 – South Van Ness Avenue

80 Discussed previously under Historic Sites.

81 Discussed previously under Historic Landscapes.

82 The California Volunteers Monument was adopted as an individual historic resource by the San Francisco Landmarks Preservation Advisory Board on April 7, 2004 .

83 Discussed previously under Historic Landscapes.

(improvements from 14th Street to 26th Street)(**p. 16**). Based upon a field survey conducted by qualified Planning Department staff,[84] the utility pole does not appear to have potential to be a contributing property to a historic district or to be an individually significant historic resource. Additionally, the MDSP project proposes to retain the existing utility pole regardless of its historic status. Therefore, implementation of SIP A.6.2.16 would have a less-than-significant effect on the utility pole, and would not require implementation of mitigation measures.

Historic Street Paving, Sidewalk Paving, and Curbing Materials. The Mission District's public rights-of-way contain paving and curbing materials that were installed during various periods of streetscape development. In some cases, these materials may be found to be parts of historic landscapes, contributing properties to historic districts, and/or individually significant historic resources. Therefore, streetscape improvements such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting, street furniture, and/or modifying alignments could result in potential impacts to historic street paving, sidewalk paving, and curbing materials.

Two identified sites that contain paving features associated with the historical development of streets and sidewalks are located within the Plan Area: **(1)** sections of concrete sidewalk paving are located at various intersection corners along Capp Street containing engraving that commemorates the Works Projects Administration project that widened the vehicular right-of-way of Capp Street in 1940 ("WPA 1940"); and **(2)** brick (which may or may not be historic) is located in the center paving strip of Balmy Street. These features have not been formally evaluated as historic resources.

(1) Concrete Paving - Based upon a field survey conducted by qualified Planning Department staff,[85] the WPA engravings do not appear to have potential to be contributing properties to a historic district(s) or to be an individually significant historic resource(s). Capp Street is included in the boundaries of SIPs: A.6.2.7 Capp Street (between 16th and 26th Streets)(**p. 14**) and A.6.2.22 Capp Street at Mission Street Intersection (**p. 17**). However, SIP A.6.2.7 proposes to retain the existing sections of paving that contain the commemorative engraving in their current locations regardless of determination of its historic resource status; and SIP A.6.2.22 does not contain any commemorative engraving related to WPA. Therefore, implementation of SIPs A.6.2.7 and A.6.2.22 would have less-than-significant effect on the engraved commemorative sections of pavement on Capp Street, and would not require implementation of mitigation measures.

(2) Brick – The brick paving, which may or may not be historic, is located in the center paving strip of Balmy Street. Balmy Street is included in the streetscape improvement A.6.1 Alleys and Small Streets Improvements Projects. The brick paving has not been formally evaluated as a historic resource. According to a field survey conducted by qualified Planning Department staff,[86] the brick paving does not appear to have potential to be part of a historic district or to be an individually significant historic resource. The Alleys and Small Streets Improvement Projects propose to retain the existing brick paving in Balmy Street (as well as other historic and/or

84 See footnote 69.

85 See footnote 69.

86 Ibid.

distinctive paving materials that may be found in MDSP Plan Area). Therefore, the MDSP projects would have less-than-significant effect on the brick paving of Balmy Street, and would not require implementation of mitigation measures.

Summary
While MDSP-proposed improvements to public rights-of-way of the Mission District would not result in the construction, alteration, or demolition of large-scale structures, they would result in activities such as, but not limited to, modifying sidewalk and street grades and widths, changing curb alignments, planting/removing street trees or other plant material, introducing new street lighting and other street furniture, and/or modifying alignments. These changes could result in potential impacts to historic resources such as those previously described. However, of the many known and potential historic resources that are located within the Mission District, the vast majority would not be potentially affected by MDSP projects. Very few individual historic resources are actually located within (or partially within) public rights-of-way in the Plan Area; and most individual historic resources that are located adjacent to public rights-of-way are not materially connected in important ways by design, function, and/or historical association to those public rights-of-way. Moreover, individual historic resources that are located adjacent to public rights-of-way, and that may relate to those public rights-of-way by design, function, and/or historical association, are unlikely to be affected significantly by alterations to the public right-of-way in the Plan Area. This is because public right-of-way features are typically subordinate in importance to the primary features of adjacent historic resources that convey historic significance.

It is recognized that the streetscapes of the MDSP Plan Area, including those in and around existing historic resources, have undergone various improvements and modernization at different times during the area's development, without apparent widespread impairment to the overall historic character of the area. The majority of MDSP projects have no potential or minimal potential to affect historic resources, based upon analysis of project activities in relation to existing conditions. In particular, MDSP proposed improvements to existing modernized public rights-of-way (i.e. those that currently contain no distinctive historic streetscape materials) would not significantly impact individual historic buildings and/or historic districts, wherever they may be located in the Plan Area (including public rights-of-way located adjacent to individual historic resources and/or within historic districts in the Plan Area). Other MDSP projects could have potential to affect historic resources. In particular, MDSP proposed improvements to existing public rights-of-way that contain known or potential historic resources. As discussed above, implementation of **Mitigation Measures M-HIST-1, M-HIST-2, and M-HIST-3, pp.213-214** would reduce the potential impacts of MDSP projects to Plan Area historic resources (known and potential) to less-than-significant levels.

b. and d) Cultural Resources. The MDSP area has been one of the lesser archeologically studied sub-areas of San Francisco. This relative lack of field archeological documentation is ironic in the light of the relative long duration and expected relative richness and good state of preservation of the archeological record of the Mission District. There are no recorded prehistoric sites in the MDSP area but it's fairly certain the area was occupied prehistorically. Also, there is historical documentation that suggests the presence of at least one Native American settlement at the time of initial European settlement in 1776. The first and second Spanish missions and auxiliary buildings were most likely located in this part of the Mission District. A large number of Mexican period adobe houses and other structures were dispersed throughout the district as far east as

Potrero Avenue and as far south as Cesar Chavez Street. Post-Gold Rush period potential archeological resources are also abundant and would at least in part include: the Willows (1850s), Woodward's Gardens (1866-1894), Union Race Course (1850s), Precita Creek tanneries (1850s - 1890s), St. Luke's Hospital (1870s - ?), dairy farms (1850s), Chinese garden farms (1850s-1880s), the Mission Woolen Works (1870s) and the Pacific Woolen Knitting Mills (1870s).

Little archeological testing or data recovery (Basin Research Associates. 1994, Pastron, Allen and Richard Ambro. 2004a, 2004b) has been undertaken in the Plan Area. The most intensive archeological fieldwork project undertaken to date in the Plan Area was in a five acre site at Fifteenth and Valencia Streets, the Valencia Gardens Hope VI project. The project archeological research design (Pastron, Allen and Dale Beevers. 2002) predicted a potentially complex archeological site composed of deeply buried prehistoric deposits, Spanish-period features related to the first and second Missions, domestic deposits associated with the household of the prosperous industrialist Egbert Judson (1850s-1906), remains of a Chinese farm, and features related to Recreation Park (1907-1930) an early baseball park. The archeological testing program explored two testing strategies: core sampling for deeply, buried prehistoric deposits that could be affected by project compaction grouting and archeological trench testing for more recent prehistoric and historical archeological resources. The Valencia Gardens archeological testing and data recovery program revealed Spanish/Mexican period deposits of clay roof (*tejas*) and floor (*ladrillos*) tile fragments and Majolica ware fragments. It could not be determined if the tile fragments were a primary or secondary deposit. The prehistoric midden found in several test units was interpreted as having been re-deposited from another, possibly close range, location. Native American human remains were recovered in a similarly disturbed context. The most spectacular archeological feature discovered at Valencia Gardens were the architectural remains of a Chinese male communal house, multiple privy feature, and trash pit associated with a large garden on site (1880s-1890s).

In 2001, the emergency archeological investigation of the inadvertent discovery of several classically sculpted figural granite fragments at the BestBuy store construction site resulted in the determination that the project site had been that of either an 1890s stone cutter yard or of a post-1906 City stone cutting yard ([17171 Harrison Street] 2002). The carved granite fragments appeared to be architectural elements. The post-discovery site survey indicated that construction activities had destroyed the remains or stratigraphic context of any other archeological deposits/features that had been present. Attempts to undertake further archeological investigation or to curate the recovered stone sculpted architectural fragments were not successful.

POTENTIAL/DOCUMENTED ARCHEOLOGICAL RESOURCES WITHIN THE MDSP AREA:

Prehistoric/Historic period Indigenous peoples sites, including the Ohlone settlement *Chutchi*

Hispanic period archeological resources[87]:

87 In addition there are many documented buildings and structures associated with the four Mission Dolores complexes and with the post-secularization Mission Dolores community whose locations have

First Mission site (*enramada* construction) (1776)
First Mission cemetery (1776 – 1782/91)
Second Mission site (*palizada* construction) (1776-1782/91)
Second priest's house (*palizada* construction) (1776-1782/91)
Rancheria of Second Mission (1776-1782/1791)
Third Mission site (adobe construction) (1782/91-)
Third priest's house and guest rooms (1782/91-1850s)
West adobe mission (building (1797/8-1850s)
Second Mission cemetery (1782/91-1840s/1850s?)
Adobe neophyte rancheria (mid-1799s/1811 – 1850s?)
Mayordomo house (early 1790s-1850s)
Adobe servant's quarters –Guerrero building (early 1790s-1850s)
Adobe soldiers' barracks (late 1780s-1850s)
Adobe school (*esquela*) (1793-1830s)
Eastern adobe wall (?)
Adobe sacristy (1782-1830s)
Adobe baptistery (1833/35)
Adobe granary (1794)
Adobe soap factory (1817-1830s)
Adobe mills (*molino*) (pre-1816-1840s)
Acequia (1780s-1830s)
Mission corral (1830)
Two adobe buildings (c. 1826)
Juan C. Bernal's unfinished adobe house (1835-36)
Guerrero adobe (c1837)
Francisco Ruffino's Adobe kitchen (c. 1850)
Francisco De Haro's adobe house (1841)

Post-Hispanic period archeological resources:

Tanneries (1850s-1880s)
Domestic deposits (1850s - 1900s)
Union Race Course (1850s)
The *Willows* (1850s)
Woodward's Gardens (1866-1894)
St. Luke's Hospital (1870s)
Mission Woolen Works (1870s)
Pacific Woolen Knitting Mills (1870s)
Pottery yards (1870s)

IMPACTS: ARCHEOLOGICAL RESOURCES

Three Alleys and Small Streets Streetscape Improvement Projects and twelve SIPs are relevant to archeologically sensitive areas within in the Plan Area.

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not been identified. These include the mission bathhouse, prison, second tannery, second mill, forge, shoe shop, nineteen adobe and an unknown number of wood-frame houses.

Archeologically Sensitive Areas within the Plan Area:

A.6.1-Alleys & Small Street Improvement Projects

Julian Avenue (14th Street to 16th Street)

Location[88]: (1) southern half of 14th Street to 15th Street; northern half of 14th Street to 15th Street

Expected Archeological Resources: (1) prehistoric midden (CA-SFR-19[89]); (2) site of Juan Prado adobe house (1841-?) (Source: HP-AGIS Zone 6[90])

Minna Street (14th Street to 15th Street)

Location: middle third of Minna Street

Expected Archeological Resources: José de Jesus Noé's *Las Camaritas* grant, near Noé wood-frame house (c. 1840-?)(Source: HP-AGIS Zone 6)

Albion Street (15th Street to 17th Street)

Location: between Camp Street and the approx. midpoint between 16th Street and 15th Street.

Expected Archeological Resources: possibly first & second mission site (Source: HP-AGIS Zone 1)

Site-Specific Streetscape Improvement Projects (SIPs)

A.6.2.4 - Valencia Street (Cesar Chavez Street to Mission Street)

Location: between Cesar Chavez Street and Tiffany Street

Expected Archeological Resources: José Cornelio Bernal's adobe house and residential compound (1843-1852?) (Source: HP-AGIS Zone 8)

A.6.2.8 - 26th Street (Valencia Street to Potrero Street)

Location: between York Street and Hampshire Street, between Capp Street and South Van Ness Avenue

Expected Archeological Resources: Bernal's Stone Wall (Source: HP-AGIS Zone 8)

A.6.2.9 - 20th Street (Mission Street to Potrero Street)

Location: between Alabama Street and Bryant Street

Expected Archeological Resources: DeHaro's servants dwelling (Source: HP-AGIS Zone 7)

A.6.2.10 - Hampshire Street (20th Street to 26th Street)

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88 The term "Location" refers to the location within the Plan Area to be archeologically sensitive.

89 MEA Prehistoric Period Archeo GIS Project. nd. Unless otherwise noted, the source of information regarding prehistoric/Native American sites is the PP Archeo GIS Project.

90 MEA Hispanic Period Archeo GIS Project. nd.

Location: (1) from a point just north of 23rd Street to 24th Street; (2) between 25th Street and 26th Street

Expected Archeological Resources: (1) Potrero Nuevo Stone Wall (1780's-1850's) (Source: HP-AGIS Zone 7); (2) prehistoric shellmound ?

A.6.2.12 - Dolores Street (14th Street to San Jose Street)

Location: (1-4) between 15th Street and 16th Street; (5) in front of existing Mission chapel; (6) between 16th Street and 17th Street

Expected Archeological Resources: (1) Servants-Guerrero quarters in adobe Neophyte Rancheria (early 1790's-c.1835); (2) Mission *acequia* (water conveyance system) (1778-c1835); (3) *Cuartels* (solders barracks) (1792- c. 1840); (4) DeHaro's adobe const on foundation of (3) (1841-1890?); (5) East Mission Wall projected out into Dolores (1780's /90's – c 1854); (6) Eustacio and José R. Valencia wood-frame house (c. 1845-c. 1854). (Source: HP-AGIS Zone 2,3,4,5))

A.6.2.17 - Potrero Avenue (16th Street to 25th Street)

Location: in vicinity of intersection with 24th Street

Expected Archeological Resources: Potrero Nuevo Stone Wall (1780's-1850's) (Source: HP-AGIS Zone 7)

A.6.2.19 - Florida Street (Treat Street to 20th Street)

Location: between 19th Street and 20th Street

Expected Archeological Resources: DeHaro's servants dwelling (Source: HP-AGIS Zone 7)

A.6.2.22 - Capp Street at Mission Street intersection

Location: entire project area

Expected Archeological Resources: Bernal's Stone Wall (1830's-?) (Source: HP-AGIS Zone 7)

A.6.2.23 - 24th Street (Valencia Street to Potrero Avenue)

Location: Potrero Avenue & 24th Street

Expected Archeological Resources: Potrero Nuevo Stone Wall (1780's-1850's) (Source: HP-AGIS Zone 7)

A.6.2.24 - Valencia Street (between 14th Street and Cesar Chavez Street):

Location: (1) Valencia Street between 14th Street and 15th Street; (2) Valencia Street/ Cesar Chavez Street

Expected Archeological Resources: (1) prehistoric midden, prehistoric human remains; (2) Bernal's Stone Wall (Source: HP-AGIS Zone 8)

A.6.2.11 - Bryant Street (between 23rd Street and Cesar Chavez Street):

Location: between 23rd Street and Cesar Chavez Street

Expected Archeological Resources: Bernal's Stone Wall
(Source:HP-AGIS Zone 8)

Potential Project Effects within Archeologically Sensitive Areas:

A.6.1 - Alleys & Small Street Improvement Projects

stormwater treatment planters (ADSD[91] = 28 inches)
pedestrian lighting (ADSD = 48 inches)

Site-Specific Streetscape Improvement Projects

A.6.2.8 - 26th Street (Valencia Street to Potrero Street)
street trees (ADSD = 30 - 42 inches)
stormwater features (ADSD = 48 inches)

A.6.2.9 - 20th Street (Mission Street to Potrero Street)
street trees (ADSD = 30 - 42 inches)
stormwater features (ADSD = 28 inches)

A.6.2.10 - Hampshire Street (20th Street to 26th Street)
street trees (ADSD = 30 - 42 inches)
stormwater features (ADSD = 28 inches)

A.6.2.17 - Potrero Avenue (16th Street to 25th Street)
street trees (ADSD = 30 - 42 inches)

A.6.2.19 - Florida Street (Treat Street to 20th Street)
stormwater features (ADSD = 28 inches)

A.6.2.22 - Capp Street at Mission Street intersection
Plantings (ADSD = 30 - 42 inches)
Lighting (ADSD = 48 inches)

A.6.2.23 - 24th Street (Valencia Street to Potrero Avenue)
minor grading (ADSD = 10 inches)
drainage patterns slightly modified (ADSD = 10 feet)

A.6.2.11 - Bryant Street (between 23rd Street and Cesar Chavez Street):
relocation of underground utilities (ADSD = 10 feet)
relocation of fire hydrant supply water-lines

Potential Project Impacts to Archeological Resources:

The following project components are expected to have the potential to adversely affect legally-significant[92] archeological resources:

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91 ADSD – approximate depth of (expected) soils disturbance below existing grade

A.6.1 - Julian Avenue Project (between 14th & 15th Streets): pedestrian lighting improvements could affect prehistoric and Juan Prado adobe-associated archeological deposits (c. 1841 - ?)

A.6.2.8 - 26th Street (between York & Hampshire Streets): stormwater and street tree installation improvements could affect archeological deposits associated with Bernal's Stone Wall (c. 1835-1842)

A.6.2.22 - Capp Street (at Mission Street intersection): Lighting and plantings installation improvements could affect archeological deposits associated with Bernal's Stone Wall (c. 1835-1842)

A.6.2.23 - 24th Street (at the Potrero Avenue intersection): drainage pattern modifications could affect archeological deposits associated with the Potrero Nuevo Stone Wall (1780's-1850's).

Implementation of **Mitigation Measure M-Archeo-1**, requiring archeological monitoring for the four above- referenced Project components would reduce the potential effects of these Project components to a less-than-significant level.

Based on the foregoing analysis, soils disturbance related to other Project activities is not expected to affect legally-significant archeological resources, however, the vertical and horizontal locations of archeological resources is not entirely predictable. Implementation of **Mitigation Measure M-Archeo-2,** presented below and in Section F, Mitigation Measures and Improvement Measures, **pp. 216,** requiring notification of the ERO in the inadvertent discovery of an archeological resource would reduce the potential of project activities to unexpectedly affect archeological resources to a less-than-significant level.

Mitigation Measure M-Archeo-1: Archeological Monitoring
Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The Project Sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

92 The expression "legally-significant archeological resource" generally denotes archeological resources that are, or potentially are, eligible for listing in the CRHR because they contain data sets contributory to significant research questions in archeology/history.

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

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

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

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That

is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of

the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure M-Archeo-2: Accidental Discovery

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

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

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

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

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

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

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

CUMULATIVE

The streetscapes of the MDSP Plan Area, including those in and around existing historic resources, have undergone various improvements and modernization at different times during the area's development, without apparent widespread impairment to the overall historic character of the area. Federal and state laws protect historic resources in most cases through project redesign. Implementation of historic resources **Mitigation Measures M-HIST-1, M-HIST-2, and M-HIST-3,** will ensure the any potential Project effect to historic resources would not contribute to a cumulative considerable adverse effect to historical resources.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state

laws protect archeological resources in most cases either through project redesign or requiring that the scientific data present within an archeological resource is archeologically recovered. Even so, it is not always feasible to protect these resources, particularly when preservation in place would frustrate implementation of project objectives. Implementation of Archeological **Mitigation Measure M-Archeo-1** and Archeological **Mitigation Measure M-Archeo-2** will ensure the any potential Project effect to an archeological resource would not contribute to a cumulative considerable adverse effect to archeological resources.

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)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
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)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☐	☐	☒	☐	☐

The Mission District Streetscape Plan (MDSP) would implement streetscape and pedestrian improvements within the Mission District of San Francisco. This section of the document describes the potential impacts that these improvements could have on traffic, transit, pedestrian, bicycle, loading, and emergency vehicle circulation, as well as any potential transportation impacts related to construction of the proposed streetscape improvements. The report also provides a parking analysis for informational purposes.

Below is a list of significance criteria used by the San Francisco Planning Department to assess whether a proposed project would result in significant impacts to the transportation network. These criteria are organized by transportation mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as the ones presented above in the checklist.

Traffic: The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

Transit: The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

Pedestrians: The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Bicycles: The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

Loading: A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

Emergency Vehicle Access: The project would have a significant effect on the environment if it would result in inadequate emergency access.

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

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that

parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115. provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

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

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, parking analysis is presented for informational purposes only.

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

Transportation Policies, Plans, Programs, and Standards

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

- San Francisco Department of Public Works Standard Specifications and Plans;
- Americans with Disabilities Act (ADA) and its related accessibility standards;
- The California Manual on Uniform Traffic Control Devices (MUTCD); and
- The Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) permit.[93]

Locally, San Francisco has passed the "Transit-First Policy" (City Charter City's Charter Article 8A, Section 8A.115), the "Better Streets Policy" (Administrative Code Chapter 98), and the "Complete Streets Policy" (Public Works Code 2.4.13). These policies prioritize street and streetscape improvements that encourage transit, pedestrian, bicycle, and carpool modes of transportation over the single-occupant vehicle mode of transportation, as well as encourage pedestrian-oriented and multi-functional street design. In addition, the San Francisco Bicycle Plan sets forth policies, actions, near- and long-term improvements, and design elements for improving the San Francisco bicycle network. Additional street design-related City policies can be found in the *San Francisco General Plan* and its constituent elements. Existing City standards related to street design can also be found in the Administrative Code, Building Code, Fire Code, Planning Code, Public Works Code, and Transportation Code.

Many elements of the MDSP would be subject to a public hearing prior to implementation. All elements would require approval at one or more of the following public hearings:

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

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

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

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

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

Program- Level Analysis
POLICY ANALYSIS

The MDSP's policies are intended to be used as guidelines to help decide which ultimate actions would result in the most beneficial improvements to the Mission District public realm. The following policies proposed in the MDSP are relevant to the topic of Transportation and Circulation:

1. **Multi-Modal**

Policy 1.1 Emphasize pedestrian improvements on important commercial and transit-streets in the Plan Area, including Mission Street, Valencia Street, 16th Street, Potrero Avenue, and 24th Street.

Policy 1.2 Connect existing and new open spaces in the Plan Area with a network of living streets [94]that include streetscape improvements and pocket parks.

Policy 1.3 Create a network of pedestrian-focused green alleys[95] with raised crosswalks[96] and/or other plaza treatments at street entrances in the Plan Area.

Policy 1.4 Expand the existing network of bicycle facilities in the Plan Area, consistent with the Bicycle Plan,[97] to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue.

Policy 1.5 Implement street improvements that support the City's transit network in the Plan Area including along Mission Street, 16th Street and Potrero Avenue.

Policy 1.6 Minimize the impact of through traffic in the Plan Area to neighborhood residents particularly on South Van Ness Avenue and Guerrero Street.

3. Community-Focused

Policy 3.1 Create new community spaces by re-using excess portions of right-of-way[98] that are currently underutilized.

Policy 3.2 Utilize traffic calming elements,[99] such as traffic circles[100] or median islands,[101] at neighborhood entrances or where street character changes to signal to drivers to drive with care.

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94 Living streets are designed to prioritize the entire right-of-way for pedestrian and public space use while retaining local vehicular circulation.

95 Alleyways with substantial sidewalk landscaping.

96 The level of the crosswalk or intersection is raised to the sidewalk grade.

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

98 Treat Street between 15th and 16th Streets is an example of underutilized excess right-of-way.

99 Traffic calming is a practice of designing streets to encourage vehicles to proceed slowly through neighborhoods, by the use of visual or actual roadway narrowing, horizontal or vertical shifts in the roadway, or other features such as landscaping, median islands, and traffic circles.

100 Traffic circles are generally circular raised areas in the center of a standard intersection that provide space for landscaping, and slow traffic by visually shortening the roadway and requiring vehicles to reduce speed in the intersection.

101 Median islands are pedestrian refuges located in the middle of the roadway.

Policy 3.4 Encourage socially-engaging design on sidewalks adjacent to active uses, including seating opportunities, landscaping, and display of goods.

Policy 3.5 Support and create more space for street vendors, including a new weekly street market on Bartlett Street.

Policy 3.6 Utilize select on-street parking spaces for temporary or permanent planting, sidewalk extensions or café seating.

4. Safe and Enjoyable

Policy 4.1 Shorten crossing distances at wide intersections and introduce pedestrian count-down signals to improve pedestrian safety.

Policy 4.2 Utilize pedestrian-scale street lighting to improve safety for pedestrians on routes that connects to transit and other important destinations.

5. Well-Maintained

Policy 5.1 Develop a maintenance plan for existing and future street improvements.

Policy 5.2 Develop a program allowing community members to "adopt"[102] new infrastructure improvements, such as bulb-outs[103], medians, or traffic circles.

6. Memorable

Policy 6.3 Transform Folsom Street into a Civic Boulevard[104] with pocket open spaces, linking major open space nodes such as Bernal Hill Park and the waterfront.

Policy 6.4 Incorporate public art into street improvements.

The potential environmental impacts associated with Plan-proposed policies are summarized below for each of the areas of potential effects.

TRAFFIC

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 156**, and elsewhere in this document. No potential significant impacts to traffic, for existing plus project conditions, have been identified for Alleys and Small Streets and site specific SIPs.

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102 This policy would encourage the creation of a program similar to the State's "Adopt a Highway" Program, where individuals and/or private entities sign up for the upkeep of designated public right-of-way.

103 Bulb-outs are locations where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space. Also called a curb-extention.

104 Civic Boulevards are streets with specific design treatments that relate them to the overall City pattern.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document, are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on traffic, for existing plus project conditions. These potential significant impacts are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on traffic are determined to be less than significant. Thus, no mitigation measures are required.

TRANSIT

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 156**, and elsewhere in this document. No potential significant impacts to transit for existing plus project conditions have been identified for Alleys and Small Streets and site specific SIPs.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document, are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on transit for existing plus project conditions. These potential significant impacts are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on transit are determined to be less than significant. Thus, no mitigation measures are required.

PEDESTRIAN

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a

foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 156**, and elsewhere in this document. No potential significant impacts to pedestrians for existing plus project conditions have been identified for Alleys and Small Streets and site specific SIPs.

The MDSP is expected to enhance pedestrian safety and accessibility by lowering vehicles speeds, shortening crossing distances and enhancing pedestrian visibility. This would result in potential positive indirect impacts on the physical environment in terms of pedestrian access, safety, and circulation. Pedestrian impacts have been analyzed for Plan-proposed SIPs in this section (**pp. 108 -156**). No potential significant impacts to pedestrians, for existing plus project conditions, have been identified for Alleys and Small Streets and site specific SIPs.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on pedestrians for existing plus project conditions. These potential significant impacts to pedestrians are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on pedestrians are determined to be less than significant. Thus, no mitigation measures are required.

BICYCLE

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 156**, and elsewhere in this document. The MDSP is expected to enhance bicycle safety and accessibility by lowering vehicles speeds. This would result in potential positive indirect impacts on the physical environment in terms of bicycle access, safety, and circulation. Bicycle impacts for Plan-proposed Alleys and Small Streets and SIPs were analyzed in this section (**pp. 108 -156**) and have been determined to be less than significant.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future

streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on bicycles for existing plus project conditions. These potential significant impacts to bicycles are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on bicycles are determined to be less than significant. Thus, no mitigation measures are required.

LOADING

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 145**, and elsewhere in this document. No potential significant impacts to loading for existing plus project conditions have been identified for Alleys and Small Streets and site specific SIPs.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on loading for existing plus project conditions. These potential significant impacts are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on loading are determined to be less than significant. Thus, no mitigation measures are required.

EMERGENCY VEHICLE

Adoption of Plan-proposed policies would have no direct impacts on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this transportation section, **pp.108 – 145**, and elsewhere in this document. No potential significant impacts to

emergency vehicle access for existing plus project conditions have been identified for Alleys and Small Streets and site specific SIPs.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on emergency vehicle access for existing plus project conditions. These potential significant impacts are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies on emergency vehicle access are determined to be less than significant. Thus, no mitigation measures are required.

PARKING

San Francisco does not consider parking supply as part o the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. However, parking impacts have been analyzed for Plan-proposed SIPs in this section (**pp. 108 -145**).

Project- Level Analysis

PROPOSED STREETSCAPE IMPROVEMENTS

The MDSP project description (see page 1-60) describes all proposed projects (summarized below) and also includes figures of all proposed projects.

Many of these projects would have similar effects on the transportation network. For this reason, the MDSP projects have been organized within this transportation analysis section in a different way than in the rest of the document. Projects have been grouped based on similar projects that would have similar potential impacts to the transportation network.

The proposed streetscape improvements have been grouped into three categories: Corridor Treatments, Intersection Treatments, and Open Space Treatments. All projects would fall into one of these three categories. Furthermore, some of the Corridor Treatment projects have been placed into sub-groups based on the type of street where they would be implemented (Industrial, Neighborhood Residential or Residential Throughway streets).

Corridor Treatments

ALLEYWAY IMPROVEMENTS **A-6.1** (page 111)

STREETSCAPE IMPROVEMENTS ON INDUSTRIAL STREETS (page 114)

- **A-6.2.18** - Alabama Street from Treat Avenue to 19th Street
- **A-6.2.19** - Florida Street from Treat Avenue to 20th Street

- **A-6.2.20** - York Street from Mariposa Street to 20th Street
- **A-6.2.21** - Hampshire Street from 17th Street to 20th Street

STREETSCAPE IMPROVEMENTS ON NEIGHBORHOOD RESIDENTIAL STREETS (page 115)

- **A-6.2.7** - Capp Street from 15th to 26th Streets
- **A-6.2.8** - 26th Street from Valencia Street to Potrero Avenue
- **A-6.2.9** - 20th Street from Mission Street to Potrero Avenue
- **A-6.2.10** - Hampshire Street from 20th Street to 26th Street

STREETSCAPE IMPROVEMENTS ON RESIDENTIAL THROUGHWAY STREETS (page 118)

- **A-6.2.12** - Dolores Street from 14th Street to San Jose Avenue (page 162)
- **A-6.2.14** - Guerrero Street from Duboce Street to San Jose Avenue (page 163)
- **A-6.2.15**- San Jose Avenue from Guerrero Street to Dolores Street (page 163)
- **A-5.6.16**- South Van Ness Avenue from 14th Street to 26th Street (page 164)
- **A-6.2.17**- Potrero Avenue from 16th Street to 25th Street (page 164)

A-6.2.11 - Bryant Street (page 122)
A-6.2.13 - Folsom Street (page 125)
A-6.2.4 - Valencia Street (page 130)
A-6.2.24 - Valencia Street Flexible Parking (page 134)

Intersection Treatments

RAISED CROSSWALKS (page178)

- **A-6.2.23** - 24th Street from Valencia Street to Potrero Avenue
- **A-6.2.26** - Cunningham Alley

A-6.2.6 - Hoff Street (page 135)
A-6.2.27 - Potrero Avenue and 26TH Street Intersection (page 137)

Open Space Treatments

A-6.2.1 - 24TH Street BART Plaza (page 139)
A-6.2.2 - Dolores Street at San Jose Avenue (page 139)
A-6.2.3 - Treat Avenue at Harrison and 16th Streets (page 143)
A-6.2.5 - San Jose Avenue at Guerrero Street (page 144)
A-6.2.22 - Capp Street at Mission Street (page 146)
A-6.2.25 - Bartlett Street at 22nd Street (page 147)
A.6.2.28 - Dolores Street from Market Street to 14th Street (page 149)

CORRIDOR TREATMENTS

A-6.1 - ALLEYS AND SMALL STREETS STREETSCAPE IMPROVEMENTS

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

The MDSP would implement Alleyway Improvements at a number of alleys in the Mission District.

1. Woodward Street from Duboce Avenue to 14th Street
2. Julian Avenue from 14th Street to 16th Street
3. Minna Street from 14th Street to 15th Street
4. Natoma Street from 14th Street to 15th Street
5. Albion Street from 15th Street to 17th Street
6. Camp Street from Guerrero Street to Albion Street
7. Dearborn Street from 17th Street to 18th Street
8. Clarion Alley from Valencia Street to Mission Street
9. Lapidge Street from 18th Street to 19th Street
10. Linda Street from 18th Street to 19th Street
11. San Carlos Street from Sycamore Street to 21st Street
12. Treat Avenue from 19th Street to Mistral Street
13. Mistral Street from Treat Avenue to Harrison Street
14. Ames Street from 22nd Street to 23rd Street
15. Quane Street from 22nd Street to 23rd Street
16. Osage Street from 24th Street to 26th Street
17. Lilac Street from 24th Street to 26th Street
18. Balmy Street from 24th Street to 26th Street

Two alternatives are proposed that could be applied to the alleys in the project area on a case-by-case basis, as street conditions and dimensions vary. Individual alleys would be improved in one of the following two ways:

- **Option A:** The proposed improvement would convert the entire right-of-way to a shared public way, where pedestrian and vehicular areas are not separated by curbs. Streetscape elements would include: raised crosswalks at intersections; chicanes; special "gateway" elements such as distinctive paving or artwork; permeable paving; stormwater planters and other landscaping; bollards to demarcate protected pedestrian areas; seating; and pedestrian lighting. Local vehicular access and on-street parking would be retained.

- **Option B:** The proposed improvement would differ from Option A in that it would utilize a traditional curbed design, which provides raised sidewalks, rather than a shared public way design. All other elements of Option A, such as chicanes, landscaping and pedestrian lighting, would be the same, as applicable.

TRAFFIC

Project A-6.1 would not generate new vehicle trips. Alleyway Improvements would only be implemented on alleys with low traffic volumes. Narrow travel lanes and the short length of each alley currently enforce low vehicle speeds. While Alleyway Improvements would be designed to facilitate even lower vehicle speeds, the vehicular capacity of the alleyways would not change. Traffic diversions to adjacent streets would not be expected because the street would

remain open to vehicles, and because existing traffic is (and would remain) oriented to land uses on that particular alleyway, not through traffic. Therefore, Project A-6.1 would have a less-than-significant traffic impact.

TRANSIT
Project A-6.1 would not create new transit trips, nor would they hinder the operation of transit because transit service does not operate on alleyways. Therefore, Project A-6.1 would have no impacts on transit.

PEDESTRIAN
Project A-6.1 would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, they would be expected to improve pedestrian circulation and comfort due to slower traffic speeds. With Option A, pedestrians would share the same roadway with vehicles. The presence of pedestrians in the roadway would signal to motorists that they are driving in a pedestrian zone, and must drive carefully at walking speed. If pedestrians were not present at a given moment, other elements of Project A-6.1 would also enforce the reduced speed zone, such as special pavement treatments and raised crosswalks. The reduced vehicle speed ensures that the Project A-6.1 would result in a safe environment for pedestrians. Therefore, Project A-6.1 would have a less-than-significant impact on pedestrians.

BICYCLE
Project A-6.1 would not result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Bicycles would have permitted access to any alley as they currently have and would continue to share the road with vehicles. Therefore, Project A-6.1 would result in a less-than-significant impact on bicycles.

LOADING
Project A-6.1 would not result in an increase in loading demand. Alleys would remain open to trucks to access off-street loading areas. In some locations, the existing narrow width of these alleys preclude on-street loading on one or both sides of the street, and the narrow intersections may preclude a truck from negotiating a turn. Project A-6.1 would not change these conditions. In other words, the MDSP would not inhibit on-street loading beyond the existing condition.

In limited circumstances, Project A-6.1 may require the removal of a designated on-street loading space (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact because other loading spaces would remain in the nearby vicinity. It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. This issue is discussed in the Cumulative transportation section on page 208. The impact of Alleyway Improvements on loading would be less than significant.

EMERGENCY VEHICLE
Project A-6.1 would not hinder emergency vehicle access. Emergency vehicles would continue to be provided full access to the alleys. Furthermore, because emergency vehicles have sirens and flashing lights, any pedestrians walking in the alleyway would be able to move out of the way. All traffic calming devices would be reviewed by the San Francisco Fire Department prior to implementation to ensure adequate emergency vehicle access. Therefore, impacts to emergency vehicle access would be less than significant.

PARKING

Project A-6.1 would not result in an increase in parking demand. Access to on-street parking spaces would remain. In limited circumstances, an Alleyway Improvement may require the removal of one or several on-street parking spaces, although the majority of parking along an alley would remain. The reduction in on-street parking supply would be minimal in the context of overall supply in the area surrounding the Alleyway Improvement Projects.

STREETSCAPE IMPROVEMENTS ON INDUSTRIAL STREETS ***A-6.2.18, A-6.2.19, A-6.2.20, A-6.2.21***

The MDSP plans to implement traffic calming elements on four industrial streets within the Mission District. These streetscape improvement projects would add corner sidewalk bulb-outs, mid-block chicanes, street trees and landscaping, on every block of the streets listed below. Perpendicular parking would remain. These streets are:

- **A-6.2.18** Alabama Street from Treat Street to 19th Street;
- **A-6.2.19** Florida Street from Treat Street to 20th Street;
- **A-6.2.20** York Street from Mariposa Street to 20th Street; and
- **A-6.2.21** Hampshire Street from 17th Street to 20th Street

TRAFFIC

Streetscape Improvements on Industrial Streets would not create new vehicle trips or reduce roadway capacity. Sidewalk bulb-outs would only occupy the parking lane and not intrude on vehicle travel lanes. Chicanes would not reduce intersection capacity, although they would reduce vehicle speed. A reduction in vehicle speed along a block would not be considered as causing delay for motor vehicles, because delay is associated with intersection traffic control devices (such as STOP signs or traffic signals). Therefore, these features would have a less-than-significant impact on traffic.

TRANSIT

Streetscape Improvements on Industrial Streets would not impact transit because transit does not operate on any of the identified streets. The impact to transit would be less than significant.

PEDESTRIAN

Streetscape Improvements on Industrial Streets would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, the improvements would be expected to enhance pedestrian access and safety due to shortened crossing distances, reduced vehicle speeds and greater driver visibility. Therefore, the installation of these features would have a less-than-significant impact on pedestrians.

BICYCLE

Streetscape Improvements on Industrial Streets would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Sidewalk bulb-outs would not constrict the space where a cyclist would ride, because bulb-outs would only occupy the parking lane, not the travel lane. Furthermore, by replacing parked cars with sidewalk bulb-

outs, bicycle safety would improve because hazards such as opening doors, parking maneuvers, and blocked visibility would be reduced. The impact to bicycles would be less than significant.

LOADING

Streetscape Improvements on Industrial Streets would not create any loading demand. Sidewalk bulbs and chicanes create tighter turning radii but these features would be designed for the appropriate design vehicle so as not to affect trucks. Chicanes would maintain a minimum of 21 feet clearance between curbs.

In limited circumstances, Streetscape Improvements on Industrial Streets may require the removal of a designated on-street loading space (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact, because other loading spaces would remain in the nearby vicinity. The impact on loading would be less than significant.

It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. This issue is discussed in the Cumulative transportation section on page 208.

EMERGENCY VEHICLE

Streetscape Improvements on Industrial Streets would not hinder emergency vehicle access. Sidewalk bulbs, chicanes, and angled back-in parking may create tighter turning radii which could inhibit large emergency vehicles from executing a turn. However, these features would be designed for the appropriate design vehicle, including emergency vehicles. Chicanes would maintain a minimum of 21 feet clearance between curbs. This minimum dimensions ensure that emergency vehicles can negotiate these features.

Furthermore, all traffic calming devices would be reviewed by the San Francisco Fire Department prior to implementation to ensure adequate emergency vehicle access. Therefore, the impact to emergency vehicle access would be less than significant.

PARKING

Streetscape Improvements on Industrial Streets would not create any parking demand. While sidewalk bulbs usually are installed in the crosswalk and adjacent red curb zones (where parking is already prohibited), occasionally a sidewalk bulb may require the removal of one or more parking spaces. However, the minor reduction in parking relative to the supply within the vicinity area would be negligible. The existing perpendicular parking would remain, and overall, the amount of on-street parking on any block would generally be unchanged, although a small increase or decrease in on-street parking may result in the final design. Any change in the amount of on-street parking would be minor relative to the supply within the vicinity.

STREETSCAPE IMPROVEMENTS ON NEIGHBORHOOD RESIDENTIAL STREETS *A-6.2.7, A-6.2.8, A-6.2.9, A-6.2.10*

The MDSP plans to implement traffic calming elements on Neighborhood Residential Streets within the Mission District. These streetscape improvement projects would add traffic-calming elements, street trees and landscaping.

Traffic calming elements could include mid-block chicanes, traffic circles, and median islands. Median islands would be installed at intersections in the median of the streets listed below (see Figure 19). In all cases, the existing two-way vehicular circulation and all existing vehicle movements would be retained. Furthermore, the existing intersection traffic control (either signalized or all-way STOP) would remain in place.

The four Neighborhood Residential Streets identified for improvements are:

- **A-6.2.7** – Capp Street from 15th to 26th Streets
- **A-6.2.8** – 26th Street from Valencia Street to Potrero Avenue
- **A-6.2.9** – 20th Street from Mission Street to Potrero Avenue
- **A-6.2.10** – Hampshire Street from 20th Street to 26th Street

The principal difference between Streetscape Improvements on Neighborhood Residential Streets versus on Industrial Street (see page 114 of this document for a description of Industrial Streets) is that the former includes traffic circles and median islands, which would not be appropriate on Industrial Streets due to the frequent presence of trucks. Instead of traffic circles, midblock chicanes and median extensions, the Industrial Streets have sidewalk bulb-outs.

TRAFFIC
Streetscape Improvements on Neighborhood Residential Streets would not create new vehicle trips or reduce roadway capacity. Traffic circles, chicanes, and median islands would not reduce intersection capacity, although they would reduce vehicle speed, which would not be considered an impact because a change in speed along a street would not result in intersection level of service delay. Therefore, these features would have a less-than-significant impact on traffic.

TRANSIT
Streetscape Improvements on Neighborhood Residential Streets would not impact transit because transit does not operate on any of the identified streets.

The exception to this is 26th Street, where the inbound 27 Bryant diesel bus operates between Valencia Street and South Van Ness Avenue in the eastbound direction. The bus route has a far-side stop at Mission Street in a bus zone, and a nearside stop at South Van Ness Avenue where there is no bus zone (the bus stops in the travel lane). After stopping at South Van Ness Avenue, the bus turns right and heads south on South Van Ness Avenue before turning left and proceeding east on Cesar Chavez Street.

According to Figure 18, treatments proposed for this section of 26th Street along the bus route are (from west to east): median islands at the Valencia Street intersection; a traffic circle at the Bartlett Street intersection; median islands at the Mission Street intersection; a traffic circle at the Capp Street intersection; and median islands at the South Van Ness Avenue intersection. Midblock chicanes are not proposed along 26th Street.

Upon review of turning bus radii requirements along 26th Street, it was determined that a median island would not be installed on the east leg of the Valencia / 26th Street intersection, because it would preclude the bus from making the northbound right turn from Valencia Street onto 26th Street. However, the median islands at the South Van Ness / 26th Street intersection were

determined to not preclude the bus from making the eastbound right turn from 26th Street onto South Van Ness Avenue.

These elements would all be designed to accommodate the bus. Specifically, as shown in Figure 19, the traffic circles would have a minimum of 20 feet clearance between the circle and the corner, with a 2' mountable section of the circle. The median islands would have a minimum 14' between the island and the curb. These designs provide sufficient clearance for the bus to proceed, and they would not inhibit the bus from accessing bus stops.

Therefore, the impact to transit would be less than significant.

PEDESTRIAN

Streetscape Improvements on Neighborhood Residential Streets would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, the improvements would be expected to enhance pedestrian access and safety due to reduced vehicle speeds and greater driver visibility. Therefore, the installation of these features would have a less-than-significant impact on pedestrians.

BICYCLE

Streetscape Improvements on Neighborhood Residential Streets would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. It should be noted that 26th Street is a Class III Bicycle Route. Traffic circles, midblock chicanes and median islands would be expected to have a traffic calming effect, which would reduce vehicle speeds, improving safety for bicycles. Therefore, the impact to bicycles would be less than significant.

LOADING

Streetscape Improvements on Neighborhood Residential Streets would not create any loading demand. Chicanes, traffic circles and median extensions may create tighter turning radii, but these features would be designed for the appropriate design vehicle so as not to impact trucks. As shown in the MDSP, traffic circles would be designed with a minimum clearance of 20 feet from the traffic circle to the corner, and there would also be a two-foot mountable section of the circle (see Figure 19), per Department of Public Works (DPW) standard plans. Chicanes would maintain a minimum of 21 feet clearance between curbs. Medians would maintain a minimum of 14 feet between the median and the curb. These minimum dimensions ensure that a WB-40 truck would be able to negotiate these features, which is the appropriate design vehicle for Neighborhood Residential streets. In some circumstances, these minimum dimensions may be widened in order to accommodate larger vehicles. Final design would be reviewed by MTA, Fire and Police, who would analyze whether larger vehicles must be accommodated.

In limited circumstances, Streetscape Improvements on Neighborhood Residential Streets may require the removal of a designated on-street loading space (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact, because other loading spaces would remain in the nearby vicinity. The impact on loading would be less than significant.

It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. This issue is discussed in the Cumulative transportation section on page **Error! Bookmark not defined.**.

EMERGENCY VEHICLE

Streetscape Improvements on Neighborhood Residential Streets would not hinder emergency vehicle access. Chicanes, traffic circles and median extensions may create tighter turning radii which could inhibit large emergency vehicles from executing a turn. However, these features would be designed for the appropriate design vehicle, including emergency vehicles. As shown in the MDSP, traffic circles would be designed with a minimum clearance of 20 feet from the traffic circle to the corner, and there would also be a two-foot mountable section of the circle (see Figure 19). Chicanes would maintain a minimum of 21 feet clearance between curbs. Medians would maintain a minimum of 14 feet between the median and the curb. These minimum dimensions ensure that emergency vehicles can negotiate these features.

Furthermore, all traffic calming devices would be reviewed by the San Francisco Fire Department prior to implementation to ensure adequate emergency vehicle access. Therefore, the impact to emergency vehicle access would be less than significant.

PARKING

Streetscape Improvements on Neighborhood Residential Streets would not create any parking demand. Occasionally, installation of a chicane, traffic circle or median extension may require the removal of one or more parking spaces. However, the minor reduction in parking relative to the supply within the vicinity area would be negligible.

STREETSCAPE IMPROVEMENTS ON RESIDENTIAL THROUGHWAY STREETS *A-6.2.12, A-6.2.14, A-6.2.15, A-6.2.16, A-6.2.17*

The MDSP plans to implement Streetscape Improvements on Residential Throughway Streets that traverse the Mission District. These streets include:

- **A-6.2.12** – Dolores Street from 14th Street to San Jose Avenue
- **A-6.2.14** – Guerrero Street from Duboce Street to San Jose Avenue
- **A-6.2.15** – San Jose Avenue from Guerrero Street to Dolores Street
- **A-6.2.16** – South Van Ness Avenue from Cesar Chavez Street to 13th Street
- **A-6.2.17** – Potrero Avenue from Cesar Chavez Street to Division Street

These streetscape improvement projects would add the following pedestrian and streetscape features to all of the identified streets: sidewalk bulb-outs at some or all corners; new streetscape amenities, including street trees and sidewalk landscaping. On Dolores Street, Guerrero Street and San Jose Avenue, the existing raised medians would be extended at intersections. Median extensions provide a protected area for pedestrians mid-way across the crosswalk, slow vehicular through movement by visually narrowing the path of travel, and slow turning vehicles by reducing the turn radii. On Potrero Avenue, the existing painted median would be replaced with a raised, planted median with median extensions. On Potrero Avenue, bus bulb-outs would be installed at some or all transit stops.

TRAFFIC

Traffic Calming on Residential Throughways would not create new vehicle trips or reduce roadway capacity. Median extensions would be modifications to existing medians; therefore, left-turn restrictions into driveways would remain similar to existing conditions. The extended medians would not preclude left turns or U-turns at intersections. Sidewalk bulb-outs would only occupy the parking lane and not intrude on vehicle travel lanes. Likewise, bus bulb-outs, which would only be installed on Potrero Avenue, would occupy the bus stop zone and would not intrude on travel lanes.

Bus bulbs on Potrero Avenue could reduce roadway capacity because when a bus is loading passengers, it would block the travel lane. While Potrero Avenue has two lanes in each direction, thereby allowing vehicles to maneuver around loading buses, roadway capacity may still be reduced by a stopped bus.

The operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service ("LOS"). LOS is a qualitative description of a facility's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F conditions are unacceptable. **Table E-5-1** presents the level of service definitions for signalized and unsignalized intersections.

Adjustments can be made in the traffic analysis to account for conditions that reduce the normal capacity of the traffic lane, such as a bus temporarily blocking the right travel lane.

To determine if the installation of bus bulbs would cause a significant increase in delay to vehicles, the intersections of Potrero Avenue at both 23rd and 24th Streets were analyzed. Of the intersections along Potrero Avenue that have bus stops (which would be converted into bus bulbs), these intersections experience the highest overall traffic volumes, and thus would serve as the "worst-case" intersections along the corridor.

Traffic counts at the intersections of Potrero Avenue at 23rd and 24th Streets were collected on April 30, 2009. Future 2030 traffic volumes were developed by applying a growth factor based on the *Eastern Neighborhoods* EIR to the intersection counts (generally about 25% growth in traffic). **Table E-5-2**, below, presents the intersection LOS with implementation of bus bulbs.[105] As shown in the table, installation of bus bulbs would result in a negligible increase in delay for vehicles.

In light of the above, Traffic Calming on Residential Throughways would have a less-than-significant traffic impact.

105 Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

TABLE E-5-1
LOS DEFINITIONS FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

Control/ LOS	Description of Operations	Average Control Delay (seconds per vehicle)
Signalized		
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted.	> 10 and ≤20
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20 and ≤35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35 and ≤55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	> 55 and ≤80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80
Unsignalized		
A	No delay for STOP-controlled approach.	≤10
B	Operations with minor delays.	> 10 and ≤15
C	Operations with moderate delays.	> 15 and ≤25
D	Operations with some delays.	> 25 and ≤35
E	Operations with high delays and long queues.	> 35 and ≤50
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000).

TABLE E-5-2
LEVEL OF SERVICE RESULTS FOR POTRERO AVENUE / 24TH STREET
WITH BUS BULBS INSTALLED, PM PEAK HOUR

Intersection	Existing Conditions		Cumulative 2030 Conditions	
	No Project	With Project	No Project	With Project
	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS
Potrero/23rd St	23 / C	24 / C	26 / C	27 / C
Potrero/24th St	20 / C	23 / C	31 / C	33 / C

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection.

Source: San Francisco Planning Department, 2010.

TRANSIT

Traffic Calming on Residential Throughways would not create new transit trips, nor would any of the elements impede the movement of a transit vehicle. Transit Bulb-outs would provide a prominent waiting area for transit passengers. They would also improve transit operations because buses would not need to wait to pull back in to traffic after each stop, which reduces delay associated with maneuvering into and out of the bus zone, and eliminates delay associated with waiting for a gap in traffic to merge into the travel lane. The curb radii for sidewalk bulb-outs and bus bulb-outs would be designed for the ability of the appropriate design vehicles to complete the turn, including transit vehicles. Therefore, Traffic Calming on Residential Throughways would have a less-than-significant transit impact.

PEDESTRIAN

Traffic Calming on Residential Throughways would not result in overcrowding of sidewalks or create potentially hazardous conditions for pedestrians. On the contrary, the improvements would be expected to enhance pedestrian access and safety due to shortened crossing distances and greater driver visibility. Therefore, the installation of these features would have a less-than-significant impact on pedestrians.

BICYCLE

Traffic Calming on Residential Throughways would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Sidewalk bulbs and other amenities would be expected to have a traffic calming effect, which would reduce vehicle speeds, improving safety for bicycles. Sidewalk bulb-outs would not constrict the space where a cyclist would ride, because bulb-outs would only occupy the parking lane, not the travel lane. Furthermore, by replacing parked cars with sidewalk bulb-outs, bicycle safety would improve because hazards such as opening doors, parking maneuvers, and blocked visibility would be reduced. ,On streets with designated bike lanes (San Jose Avenue and Potrero Avenue), curb extensions and bus bulb-outs would not encroach on the bicycle lanes. Bus bulbs would be designed to provide adequate room for a bike to pass a stopped bus on the left.

As shown in the MDSP, median extensions would leave a minimum dimension of 14 feet between the curb and the median, which provides sufficient space for a bicycle to maneuver alongside a queued or parked vehicle. Therefore, Traffic Calming on Residential Throughways would result in a less-than-significant impact on bicycles.

LOADING

Traffic Calming on Residential Throughways would not create any loading demand. Sidewalk bulbs, bus bulbs and median extensions would create tighter turning radii, but these features would be designed for the appropriate design vehicle so as not to affect trucks. Installation of sidewalk bulbs and bus bulbs would not be expected to result in removal of on-street loading spaces, because these areas (crosswalks and bus zones) already prohibit parking.

In limited circumstances, Traffic Calming on Residential Throughways may require the removal of a designated on-street loading space (yellow or white curb zone). The removal of a single

loading space would not be considered a significant impact, because other loading spaces would remain in the nearby vicinity. The impact on loading would be less than significant.

It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. This issue is discussed in the Cumulative transportation section on page 208.

EMERGENCY VEHICLE

Traffic Calming on Residential Throughways would not hinder emergency vehicle access. While sidewalk bulbs, bus bulbs and median extensions may create tighter turning radii that could inhibit large emergency vehicles from executing a turn, these features would be designed for the appropriate emergency vehicle. All traffic calming devices would be reviewed by the San Francisco Fire Department prior to implementation to ensure adequate emergency vehicle access. Therefore, the impact would be less than significant.

PARKING

Traffic Calming on Residential Throughways would not create any parking demand. While sidewalk bulbs usually are installed in the crosswalk and adjacent red curb zones, where parking is already prohibited, occasionally a sidewalk bulb may require the removal of one or more parking spaces. However, the minor reduction in parking relative to the supply within the vicinity of the area would be negligible.

The installation of bus bulbs would not remove any parking, because parking is already prohibited in the bus zones along Potrero Avenue. Moreover, the installation of a bus bulb would sometimes allow one parking space to be gained, because a bus bulb can be slightly shorter than a bus zone since buses do not need extra room to maneuver in and out of a bus zone.

A-6.2.11 - BRYANT STREET 23RD TO CESAR CHAVEZ STREET

This streetscape improvement project would reduce the number of vehicular lanes and add traffic calming elements on Bryant Street. This 4 to 2 lane reduction would eliminate one of the two existing travel lanes in each direction on Bryant Street between 23rd and Cesar Chavez Streets. This new street profile would be similar to the existing Bryant Street profile between 18th and 23rd Streets. A southbound left-turn pocket at the intersection of Bryant Street with Cesar Chavez Street would be installed to maintain the existing southbound capacity of this intersection. At the signalized intersection of 24th Street, left-turn pockets would be installed in the northbound and southbound directions. The excess right-of-way space that would become available would be used for sidewalk bulb-outs, medians, chicanes and angled parking, as shown in Figure 20.

TRAFFIC

Project A-6.2.11 would not create any new vehicle trips. The reduction in vehicle travel lanes would reduce roadway capacity. To determine if the reduced capacity would cause significant delay to vehicles, a traffic analysis was conducted for the intersections of Bryant Street at 24th and 26th Streets, which are the intersections (signalized and unsignalized, respectively) that experience the highest traffic volumes in this segment of Bryant Street.

While the project would modify the intersection of Bryant Street and Cesar Chavez Street, the modification would not affect the capacity of this intersection[106]. In the southbound direction, there would be two lanes: one shared through-right turn lane, and a left turn pocket. This is a similar configuration to the existing condition. In the northbound direction, the number of lanes would be reduced from two to one. This lane reduction would not affect the capacity of the Bryant / Cesar Chavez Street intersection, because the same number of travel lanes would be provided through the intersection. However, this lane reduction would reduce the capacity of the Bryant and 26th Street intersection, which is included in the analysis.

Intersection counts along Bryant Street were collected on April 30, 2009. Future 2030 traffic volumes were developed by applying a growth factor based on the *Eastern Neighborhoods* EIR to the intersection counts (generally about 25% growth in traffic).

As shown in **Table E-5-3,** Project A-6.2.11_would result in negligible changes in delay at the intersections of Bryant at 24th and 26th streets.[107] At the signalized intersection with 24th Street, the lane reconfiguration would actually be more efficient, because by assigning through traffic and left-turning traffic into separate lanes (rather than the existing shared left-through lane), through traffic would not be delayed behind a vehicle waiting to turn left. This would result in a minor improvement in conditions at this intersections. The intersection with 25th Street would have similar operations as 26th Street, because they have similar traffic volumes and the same intersection geometry.

TABLE E-5-3
LEVEL OF SERVICE RESULTS FOR BRYANT STREET INTERSECTIONS
PM PEAK HOUR

Intersection	Existing Conditions		Cumulative 2030 Conditions	
	No Project	With Project	No Project	With Project
	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS
Bryant/24th St	13 / B	12 / B	14 / B	13 / B
Bryant/26th St	10 / A (SB)	12 / B (SB)	11 / B (EB)	15 / B (SB)

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., SB = southbound).

Source: San Francisco Planning Department, 2010.

[106] This intersection was analyzed in the San Francisco Bicycle Plan as part of the Cesar Chavez project, which would reduce the number of travel lanes on Cesar Chavez Street from three to two in each direction. The Bike Plan EIR determined that the Cesar Chavez Street project would cause a significant traffic impact at this intersection. Subsequently, the Planning Commission adopted findings of overriding considerations for this impact.

[107] Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

While only a single lane would be striped in each direction, the lane would be wide enough to allow vehicles to pass stopped transit vehicles at bus stops. This is a similar configuration to the northern section of Bryant Street and elsewhere in San Francisco. Therefore, stopped transit vehicles would not cause significant delay to vehicles. The impact to traffic would be less than significant.

TRANSIT

Project A-6.2.11_would not create any new transit trips. Muni line 27 Bryant operates along this section of Bryant Street. The reconfigured intersections could add delay to this bus route. The traffic analysis presented above also determines the delay for each movement at an intersection; this data was extracted from the traffic analysis to determine the delay to transit traveling northbound and southbound on Bryant Street.

As shown in **Table E-5-4**, the project would add minor amounts of delay at the intersections of Bryant Street with 24th, 25th and 26th Streets. The added delay at 25th Street would be similar and is assumed to equal the same amount of delay as 26th Street. The project would add a total of 9 seconds of delay for a bus round trip under Existing With Project Conditions, and 15 seconds under Cumulative With Conditions.

TABLE E-5-4
DELAY TO TRANSIT FROM BRYANT STREET INTERSECTIONS
PM PEAK HOUR

Intersection	Existing Conditions			Cumulative Conditions		
	No Project	With Project	No Project	With Project	No Project	With Project
Bryant/24th St	12	13	*1*	12	13	*1*
Bryant/25th St	19	23	*4*	21	28	*7*
Bryant/26th St	19	23	*4*	21	28	*7*
Total Change in Delay			***9***			***15***

Delay presented in seconds per bus, as a sum of the northbound and southbound delay.
Source: San Francisco Planning Department, 2010.

Generally, delay to a Muni route is considered significant if it exceeds half the headway time. Headway is the amount of time between buses, and the 27 Bryant currently operates 12 minute headways during the PM peak period.[108]

108 According to the SFMTA Transit Effectiveness Project (September 2008), the 27 Bryant route would be eliminated. Transit riders would utilize either the 12 Folsom (on Folsom Street) or the 9 San Bruno (on Potrero Avenue).

Transit vehicles also can experience "re-entry" delay when they have completed boarding at a bus stop and must wait for a gap in traffic in order to re-enter the travel lane. However, Project A-6.2.11 would install bus bulbs. As described above in the traffic analysis, the single lane provided at the bus bulb would be wide enough to allow cars to cautiously pass stopped buses, but the single lane would enforce the bus right-of-way when a bus is ready to depart the stop. This configuration would ensure that bus re-entry delay would be negligible.

While the project would add a minor amount of delay to the 27 Bryant Muni line, it would not add enough delay to be considered significant. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.11_would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility The reduction in travel lanes would reduce pedestrian crossing distances, making a safer pedestrian environment. Therefore, the project would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.11_would_not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The project would reduce vehicle speeds, which would be a benefit for cyclists. It should be noted that Bryant between 26th Street and Cesar Chavez Street is a Class III bicycle route. Lane widths on Bryant Street would be of sufficient width to accommodate safe travel by bicycles. Therefore, the project would have a less-than-significant impact on bicycles.

LOADING

Project A-6.2.11_would not create any new loading demand. There are no loading spaces on this section of Bryant Street. The impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.11_would not hinder emergency vehicle access. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.11_would not generate any new demand for parking. While the project would remove some on-street parallel parking spaces on Bryant Street to create the pocket parks and sidewalk bulbs, the project would also convert sections of Bryant Street from parallel parking to angled parking, which would create additional parking. The net change in the supply of parking is expected to be negligible.

A-6.2.13 - FOLSOM STREET

This streetscape improvement project would reduce the number of vehicular lanes and add traffic calming elements on Folsom Street between 14th and 26th Streets, inclusive. This four-to-two lane conversion would eliminate one travel lane in each direction.

Roughly half of the intersections on Folsom Street have bus stops for the 12 Folsom Muni line. At intersections without bus stops, Folsom Street would have left-turn pockets and corner bulb-outs. At intersections with bus stops, Folsom Street would have bus bulb-outs and left-turn pockets. Alternatively, at intersections with bus stops, Folsom Street would not have formal left-turn pockets striped, but each lane would be wide enough for through-traffic to bypass both left-turning vehicles and stopped busses. This alternative striping would also include corner bulb-outs. Proposed new curb geometry would comply with required emergency vehicles turning radii.

Option A: This option would provide a planted center median with left-turn pockets at intersections. See *Figure 23: Folsom Street Road Diet – Median Option.*

Option B: This option would install "green gutters". Green gutters are planted stormwater conveyance features which accept stormwater run-off from the roadway and allow for stormwater infiltration[109] along the existing curbs. Driveways and access to parking spaces would be retained across green gutters. See *Figure 24: Folsom Street Road Diet - Green Gutter Option.*

From a transportation perspective, Options A and B would have similar operations, because the design for the intersections does not differ between the two options.

At the intersection of Folsom and 14th Streets, the lane reduction on Folsom Street would also require the eastbound approach on 14th Street to be restriped. Currently the eastbound approach has a left-turn-only lane, a shared left-through lane, and a bicycle lane (which is used by right-turning vehicles). The double left-turn would have to be removed, because there would only be one lane on northbound Folsom Street. Therefore, the eastbound approach would be restriped to have a left-turn-only lane, a through-only lane, and a bicycle lane (which would continue to be used by right-turning vehicles).

TRAFFIC

Project A-6.2.13 would not create any new vehicle trips. The reduction in vehicle travel lanes would reduce roadway capacity. To determine if the reduced capacity would cause significant delay to vehicles, a traffic analysis was conducted for the intersections along Folsom Street.

While the analysis includes every intersection along Folsom Street, not every intersection was explicitly analyzed. As shown in **Table E-5-4**, the intersections with 14th, 16th, 24th and 26th Streets are explicitly analyzed. The intersections with 14th and 16th Streets were selected because they serve important traffic routes. The intersection of Folsom and 24th Street was chosen to represent all the remaining signalized intersections (15th Street, and 17th through 24rd Streets), even though these intersections carry less traffic along Folsom Street than at 24th Street (a conservative assumption) Similarly, Folsom and 26th Street was chosen to also represent the other unsignalized intersection at 25th Street, even though Folsom Street at 25th Street carries less traffic than at 26th Street.

109 Infiltration is the process by which water penetrates into soil from the ground surface.

Intersection counts along Folsom Street were collected on April 30, 2009. Future 2030 traffic volumes were developed by applying a growth factor based on the *Eastern Neighborhoods* EIR to the intersection counts (generally about 25% growth in traffic).

While only a single lane would be striped in each direction, the lane would be wide enough to allow vehicles to pass stopped transit vehicles at bus stops. This is a similar configuration to the northern section of Bryant Street and elsewhere in San Francisco. Therefore, stopped transit vehicles would not cause significant delay to vehicles.

As shown in **Table E-5-5**, implementation of Project A-6.2.13 would result in minor increases in delay at the signalized intersections along Folsom Street (from 14th Street to 24th Street, inclusive). However, at the unsignalized intersection with 26th Street, the project would create a significant amount of delay which, under Cumulative conditions, would cause the intersection to operate unacceptably. The intersection would also meet Caltrans signal warrants (Warrant 3, Peak Hour Volume). Although not explicitly analyzed, the 25th Street intersection is also unsignalized and would be anticipated to operate unacceptably as well. The proposed project would have result in a significant cumulative impact at the intersection of Folsom and 26th and in a significant cumulative impact at the intersection Folsom and 25th.[110]

TABLE E-5-5
LEVEL OF SERVICE RESULTS FOR FOLSOM STREET INTERSECTIONS
PM PEAK HOUR

Intersection	Existing Conditions		Cumulative 2030 Conditions	
	No Project	With Project	No Project	With Project
	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS
14th St	20 / C	20 / C	25 / C	30 / C
16th St	15 / B	16 / B	19 / B	22 / C
[1]24th St	11 / B	12 / B	12 / B	13 / B
[2]26th St	13 / B (NB)	26 / D (NB)	16 / C (NB)	**>50 / F (NB)**

[1] The data for this intersection is representative of 17th through 24th Streets and 15th Street.

[2] The data for this intersection is representative for 25th and 26th Streets.

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., SB = southbound).

Bold denoted unacceptable intersection operation.

Source: San Francisco Planning Department, 2010.

110 Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

To mitigate the unacceptable operations of the 25th and 26th street unsignalized intersections, two alternative mitigations are proposed. Either of these mitigations by itself would mitigate the impact to less-than-significant levels. Either one of these mitigations could be applied to both 25th and 26th Streets, or the two intersections could have different mitigations applied.

Mitigation Measure M-TR-1: Retain Existing Intersection Geometry
This mitigation entails retaining the existing street configuration, specifically, retaining two northbound and two southbound lanes on Folsom Street. Essentially, the project intersection treatment would not be applied to these two blocks. No secondary transportation impacts would result from this mitigation. With this intersection geometry, the intersections would operate at LOS B under Existing With Project Conditions and LOS C under Cumulative With Project Conditions.

Mitigation Measure M-TR- 2: Signalize Intersection
This mitigation entails signalizing the intersections, which would allow for the proposed lane geometry to be applied. No secondary transportation impacts would result from this mitigation. With signalization, the intersections would operate at LOS B under both Existing With Project and Cumulative With Project conditions.

With implementation of either **Mitigation Measure 1** or **Mitigation Measure 2** at two intersections (Folsom at 25th and 26th streets), Project A-6.2.13 would have a less-than-significant impact on traffic.

TRANSIT
Project A-6.2.13 would not create any new transit trips. Muni line 12 Folsom operates along this section of Folsom Street. The reconfigured intersections could add delay to this bus route. The traffic analysis presented above also determines the delay for each movement at an intersection; this data was extracted from the traffic analysis to determine the delay to transit traveling northbound and southbound on Folsom Street.

The amount of delay experienced at 14th and 16th Streets were calculated and are presented. The amount of delay experienced at the 24th Street intersection was applied to every street between 17th and 24th streets, even though these intersections carry less traffic along Folsom Street than at 24th Street (a conservative assumption). Similarly, the amount of delay experienced at the 26th Street intersection was applied 25th Street, although this intersection carries less traffic. Thus, the analysis presents a worst-case scenario.

As shown in **Table E-5-6**, the project would add minor amounts of delay at the signalized intersections along Folsom Street between 14th and 24th Streets. However, the delay at 25th and 26th Streets would be more substantial, especially under the Cumulative With Project scenario, because these locations do not have traffic signals and thus would experience more delay resulting from the lane reduction. Project A-6.2.13 would add 68 seconds of delay under the Existing With Project scenario, and 216 seconds (3 minutes and 16 seconds) under the Cumulative With Project scenario.

TABLE E-5-6
DELAY TO TRANSIT FROM FOLSOM STREET INTERSECTIONS

PM PEAK HOUR

Intersection	Existing Conditions			Cumulative Conditions		
	No Project	With Project	*Change in Delay*	No Project	With Project	*Change in Delay*
Folsom/14th St	34	51	*17*	38	56	*18*
Folsom/15th St	13	16	*3*	14	18	*4*
Folsom/16th St	21	28	*7*	22	33	*11*
Folsom/17th St	13	16	*3*	14	18	*4*
Folsmo/18th St	13	16	*3*	14	18	*4*
Folsmo/19th St	13	16	*3*	14	18	*4*
Folsom/20th St	13	16	*3*	14	18	*4*
Folsom/21st St	13	16	*3*	14	18	*4*
Folsom/22nd St	13	16	*3*	14	18	*4*
Folsom/23rd St	13	16	*3*	14	18	*4*
Folsom/24th St	13	16	*3*	14	18	*4*
Folsom/25th St	25	47	*22*	32	124	*92*
Folsom/26th St	25	47	*22*	32	124	*92*
Total Change in Delay			***95***			***249***

Delay presented in seconds per bus, as a sum of the northbound and southbound delay.
Source: San Francisco Planning Department, 2010.

Generally, delay to a Muni route is considered significant if it exceeds half the headway time. Headway is the amount of time between buses, and the 12 Folsom currently operates 10 minute headways (600 seconds) during the PM peak period.[111]

Transit vehicles also can experience "re-entry" delay when they have completed boarding at a bus stop and must wait for a gap in traffic in order to re-enter the travel lane. However, Project A-6.2.11 would install bus bulbs. As described above in the traffic analysis, the single lane provided at the bus bulb would be wide enough to allow cars to cautiously pass stopped buses, but the single lane would enforce the bus right-of-way when a bus is ready to depart the stop. This configuration would ensure that bus re-entry delay would be negligible.

While the project would add delay to the 12 Folsom Muni line, it would not add enough delay to be considered significant. It should be noted that implementation of Mitigation Measure 1 or 2, discussed above in the Traffic section, would substantially reduce transit delay at 25th and 26th Streets. However, even without either of these mitigations, the impact to transit would be less than significant.

111 According to the SFMTA Transit Effectiveness Project (September 2008), the proposed headway on the 12 Folsom in the future PM peak period would be 15 minutes (900 seconds).

PEDESTRIAN

Project A-6.2.13 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility The reduction in travel lanes would reduce pedestrian crossing distances, making a safer pedestrian environment. Vehicle speeds would also be reduced. At the intersection of Folsom and 14th Street, the removal of the eastbound double left-turn lanes across the crosswalk would improve pedestrian safety by improving visibility between drivers and pedestrians, and reducing turning vehicle speed. Therefore, the project would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.13 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The project would reduce vehicle speeds, which would be a benefit for cyclists. Therefore, the project would have a less-than-significant impact on bicycles.

LOADING

Project A-6.2.13 would not create any new loading demand. There are no loading spaces on this section of Folsom Street. The impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.13 would not hinder emergency vehicle access. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.13 would not generate any new demand for parking. While the project would remove several on-street parallel parking spaces on Folsom Street to create sidewalk bulbs, the reduction in supply would represent a minor amount in comparison to the on-street parking supply within the vicinity.

A-6.2.4 - VALENCIA STREET

This streetscape improvement project would reduce excess pavement space at the intersection of Valencia Street with Mission Street and convert it into public open space (see Figure 14). The project would create a plaza on the northwest corner of Mission and Valencia Streets and tighten the intersection of those two streets. Existing parallel parking would be converted into angled parking along Valencia Street between Mission Street and Duncan Street. A large sidewalk bulb-out on the southwest corner of the intersection of Valencia and Duncan Streets would be used to provide a pocket park. The intersection would be further tightened with bulb-outs north and east of the intersection. The existing eastbound bicycle channel would be relocated to the north and enlarged.

Space currently used for a striped median, along Valencia Street between Duncan and Cesar Chavez Streets, would be used to widen sidewalks. The existing ten-foot-wide east and west sidewalks would be widened to fifteen and twenty feet, respectively. Additionally, a new sidewalk bulb-out on the west side of Valencia Street at the historic St. Luke's building staircase would be used to provide a pocket park.

The project would also reduce the number of southbound lanes on Valencia Street turning onto Mission Street to one lane. A STOP sign for northbound and southbound traffic on Valencia Street would be installed at the Duncan Street intersection. The project would remove the dedicated left-turn pocket from northbound Valencia Street onto Duncan Street. The project would retain the existing left-turn pocket from northbound Valencia Street onto Cesar Chavez Streets. All existing bicycle and automobile movements onto and from Valencia Street at the intersection of Cesar Chavez, Duncan, Tiffany and Mission Streets would be retained.

TRAFFIC

Project A-6.2.4 would not create any new vehicle trips. The project would involve modifications at two intersections that would reduce vehicle capacity. These two modifications were separately analyzed see if the reduced capacity at each intersection would be great enough to create a traffic impact, as measured by Level of Service.

At the intersection of Valencia and Mission Streets, the southbound Valencia Street approach currently has two travel lanes, which (due to the skewed geometry of the Valencia/Mission intersection) expand at the intersection to include an additional two lanes, for a total of four southbound lanes. Project A-6.2.4 would reconfigure the southbound approach of Valencia Street to have a single southbound lane.

At the intersection of Valencia and Duncan Streets, a STOP sign would be installed for northbound and southbound Valencia Street, where today a crosswalk exists (which would remain).

Intersection counts along Valencia Street were collected in June 2009. Future 2030 traffic volumes were developed by adding additional traffic volumes at each intersection as determined by the San Francisco County Transportation Authority CHAMP travel demand model.

As shown in **Table E-5-7**, modifications to these intersections would slightly degrade their respective Level of Service, but not to a significant level. [112] Both locations would continue to have acceptable traffic operations under the Existing With Project and Cumulative With Project Conditions. Therefore, the impact to traffic would be less than significant.

112Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

TABLE E-5-7
LEVEL OF SERVICE RESULTS FOR VALENCIA STREET INTERSECTIONS
PM PEAK HOUR

Intersection	Existing Conditions		Cumulative 2030 Conditions	
	No Project	With Project	No Project	With Project
	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS	Delay (sec/veh)/LOS
Valencia/Duncan St	9 / A (NBL)	16 / B (SB)	9 / A (NBL)	21 / C (SB)
Valencia/Mission St	20 / B	22 / C	23 / C	29 / C

LOS presented in average seconds of delay per vehicle. For signalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., NBL = northbound left turn).

Source: San Francisco Planning Department, 2010.

TRANSIT

Project A-6.2.4 would not create any new transit trips. Muni bus line 36 Teresita operates on this section of Valencia Street in the southbound direction. The reconfigured intersections would add delay to this bus route. The traffic analysis presents the delay for each movement at an intersection; this data was extracted to determine the delay to transit heading southbound on Valencia Street.

As shown in **Table E-5-8**, the two intersection modifications would have a total increase in delay for the 36 Teresita of 29 seconds under Existing with Project Conditions, and 49 seconds under Cumulative With Project Conditions. No delay would be added in the northbound direction because the bus line does not travel on Valencia Street in the northbound direction (the northbound bus travels via Mission Street.

TABLE E-5-8
DELAY TO SOUTHBOUND TRANSIT FROM VALENCIA STREET INTERSECTIONS PM PEAK HOUR

Intersection	Existing Conditions			Cumulative Conditions		
	No Project	With Project	*Change in Delay*	No Project	With Project	*Change in Delay*
Valencia/Duncan St	0	16	*16*	0	21	*21*
Valencia/Mission St	29	42	*13*	30	58	*28*
Total Change in Delay			***29***			***49***

Delay presented in seconds per bus, for the southbound direction. Source: San Francisco Planning Department, 2010.

Generally, delay to a Muni route is considered significant if it exceeds half the headway time. Headway is the amount of time between buses, and the 36 Teresita currently operates 20 minute headways during the PM peak period. While the project would add delay to the bus, it would not add enough delay to be considered a significant impact. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.4 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Sidewalk bulbs would shorten pedestrian crossing distances and enhance pedestrian visibility. The installation of a STOP sign on Valencia Street would require vehicles to stop and yield to pedestrians in the crosswalk, rather than just yield, which would improve pedestrian safety. The reduction in travel lanes on southbound Valencia Street at Mission Street would shorten pedestrian crossing distances at this intersection. Therefore, the redesign would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.4 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The existing bicycle lanes on Valencia Street would remain and would not be encroached upon by sidewalk bulbs. The relocation and enlargement of the eastbound bicycle channel would provide a more direct and intuitive bicycle path. The installation of a STOP sign on Valencia Street would require vehicles to yield to bicycles approaching from Tiffany Street or Duncan Street. Therefore, the redesign would have a less-than-significant impact on bicycles.

LOADING

Project A-6.2.2 would not create any new demand for loading or potentially hazardous conditions for loading. The existing white curb passenger loading zone on the west side of Valencia Street north of Duncan Street (adjacent to the St. Luke's Medical Office Building) would remain. The impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.4 would not hinder emergency vehicle access. Ambulances heading for the hospital Emergency Room department (on Cesar Chavez Street), as well as private vehicles, would be able to make all turning movements that currently exist. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.4 would not generate any new demand for parking. While the project would remove several on-street parallel parking spaces on Valencia Street to create the pocket parks and sidewalk bulbs, the project would also convert a section of Valencia Street from parallel parking to angled parking, which would create additional parking on both the east and west side of the street. The net change in the supply of parking is expected to be negligible.

A-6.2.24 - VALENCIA STREET FLEXIBLE PARKING

Valencia Flexible Parking would allow for flexible use of the parking lane on the following streets: Valencia Street between 15th and Cesar Chavez Streets; and 17th, 18th, 19th, 20th, 21st, 22nd and 23rd Streets between Valencia and Capp Streets; and 18th Street between Dolores and Capp Streets. Flexible parking would allow businesses, institutions and civic groups to utilize space currently used for on-street vehicle parking for other temporary or intermittent activities. It would require installation of bollards or planters to prevent automobile encroachment. These physical improvements would be temporary and easily reversible.

TRAFFIC

Project A-6.2.24_would not create any new vehicle trips. Flexible use of the parking lane would be limited to the on-street parking lane only, and would not affect roadway capacity. The impact to traffic would be less than significant.

TRANSIT

Project A-6.2.24_would not create any new transit trips. Muni bus lines operate on portions of Valencia, 18th, and Cesar Chavez Streets, but Flexible Parking would not interfere with transit operations. Flexible Parking would not be implemented in bus zones, and would not be implemented in any way that would interfere with passenger boarding and alighting. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.24_would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Flexible Parking would not be implemented in a crosswalk, and would not block driver visibility of pedestrians in crosswalks. Physical barriers (such as planters) would be placed between pedestrians and the travel lanes. The impact to pedestrians would be less than significant.

BICYCLE

Project A-6.2.24_would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Flexible Parking would not encroach on the bicycle lane. The impact to bicycles would be less than significant.

LOADING

Project A-6.2.24_would not create any loading demand. In limited circumstances, Project A-6.2.24 may require the removal of a designated on-street loading space (yellow or white curb zone). The removal of a single loading space would not be considered a significant impact, because other loading spaces would remain in the nearby vicinity. The impact on loading would be less than significant.

It should be noted that the removal of multiple loading spaces within an area could be considered a significant impact. This issue is discussed in the Cumulative transportation section on page 223.

EMERGENCY VEHICLE
Project A-6.2.24_would not hinder emergency vehicle access. The impact to emergency vehicles would be less than significant.

PARKING
Project A-6.2.24_would not create any new parking demand. Each installation would require the removal of one or two parking spaces. This minor reduction in parking relative to the overall supply within the area would be negligible.

Intersection Treatments

RAISED CROSSWALKS *A-6.2.23, A-6.2.26*

The MDSP has identified locations where raised crosswalks would be implemented:

- **A-6.2.23** – Along 24th Street, from Valencia Street to Potrero Avenue, at minor (unsignalized) intersections. The raised crosswalks would be across the minor street, not across 24th Street.
- **A-6.2.26** – Across Cunningham Alley, at the intersection with Valencia Street.

TRAFFIC

Raised Crosswalks would not generate any new vehicular trips, nor would it reduce roadway capacity. The traffic impact would be less than significant.

TRANSIT
Raised Crosswalks would not generate any new transit trips. Raised crosswalks would not be implemented along a transit route. The transit impact would be less than significant.

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

BICYCLE
Raised Crosswalks would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Bicycles can ride over Raised Crosswalks without difficulty. Therefore, Raised Crosswalks would result in a less-than-significant impact on bicycles.

LOADING
Raised Crosswalks would not create any loading demand or potentially hazardous conditions for loading. Although not all crosswalks are marked, crosswalks currently exist at all locations proposed for a Raised Crosswalk. Loading is already prohibited in the crosswalk, so provision of

Raised Crosswalks would not remove any on-street loading spaces. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE
Raised Crosswalks would not hinder emergency vehicle access. The impact would be less than significant.

PARKING
Raised Crosswalks would not create any parking demand. Although not all crosswalks are marked, crosswalks currently exist at all locations proposed for a Raised Crosswalk. Parking is already prohibited in the crosswalk, so provision of Raised Crosswalks would not remove any on-street parking spaces.

A-6.2.6 - HOFF STREET

Project A.-6.2.6 would involve converting Hoff Street between 16th and 17th Streets into a shared, single-surface alley with landscaping and other pedestrian amenities. Existing parking and two-way vehicular circulation would be retained in the proposed design. Raised crosswalks would be installed at both entrances to the intersection with 16th and 17th Streets; a midblock chicane would further slow traffic. The proposed streetscape amenities would include new plantings, lighting, and site furnishings, and a small seating area adjacent to Kid Power Park.

TRAFFIC
Project A.2.6 would not generate any new vehicular trips. While vehicle speeds would be reduced on Hoff Street, the capacity of the street would not be reduced. The traffic impact would be less than significant.

TRANSIT
Project A.2.6 would not generate any new transit trips. Transit does not operate on Hoff Street. The transit impact would be less than significant.

PEDESTRIAN
Project A.2.6 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. In fact, Project A.2.6 would enhance pedestrian visibility and calm traffic. Therefore, the project would have a less-than-significant impact on pedestrians.

BICYCLE
Project A.2.6 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Bicycles can navigate the proposed streetscape elements without difficulty. Therefore, Project A.2.6 would result in a less-than-significant impact on bicycles.

LOADING
Project A.2.6 would not create any loading demand or potentially hazardous conditions for loading. There are no loading zones on Hoff Street. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A.2.6 would not hinder emergency vehicle access. Emergency vehicle access would remain similar to existing conditions. The impact would be less than significant.

PARKING

Project A.2.6 would not create any parking demand. On-street parking would remain on the west side of the street, but several parking spaces would be removed adjacent to Kid Power Park in order to create the proposed seating area.

A-6.2.27 - POTRERO AVENUE AND 26TH STREET SIGNALIZED CROSSWALK

The Potrero Crosswalk would include the installation of a signalized mid-block crosswalk across Potrero Avenue approximately mid-way between Cesar Chavez and 25th Streets. The signal would operate with fixed-time operation, meaning that the pedestrian WALK phase would be recalled automatically each signal cycle, and pedestrian pushbuttons to call the WALK phase would not be installed. However, Accessible Pedestrian Signals (APS) would be installed, which communicate to pedestrians when to cross the street in a non-visual manner, such as audible tones, speech messages and vibrating surfaces. APS may be installed with or without pushbutton actuation.

TRAFFIC

Project A-6.2.27 would not generate any new vehicle trips. The signal would reduce the capacity of this section of Potrero Avenue, because Potrero Avenue traffic would have to stop while pedestrians were crossing the street.

The crosswalk would have to cross four travel lanes, two bike lanes and a painted center median, for a total crossing distance of about 65 feet. The SFMTA has two standards for determining minimum crossing times, both of which must be satisfied. For the first standard, the sum of the WALK, DON'T WALK, yellow and all-red phases must allow a pedestrian to walk from curb to curb at 2.5 feet per second. In this case, 65 feet divided by 2.5 feet per second would require a total pedestrian phase of 26 seconds. For the second standard, the pedestrian crossing has a 7 second WALK phase, and then the sum of the DON'T WALK, yellow and all-red phases must allow a pedestrian to walk from curb to curb at 3.5 feet per second. In this case, 65 feet divided by 3.5 feet per second, plus 7 seconds of WALK time, would also require a total pedestrian phase of 26 seconds. Hence, a 26-second red phase for Potrero Avenue, corresponding to the pedestrian crossing, has been used in the traffic analysis.

To determine if the added delay would be considered significant, a traffic analysis was conducted. The analysis was performed for the PM peak period, under both Existing and Cumulative (2030) conditions. As shown in **Table E-5-9**, the installation of the traffic signal would cause some delay to vehicles, but not enough to be considered significant. [113] Therefore the impact to traffic would be less than significant.

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113 Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

TABLE E-5-9
LEVEL OF SERVICE RESULTS FOR POTRERO / 26TH STREET CROSSWALK
PM PEAK HOUR

Intersection	Existing Conditions		Cumulative Conditions	
	No Project	With Project	No Project	With Project
Potrero Street/26TH St	0 / A	9 / A	0 / A	12 / B

LOS presented in average seconds of delay per vehicle. Delay presented is the average of all vehicles at the intersection.

Source: San Francisco Planning Department, 2010.

TRANSIT

Project A-6.2.27 would not create any new transit trips. Muni line 9 San Bruno and 9L San Bruno Limited travel on this segment of Potrero Avenue and would experience delay caused by the signal. The delay would be the same as the delay experienced by private vehicles and shown in **Table E-5-6**, specifically, 9 seconds (in either direction) under Existing With Project conditions and 12 seconds under Cumulative With Project conditions. Because the bus would experience this delay proceeding in each direction, the overall delay for a single run would be 18 seconds in the near term and 24 seconds in the long term.

Generally, delay to a Muni route is considered significant if it exceeds half the headway time. Headway is the amount of time between buses, and the 9 San Bruno and 9L San Bruno Limited operate at a combined 7.5 minute headways during the PM peak period. If the new traffic signal were installed with transit priority features, similar to other nearby signals on Potrero Avenue, the average delay to the bus would be even less. However, even without the transit signal priority, the delay experienced would not be enough to be considered significant.

At the location of the proposed crosswalk, the southbound 9 San Bruno and 9L San Bruno Limited buses transition from the right lane (where the buses serve a stop at 25th Street and Potrero Avenue) to the left lane, in order to access southbound Bayshore Boulevard. The installation of a signalized crosswalk would not hinder this maneuver. No new bus stop (in either the southbound or northbound direction) is planned at the signalized crosswalk location. Therefore, the impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.27 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. On the contrary, the creation of a signalized crosswalk would allow an enhanced pedestrian connection and improve pedestrian safety. Therefore, the crosswalk would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.27 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The existing bicycle lanes on Potrero Avenue would remain. Therefore, the crosswalk would have a less-than-significant impact on bicycles.

LOADING
Project A-6.2.27 would not create any new demand for loading or potentially hazardous conditions for loading. There are no loading spaces in the vicinity of the project. The impact to loading would be less than significant.

EMERGENCY VEHICLE
Project A-6.2.27_would not hinder emergency vehicle access. The impact to emergency vehicles would be less than significant.

PARKING
Project A-6.2.27 would not create any new demand for parking. The installation of the crosswalk would require the loss of one on-street parking space on each side of the street. This minor reduction, relative to the overall supply in the area, would be negligible.

Open Space Treatments

A-6.2.1- 24th STREET BART PLAZA

This project would not involve any changes to the circulation network, except that it would improve pedestrian access by removing the fence between the existing plaza and Osage Street, and installing a raised crosswalk across Osage Street. It would have a less-than-significant impact on traffic, transit, pedestrians, bicycles, loading, and emergency access, and would not result in a change in parking conditions.

A-6.2.2 - DOLORES STREET AT SAN JOSE AVENUE

This streetscape improvement project would convert excess pavement space in the Dolores Street right-of-way at the intersection of San Jose Avenue (currently two lanes each direction) to open space.

The design is articulated around two options, Option A and B, for this project (see Figures 9 and 10). Both options would include the following: corner bulb-outs on Dolores Street and San Jose Avenue; a new signalized crosswalk across San Jose Avenue north at the intersection with Dolores Avenue and Brook Street; retention of the current configuration of vehicle lanes and MUNI tracks on San Jose Avenue; retention of the current single southbound travel lane of Dolores Street north of the intersection with San Jose Avenue; and installation of standard surface streetscape amenities such as plantings, lighting, and seating. Both options would retain the existing traffic circulation elements, in terms of number of travel lanes and turn lanes. The difference between Option A and Option B is whether the new plaza would be located on the east sidewalk of Dolores Street, or would be located in the median of Dolores Street

TRAFFIC
Project A-6.2.2 would not create any new vehicle trips. Both options would retain the existing traffic circulation elements which define the traffic capacity of Dolores Street. While one of the two northbound travel lanes on Dolores Street would be removed, from San Jose Avenue to about 250 feet northerly, the existing capacity at adjacent intersections (San Jose Avenue / Dolores

Street and 30th Street / Dolores Street) would not change, therefore, the traffic capacity of Dolores Street would not change.

Both options include the provision of a new crosswalk at the existing signalized intersection of Dolores Street / San Jose Avenue. The WALK phase for this crosswalk would run concurrently with the existing northbound left turn signal phase at this intersection, so the crosswalk would not introduce any delay to the northbound San Jose Avenue left turn movement onto Dolores Street. Likewise, it would not introduce delay for the southbound San Jose Avenue through movement, because that movement is already stopped for the northbound left-turn movement. However, the crosswalk would require installation of a signal head for the northbound San Jose Avenue through movement (which currently has no signal head and is an uncontrolled movement).

This new signal aspect would cause delay for northbound San Jose Avenue through traffic, because this movement currently has no traffic control. To determine how much delay this movement would experience, and hence the overall delay for the San Jose Avenue / Dolores Street intersection, the minimum crossing time for the new crosswalk has to be determined. The new crosswalk would be across San Jose Avenue just north of Brook Street. According to the plan, sidewalk bulbs would be installed in the parking lanes at this location. Therefore, the crosswalk would have to cross two bike lanes, four traffic lanes (two of which have LRV tracks), and the existing concrete median refuge, for a total crossing distance of approximately 74 feet.

The SFMTA has two standards for determining minimum crossing times, both of which must be satisfied. For the first standard, the sum of the WALK, DON'T WALK, yellow and all-red phases must allow a pedestrian to walk from curb to curb at 2.5 feet per second. In this case, 74 feet divided by 2.5 feet per second would require a total pedestrian phase of 30 seconds. For the second standard, the pedestrian crossing has a 7 second WALK phase, and then the sum of the DON'T WALK, yellow and all-red phases must allow a pedestrian to walk from curb to curb at 3.5 feet per second. In this case, 74 feet divided by 3.5 feet per second, plus 7 seconds of WALK time, would require a total pedestrian phase of 28 seconds. Hence, the first standard requires a longer pedestrian phase, and the 30 seconds required was used in the traffic analysis.

To determine if the added delay would result in a significant impact at the intersection of San Jose Avenue / Dolores Street, a traffic analysis was conducted. The analysis was performed for both the AM and PM peak periods, under both Existing and Cumulative (2030) conditions. While AM conditions are usually not examined, because this intersection is a significant commuter route with peaked directionality, AM conditions were analyzed as well. As shown in **Table E-5-10**, installation of the crosswalk would slightly degrade the Level of Service of the intersection, but not to a significant level. For Existing With Project conditions, LOS would remain at D during the PM period, while during the AM period, LOS would deteriorate from LOS C to D. In the Cumulative scenario, the intersection is projected to operate unacceptably without the crosswalk, and with the installation, LOS would remain at E for the AM period and F for the PM period.[114]

114 Detailed traffic analysis files are included as part of the project file and are available to the public for review at 1650 Mission Street, Suite 400, San Francisco, as part of case file 2008.1075!.

TABLE E-5-10
LEVEL OF SERVICE RESULTS FOR SAN JOSE AVENUE CROSSWALK
PM PEAK HOUR

Time Period	Existing Conditions		Cumulative Conditions	
	No Project	With Project	No Project	With Project
AM	31 / C	42 / D	E / 62	E / 79
PM	45 / D	51 / D	F / >80	F / >80

LOS presented in average seconds of delay per vehicle. Delay presented is the average of all vehicles at the intersection.

Source: San Francisco Planning Department, 2010.

While the determination for an impact to traffic operations is based on the LOS for the intersection as a whole, the individual LOS for the northbound through movement was also examined. The northbound through movement currently is uncontrolled, i.e. it experiences zero delay. Implementation of the project would install a signal head on this movement, subjecting it to delay. All other traffic movements would not experience any change in delay.

With implementation of the project, for both the AM and PM peak periods and for both Existing and Cumulative conditions, the delay for the northbound through movement would operate at LOS D or better. The worst scenario is the Cumulative Plus Project AM period, when the northbound through movement would experience 36 seconds of delay.

While the installation of the crosswalk would cause some delay for the northbound through movement at this intersection, the added delay would not create a significant impact at this intersection. Therefore, the impact on traffic would be less than significant.

TRANSIT

Project A-6.2.2 would not create any new transit trips. Both options A and B would leave the Muni J Church light rail alignment in its existing condition. The closest J Church stop, on San Jose Avenue south of Randall Street, would remain at its location. No bus transit passes through the area.

Similar to the effect on southbound traffic described above, the new crosswalk would not introduce any additional delay to the southbound J Church, because the new crosswalk phase would proceed when the northbound left-turn phase is served, at which time southbound transit is already required to stop.

Similar to the effect on northbound traffic described above, the new crosswalk could add delay to the northbound J Church in a similar manner to the delay added to traffic. However, a review of the signal timing card for this intersection reveals that the northbound LRV movement has a preempt phase for the Randall Street / San Jose Avenue signalized intersection, 300 feet south of the Dolores Street / San Jose Avenue intersection. The signal card also revealed that these two closely-spaced intersections are controlled by a single traffic controller, which would allow the transit preempt phase to be programmed through both intersections. In other words, the signal

controller would hold the northbound-left and new northbound-through signals on green as the northbound LRV approached, so that vehicles would not queue and block the tracks of the LRV. This programming would not increase vehicular delay of the intersection beyond the traffic analysis conducted above.

With programming of the traffic signal controller to continue the transit preempt phase through both intersections, transit vehicles would not experience any additional delay. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.2 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. The new crosswalk across San Jose Avenue would enhance pedestrian connections and safety. Therefore, Project A-6.2.2 would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.2 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The existing bicycle lanes on San Jose Avenue would remain and would not be encroached upon by sidewalk bulbs. Therefore, Project A-6.2.2 would result in a less-than-significant impact on bicycles.

LOADING

Project A-6.2.2 would not create any new demand for loading or potentially hazardous conditions for loading. There are no loading zones that would be affected by the proposal.

The new plaza could preclude a large truck from executing a sharp right turn, from southbound San Jose Avenue to northbound Dolores Street. However, rather than executing this sharp and circuitous turn, trucks needing to access the block of Dolores Street between San Jose Avenue and 30th Street could proceed west on 30th Street and then south on Dolores Street. Thus, the potential preclusion of this truck movement would represent a minor inconvenience and would not be considered a significant impact. All other elements of the intersection would be designed to accommodate the appropriate truck size. The impact on loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.2 would not hinder emergency vehicle access. All existing turning movements would be preserved. A large emergency vehicle may not be able to execute the sharp right turn from southbound San Jose Avenue to northbound Dolores Street. However, emergency vehicles needing to access the block of Dolores Street between San Jose Avenue and 30th Street would not be expected to take such a circuitous route, and would instead proceed west on 30th Street and then south on Dolores Street.

Furthermore, all traffic calming devices would be reviewed by the San Francisco Fire Department prior to implementation to ensure adequate emergency vehicle access. Therefore, the impact would be less than significant.

PARKING

Project A-6.2.2 would not create any parking demand. Both proposals would potentially remove one or several on-street parking spaces, along San Jose Avenue (to provide sidewalk bulbs and a crosswalk) and along Dolores Street (to provide space for the plaza). Relative to the overall supply of on-street parking in the area, the removal of several spaces would be minor.

A-6.2.3 - TREAT AVENUE AT HARRISON AND 16TH STREETS

This streetscape improvement project would convert excess pavement space in the Treat Avenue right-of-way at its intersection with Harrison and 16th Streets to public open space. This would improve pedestrian amenities in this section of the right-of-way. On Treat Avenue south of 16th Street, a large corner bulb-out would provide space for a mini-park by tightening the width of the right-of-way. North of 16th Street, Treat Avenue would be closed to through traffic between Harrison and 15th Streets. This portion of the right-of-way would be devoted to non-vehicular uses such as a community garden and a mini-park. A 20-foot multi-use path[115] would maintain local vehicular access to adjacent properties[116]. This project would also include standard streetscape amenities such as landscaping, lighting, and seating.

TRAFFIC

Project A-6.2.3 would not create any new vehicle trips. The closure of Treat Avenue to vehicle traffic between 15th and 16th Streets would not result in substantial changes in vehicle circulation, because this short segment carries very low traffic volumes due to its lack of connectivity. This roadway generally does not carry through vehicle traffic; vehicles on the segment were observed to be accessing on-street parking. Therefore, closure of this road would not result in substantial diversions of traffic.

The portion of Treat Avenue south of 16th Street would be realigned to make room for the plaza, but the existing one-way directionality southbound would remain, and vehicular access to properties on this section of Treat Avenue would remain as well. No changes would be made that could affect the capacity of 16th Street or Harrison Street. Therefore, Project A-6.2.3 would have a less-than-significant impact on traffic.

TRANSIT

The Treat Plaza would not create any new transit trips, nor would it impede the movement of a transit vehicle. Muni routes 22-Fillmore and 33-Stanyan currently operate on 16th Street, with near-side stops at Harrison Street. The Plaza would not modify the operation of these routes or their stops. The impact to transit would be less than significant.

PEDESTRIAN

The Treat Avenue Plaza would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Sidewalk bulbs on Harrison Street would shorten pedestrian crossing distances and enhance pedestrian visibility.

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115 Multi-use paths are pathway that may be used for a variety of non-motorized, recreational uses, including walking, jogging, biking, and the like.

116 Note that immediately north of 15th Street, the Treat Avenue right-of-way is currently fenced off.

Due to the oblique angle of Treat Avenue intersecting Harrison Street, pedestrian crossing distances across Treat Avenue are very long. The Project would substantially shorten the Treat Avenue crossing distance, for both sections of Treat Avenue (north and south of 16th Street). This would benefit pedestrian safety. It would also channelize the vehicle path across the south section of Treat Avenue into a 90-degree turn, which would enhance vehicle visibility of pedestrians, and vice-versa. Therefore, the plaza would have a less-than-significant impact on pedestrians.

BICYCLE

The Treat Avenue Plaza would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The existing bicycle lanes on Harrison Street would remain and would not be encroached upon by sidewalk bulbs. The channelization of vehicles turning from southbound Harrison Street onto southbound Treat Avenue would enforce the cyclist right-of-way, improving cyclist safety. Therefore, the Treat Avenue Plaza would result in a less-than-significant impact on bicycles.

LOADING

The Treat Avenue Plaza would not create any new demand for loading or potentially hazardous conditions for loading. There are no loading zones that would be affected by the proposal.

The channelization of Treat Avenue (south of 16th Street) may preclude large trucks from executing the southbound right turn from Harrison Street onto Treat Avenue. Because Treat Avenue would remain as one-way southbound, trucks accessing this block must enter from Harrison Street. However, the design of the plaza would accommodate the appropriate size truck, recognizing the industrial nature of the area and the need to accommodate loading activities. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE

The Treat Avenue Plaza would not hinder emergency vehicle access. All existing turning movements would be preserved. Should an emergency vehicle need to enter the section of Treat Avenue between 15th and 16th Streets, it would be able to do so on the 20-foot path that is part of the project. The impact to emergency vehicles would be less than significant.

PARKING

The Treat Avenue Plaza would not generate any new demand for parking. The project would remove on-street parking spaces along Harrison Street to create sidewalk bulbs, both north (on the east side) and south (on the west side) of 16th Street. It would also remove spaces on Treat Avenue south of 16th Street to create the plaza. Lastly, it would close Treat Avenue to vehicle access between 15th and 16th Street, which would result in the elimination of several on-street parking spaces. Relative to the overall supply of on-street parking in the area, the removal of these several spaces would be minor.

A-6.2.5 - SAN JOSE AVENUE AT GUERRERO STREET

The section of San Jose Avenue between Guerrero Street and Duncan Street is currently one-way northbound. The project would close access from Guerrero Street, which would make San Jose Avenue a two-way cul-de-sac with access only available from Duncan Street. The excess paved

area would be converted into open space. The existing diagonal crosswalks across Guerrero Street at 28th Street would be realigned into standard, perpendicular crosswalks.

It should be noted that the proposed configuration is currently in place as a temporary installation; the proposed project would make the circulation changes permanent.

TRAFFIC

Project A-6.2.5 would not create any new vehicle trips. Traffic volumes on this segment of San Jose Avenue were observed to be low, fewer than 100 cars during the AM or PM peak period. The vast majority of traffic observed on the segment accessed the street from northbound San Jose Avenue; very little traffic was observed to access the segment from southbound Guerrero Street or eastbound 28th Street. Of the traffic observed on that segment, most proceeded to St. Luke's Hospital located one block to the north. Some traffic was observed to access the residential land uses on that block.

Closure of the connection to Guerrero Street would require through traffic to continue north on Guerrero Street and turn right onto Duncan Street. These traffic volumes are low and sufficient capacity exists at the Guerrero Street/Duncan Street intersection for these right-turn movements. For vehicles accessing residential land uses on this segment, they would be required to enter from the intersection of San Jose Avenue/Duncan Street, where sufficient capacity exists. Therefore, the impact on traffic would be less than significant.

TRANSIT

Project A-6.2.5 would not create any new transit trips, nor would it impede the movement of a transit vehicle. No transit lines operate on any streets adjacent to the project. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.5 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Sidewalk bulbs on Guerrero Street would shorten pedestrian crossing distances and enhance pedestrian visibility. Realigning the crosswalks across Guerrero Street into standard, perpendicular crosswalks would shorten crossing distances and improve pedestrian visibility. While access from Guerrero Street to San Jose Avenue would be restricted for vehicles, pedestrians would continue to have access. Therefore, Project A-6.2.5 would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.5 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. The existing bicycle lanes on Guerrero Street would remain and would not be encroached upon by sidewalk bulbs. While access from Guerrero Street to San Jose Avenue would be restricted for vehicles, bicycles would continue to have access. Therefore, the park would have a less than significant impact on bicycles.

LOADING

Project A-6.2.5 would not create any new demand for loading or potentially hazardous conditions for loading. There are no loading zones that would be affected by the proposal.

The closure of access between Guerrero Street and San Jose Avenue would require trucks accessing the residential uses on this block to proceed via Duncan Street. Due to the narrow width of this street, trucks may not be able to turn around within the cul-de-sac, and would therefore have to slowly reverse in. However, this minor inconvenience would not be considered a significant impact. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.5 would not hinder emergency vehicle access. While access from Guerrero Street to San Jose Avenue would be restricted for vehicles, emergency vehicles would continue to have access via a moveable gate. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.5 would not generate any new demand for parking. The project would remove several on-street parking spaces on San Jose Avenue to create the park. Relative to the overall supply of on-street parking in the area, the removal of a few spaces would be minor.

A-6.2.22 - CAPP STREET AT MISSION STREET

This streetscape improvement project would close Capp Street to through traffic at the intersection of Capp and Mission streets, and convert the right-of-way of Capp Street to a pedestrian plaza extending approximately 110 feet east of the intersection.

TRAFFIC

Project A-6.2.22 would not create any new vehicle trips. The closure of Capp Street to vehicle traffic at Mission Street would not result in substantial changes in vehicle circulation because this short segment carries very low traffic volumes, observed to be under 100 vehicles during the AM or PM peak period. On Capp Street, a NO PARKING zone or similar treatment would be installed near the end of the street, to provide space for vehicles to turn around. Therefore, closure of this road would not result in substantial diversions of traffic, and the impact to traffic would be less than significant.

TRANSIT

Project A-6.2.22 would not create any new transit trips, nor would it impede the movement of a transit vehicle. No transit routes operate on Capp Street, and transit lines on Mission Street would not be affected. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.22 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Pedestrian access between Mission Street and Capp Street would remain. Therefore, the plaza would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.22 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Bicycle access between Mission Street and Capp Street may be provided, or bicyclists may be required to dismount and walk their bicycles, but this would not

be considered a significant impact. Therefore, the impact to bicycles would be less than significant.

LOADING

Project A-6.2.22 would not create any new demand for loading or potentially hazardous conditions for loading. There are no loading zones that would be affected by the proposal. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.22 would not hinder emergency vehicle access. All existing turning movements would be preserved and emergency vehicle access would be maintained on this street, including access between Capp Street and Mission Street. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.22 would not generate any new demand for parking. The project would remove several on-street parking spaces on Capp Street to create the plaza and create a turn-around for vehicles. Relative to the overall supply of on-street parking in the area, the removal of these several spaces would be minor.

A-6.2.25 - BARTLETT STREET AT 22ND STREET

This streetscape improvement project would provide space for a weekly community market, by allowing temporary, periodic closure to through traffic on Bartlett Street between 21st and 22nd streets and 22nd Street between Valencia and Mission streets. The market could occur during certain seasons, or it may occur year-round. The market could occur on a weekend or on a weekday. Local vehicular access would be maintained at all other times.

TRAFFIC

Project A-6.2.25 would not generate a significant volume of new vehicle trips. Patrons at the market would be expected to walk from nearby neighborhoods; the market is not expected to attract patrons from beyond the Mission District. Staff observations at similar temporary markets in other San Francisco neighborhoods indicated that most patrons walked to the market.[117]

The closure of Bartlett Street could cause traffic to divert onto parallel streets. However, traffic volumes were observed to be very low on Bartlett Street (fewer than 100 vehicles during the weekend peak period); most traffic on the street was associated with adjacent land uses. Any diverted traffic would be minor and temporary in nature and would not impact nearby intersections. Access to the Bartlett Street Garage via 21st Street would not be affected. The impact to traffic would be less than significant.

TRANSIT

While some patrons of the market would arrive via transit, Project A-6.2.25 would not create a significant volume of new demand for transit trips. Patrons at the market would be expected to walk from nearby neighborhoods; the market is not expected to attract many patrons from

[117] Observations conducted Saturday, March 27 and Saturday, March 13 at Noe Street Farmers Market, San Francisco.

beyond the Mission District. Staff observations at similar temporary markets in other San Francisco neighborhoods indicated that most patrons walked to the market.

No transit lines operate on Bartlett Street. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.25 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. While Bartlett and 22nd Streets would be closed to vehicles during the market, pedestrians would still have access to and through Bartlett Street. The impact to pedestrians would be less than significant.

BICYCLE

Project A-6.2.25 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. While Bartlett and 22nd Streets would be closed to vehicles during the market, access would remain for bicycles. Bicyclists would be required to walk their bicycle though the market, but this would not be considered a significant impact to bicycle. The impact to bicycles would be less than significant.

LOADING

Project A-6.2.25 would create new demand for loading, so that vendors could set up and break down their booths to serve the market. The street would be closed for several hours before the market, and remain closed for several hours after the market, to provide vendors with loading space to accommodate these activities. It is anticipated that 10 to 20 vans and small trucks would serve the market. This loading activity would be accommodated within the closed street sections, so that other nearby loading zones would not be impacted.

Bartlett Street serves a loading function for adjacent land uses which would be precluded during the market. However, the market is temporary in nature. Loading activities for adjacent land uses could be scheduled around the events, because the market would occur at set times. The majority of the time, the street would remain open for loading activities. Therefore, the impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.25 would not hinder emergency vehicle access. While the street would be temporarily closed during the market, an emergency aisle of at least 14 feet would be maintained through the market, in accordance with San Francisco Fire Department regulations. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.25 would not generate significant new demand for parking. Patrons at the market would be expected to walk from nearby neighborhoods; the market is not expected to attract patrons from beyond the Mission District. Staff observations at similar temporary markets in other San Francisco neighborhoods indicated that most patrons walked to the market.

The project would close Bartlett Street, which would also close access to about 60 on-street parking spaces. However, the closure would be temporary, only while the market is in session. The majority of the time, the street would be open and the on-street parking would be available.

Additionally, parking is available in the adjacent New Mission Bartlett Garage, which would remain open and accessible from 21st Street during the market.

A-6.2.28 - DOLORES STREET BETWEEN MARKET AND 14TH STREET

This project would add median extensions, sidewalk bulb-outs, and crosswalk improvements to Dolores Street between Market and 14th Streets, similar to improvements proposed for Dolores Street from 14th Street to San Jose Avenue (see project A-6.2.12, page 118). In addition, this project would reduce the number of travel lanes on northbound and southbound Dolores Street from two lanes to one lane in each direction. There would also be a raised crosswalk across Clinton Park Street at Dolores Street. This project would also make minor circulation changes on Market Street, including:

- Removal of the eastbound dedicated right-turn lane and replacement with a continuation of the eastbound bicycle lane (right-turns would still be permitted);
- Addition of a corner bulb-out extending into Market Street at the southwest corner of Market and Dolores Streets;
- Straightening of the off-set crosswalk across Market Street at Dolores

Proposed curb and median extensions designs would comply with required emergency vehicles' turning radii. Expansion and/or addition to the existing historic Dolores Street median would be designed to preserve the historic median's existing character. The expansion of and/or addition to the historic median would not detract from, and would be designed to be compatible with, the shapes, profiles, materials and landscaping of the historic median's existing conditions.

TRAFFIC

Project A-6.2.28 would not generate new vehicle trips. The reduction in the number of travel lanes on Dolores Street would reduce vehicular capacity and could increase delay. To determine if the reduced capacity would lead to unacceptable delay, a traffic operations analysis was conducted.

As shown in **Table E-5-11**, below, the lane reductions would result in a negligible increase in delay at both intersections. This is because Dolores Street experiences low traffic volumes. The impact to traffic would be less than significant.

TABLE E-5-11
LEVEL OF SERVICE RESULTS DOLORES STREET INTERSECTIONS

PM PEAK HOUR

Intersection	Existing Conditions		Cumulative Conditions	
	No Project	With Project	No Project	With Project
Dolores Street / Market Street	8 / A	9 / A	10 / B	11 / B
Dolores Street / 14th Street	11 / B	11 / B	11 / B	13 / B

LOS presented in average seconds of delay per vehicle. Delay presented is the average of all vehicles at the intersection.

Source: San Francisco Planning Department, 2010.

TRANSIT

Project A-6.2.28 would not create new demand for transit trips. No transit lines operate on Dolores Street. The modifications on Market Street would not affect transit operations on that street. The impact to transit would be less than significant.

PEDESTRIAN

Project A-6.2.28 would not result in the overcrowding of sidewalks, create potentially hazardous conditions or otherwise interfere with pedestrian accessibility. Sidewalk bulbs would shorten pedestrian crossing distances and enhance pedestrian visibility. The straightening of the crosswalk across Market Street at Dolores Street would provide a more direct pedestrian connection and improve pedestrian visibility. The project would have a less-than-significant impact on pedestrians.

BICYCLE

Project A-6.2.28 would not result in potentially hazardous conditions for bicyclists or otherwise interfere with bicycle accessibility. Sidewalk bulbs would be designed so that adequate space would remain for bicycles. On Market Street, the removal of the dedicated right-turn lane and replacement with a bicycle lane would improve bicycle conditions. The impact to bicycles would be less than significant.

LOADING

Project A-6.2.28 would not create new demand for loading. There are no loading spaces on Market Street or Dolores Street that would be affected. The impact to loading would be less than significant.

EMERGENCY VEHICLE

Project A-6.2.28 would not hinder emergency vehicle access. The impact to emergency vehicles would be less than significant.

PARKING

Project A-6.2.28_would not generate new demand for parking. Sidewalk bulb-outs would require the removal of several on-street parking spaces, but the reduction relative to the overall supply within the area would be minor.

CONSTRUCTION IMPACTS

Generally, the Planning Department does not consider construction activities to be a significant impact due to their temporary duration. In the case of the proposed elements of the MDSP, necessary construction would be relatively minor, consisting of surface street and sidewalk reconfigurations. It is expected that construction of any element of the MDSP would not cause the long-term closure of any street for vehicle, transit, pedestrian or bicycle access. Any necessary closures would be short-term in nature (such as for a few hours out of a day). Furthermore, all the elements of the MDSP would not be implemented simultaneously; implementation would occur on one or two projects, segments or blocks at any given time, with full implementation of the MDSP not expected to occur for several years. For these reasons, construction activities for the MDSP would be less than significant.

CUMULATIVE

Program-level Analysis

Proposed Policies

This assessment evaluates the potential for the Plan-policies to result in cumulative impacts when considered in connection with the effects of other past, present, and reasonably foreseeable future projects. This includes recently approved and reasonably foreseeable projects and planning efforts in the Plan Area.

TRANSIT, PEDESTRIAN, PARKING and BICYCLE

The Policies proposed in the MDSP would have similar potential transit, pedestrian, bicycle, and parking impacts under Cumulative (year 2030) conditions as they would under Existing Condition. As stated in Section E-5, Transportation and Circulation, **pp.104 through 145**, adoption of Plan-proposed Policies would have no potential direct or indirect significant impacts on transit, pedestrian, bicycle, and parking under Existing Conditions. Hence, cumulative considerable impacts to transit, pedestrian, bicycle, and parking would be less than significant. Therefore, no mitigation measures are required.

TRAFFIC AND LOADING

In a cumulative sense, adoption of the Plan-policies would have no direct impact on the physical environment. However, implementation of these Policies could have the foreseeable indirect impact of allowing implementations of physical changes and improvements for residents and visitors of the Plan Area, including those analyzed in Section E-5, Transportation and Circulation, **pp.104 through 145**, for the Plan-proposed Alleys and Small Streets streetscape improvement projects and SIPs. Therefore, the indirect impact of implementation of the MDSP Policies includes all potential cumulative impacts on traffic and loading that are identified in Section E-5, Transportation and Circulation, **pp.104 through 145**, which include:

- **Traffic:** LOS degradation from C to F at Folsom Street and 25th Street and Folsom Street and 26th Street intersections.

- **Loading:** removal of loading spaces (yellow or white zones) throughout the Plan Area and temporary closure of small streets for public gathering.

These potential significant impacts to the transportation and circulation are less than significant with implementation of **Mitigation Measures MM TR-1: Retain Existing Intersection Geometry:** this mitigation measure would retain the existing street configuration to avoid degradation of LOS, **pp.218; MM TR-2: Signalize Intersection:** this mitigation measure would provide signalization at the intersections to avoid degradation of LOS, **pp.218; and MM TR-3: Provision of New Loading Space:** to off-set loading space loss, this mitigation measure would provide new loading space on the same block and on the same side of the street where loading space would be removed, **pp.218**. Impact of future proposed projects, resulting from the implementation of these policies, would have to be evaluated once sufficient design detail is available. Hence, cumulative considerable impacts to traffic and loading would be less than significant. Therefore, no mitigation measures are required.

Project-level Analysis

Proposed Streetscape Improvements

TRAFFIC- Generally, the streetscape improvements proposed in the MDSP would have similar potential traffic impacts under Cumulative (year 2030) conditions as they would under Existing Conditions.

For projects that propose reductions in roadway capacity, the analysis assessed whether they could have a cumulative traffic impact. These projects include:

- A-6.2.11 - BRYANT STREET (page 122)
- A-6.2.13 - FOLSOM STREET (page 125)
- A-6.2.4 - VALENCIA STREET (page 130)
- A-6.2.27 - POTRERO AVENUE AND 26TH STREET INTERSECTION (page 137)
- A-6.2.2 - DOLORES STREET AT SAN JOSE AVENUE (page 139)

The detailed cumulative analysis for the above projects is presented above under the specific project number for ease of comprehension None of the projects was found to cause any intersections to operate with unacceptable delay under cumulative conditions. The one exception is project A-6.2.13, which would cause cumulative traffic impacts at the intersections of Folsom Street at 25th and 26th Streets. These impacts would be mitigated to less-than-significant levels by either **MM TR-1** or **MM TR-2** (see page 125).

The cumulative traffic impact resulting from the MDSP would be less than significant.

TRANSIT - Generally, the streetscape improvements proposed in the MDSP would have similar potential transit impacts under Cumulative (year 2030) conditions as they would under Existing Conditions.

For projects that propose reductions in roadway capacity, the analysis assessed whether they could have a cumulative transit delay impact. These projects include:

- BRYANT STREET **A-6.2.11** (page 122)

- FOLSOM STREET **A-6.2.13** (page 125)
- VALENCIA STREET **A-6.2.4** (page 130)
- POTRERO AVENUE AND 26TH STREET INTERSECTION **A-6.2.27** (page 137)
- DOLORES STREET AT SAN JOSE AVENUE **A-6.2.2** (page 139)

The detailed cumulative analysis for the above projects is presented above under the specific project number for ease of comprehension None of the projects was found to cause significant delay to transit under cumulative conditions. The cumulative transit impact resulting from the MDSP would be less than significant.

PEDESTRIAN - None of the projects was found to have a cumulative pedestrian impact. The MDSP is expected to enhance pedestrian safety and accessibility by lowering vehicles speeds, shortening crossing distances and enhancing pedestrian visibility. The cumulative pedestrian impact resulting from the MDSP would be less than significant.

BICYCLE - None of the projects was found to have a cumulative bicycle impact. The MDSP is expected to enhance bicycle safety and accessibility by lowering vehicle speeds. The cumulative bicycle impact resulting from the MDSP would be less than significant.

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

To address this issue, a mitigation measure was identified, **MM TR-3**, which would require the replacement of loading space on the same side of the street within the same block where loading space would be removed. By replacing any removed loading spaces within a convenient distance, the Cumulative impact of the MDSP on loading would be less than significant.

Mitigation MeasureM-TR-3: Provision of New Loading Space
Whenever a loading space needs to be removed in order to implement a streetscape improvement, the SFMTA would install a new loading space on the same block and on the same side of the street. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.

EMERGENCY VEHICLE - None of the projects was found to have a cumulative emergency vehicle impact. All proposed streetscape elements would be reviewed by the Fire Department prior to implementation to ensure that the potential cumulative effect of the proposed streetscape improvements would not significantly hinder emergency vehicles. The cumulative bicycle impact resulting from the MDSP would be less than significant.

PARKING - Overall, the MDSP would be expected to cause a minor decrease the supply of on-street parking. However, the majority of on-street parking would remain.

For the reasons discussed above, the Proposed Project's project-level and cumulative impacts related to transportation and circulation are therefore less than significant.

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

The Proposed Project is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. The proposed project use is not sensitive to existing noise levels. As such, topics 6e and f are not discussed in detail below.

a, b and d. Noise Levels in Excess of Standards; Vibration; and Temporary Periodic Increase in Noise Level (Construction Noise). As previously stated, no buildings would be constructed as part of the Proposed Project. The Proposed Project would include the implementation of Plan-policies and site-specific SIPs to the existing pedestrian environment located within the public right-of-way in the Mission District. Many of the proposed site-specific SIPs involve street improvements that would require construction activities such as excavation, grading, repaving of sidewalks, and the installation or reconfiguration of medians and street furniture. Additionally, some proposed site-specific SIPs would result in the reconfiguration of median islands and bulb-outs. Although the exact duration of construction activities are unknown at this time, it is anticipated that construction of individual projects would not exceed one year. Project construction, primarily activities such as excavation, site clearing and grading would temporarily increase noise and possibly vibration in the vicinity of the construction area which could be

considered an annoyance by occupants of nearby properties. Thus, during the construction phase of the Proposed Project's implementation occupants of nearby property could be disturbed by construction noise.

The Proposed Project could potentially result in temporary exposure of persons to vibration and noise levels in excess of standards established in the San Francisco Noise Ordinance during construction, as discussed below.

The City of San Francisco Noise Ordinance Article 29[118] regulates construction-related noise. Sections 2907 and 2908 of the *San Francisco Police Code* regulate construction noise and provided that:

- Construction equipment, other than impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source.[119] Impact tools, such as jackhammers and impact wrenches are exempt provided that they are equipped with intake and exhaust muffled to the satisfaction of the Director of the DPW or Director of the Department of Building Inspection (DBI).

- Nighttime construction work (8:00 p.m. and 7:00 a.m.) that would increase ambient noise levels by 5 dBA or more is prohibited unless a permit is granted by the Director of the DPW or Director of the DBI.

Project-related construction noise and vibration levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between construction activities (noise source) and the nearest noise-sensitive uses (listener), existing noise levels at those uses, and presence or absence of barriers (including subsurface barriers). There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the construction site. However, the increase in noise and vibration during construction of the Proposed Project would be considered less-than-significant impact, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, in compliance with the City of San Francisco Noise Ordinance. Thus, the increase in noise and vibration in the Plan Area during construction of Plan-proposed site-specific SIPs would be considered a less than significant impact to the environment.

c and g. Operational Noise and Existing Noise Levels. The Propose Project's existing noise environment is typical of noise levels in San Francisco, and traffic is the existing noise source that

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

119 A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).

makes the greatest contribution to ambient noise levels throughout most of the City. Noises generated by residential and commercial uses are common and generally tolerated in urban areas. Since the Proposed Project includes improvements to the public right-of-way in the Mission District, operational noise associated with the Proposed Project would be related to temporary public gathering, pedestrian activities, public transportation, and vehicular traffic to some extent. As stated in Section E-5, Transportation and Circulation, of this report the project will not generate new vehicular traffic activities when compared to existing baseline.

The Plan Area is within a developed urban area that currently supports pedestrian activities and neighborhood gatherings (street fairs, sidewalk cafes, BART plaza, and parks). The site-specific SIPs could encourage an increase in pedestrian activities at the improved locations; however, this increase in use would be distributed throughout the Mission District Neighborhood and not concentrated to any one particular site-specific SIP location. Additionally, noise generated from pedestrian gathering would be expected to conform with existing background urban noise and subject to the San Francisco Noise Ordinance.

Based on published scientific acoustic studies, the traffic volumes in a given Plan Area would need to approximately double to produce an increase in ambient noise levels noticeable to most people in the area[120]. Implementation of the proposed site Specific SIPs would not result in any new traffic volumes being added to the roadway network; accordingly, no change in the intersection traffic volume under proposed project conditions would be expected. Because the Proposed Project would not alter existing traffic volumes, it would not lead to a substantial increase in existing traffic related noise. Thus, the Proposed Project would have less than significant environmental impacts due to noise effects resulting from traffic, construction, and operation.

CUMULATIVE

The geographic scope of potential cumulative impacts for noise encompasses the Mission District Neighborhood and receptors within its vicinity. The Proposed Project would not have operation noise effects; therefore this analysis focuses on construction noise.

The construction industry, in general, is an existing source of noise emission 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. The construction activities associated with the Proposed Project would be temporary and intermittent with duration varying from six to twelve months. It is conservatively assumed that the MDSP's construction activities would overlap with construction activities associated with the following foreseeable projects the Plan Area:

- California Pacific Medical Center Long Range Development Plan (CPMC LRDP) at St. Luke's campus;
- Cesar Chavez Street Sewer System Improvement Project;
- 2001 Market Street;
- The San Francisco Bicycle Plan; and

120 See Case No. 200712348E: San Francisco Better Streets Plan Project MND available for review at the Planning Department – 1650 Mission Street, Suite 400 - San Francisco, CA

- The Better Streets Plan.

Assuming concurrent construction, noise from these nearby foreseeable projects in combination with project-related construction noise could temporarily increase ambient noise levels at sensitive receptors such as residences, schools, churches, and hospitals in the Plan Area during the Proposed Project's construction period. Project implementation is expected to occur in phases over an extended period of time, starting in 2010 through 2030. During this implementation period, construction activities are expected to have six-to twelve months duration. Since construction activities associated with the Proposed Project would be temporary and intermittent, their contribution to the cumulative context would be less than significant. Additionally, construction noise impacts related to the Proposed Project would be reduced to less than significant levels, because the Project would comply with the City of San Francisco Noise Ordinance as is required by law. Furthermore, as with the Proposed Project, construction noise related to foreseeable projects in the Plan Area that could overlap with the Proposed Project's construction activities would also be subject to the City of San Francisco Noise Ordinance. This would assure that noise impact from these projects collectively would not result in a cumulatively considerable construction noise impact.

Implementation of the MDSP would not increase traffic levels in the Plan Area. Therefore, there would be no operational noise associated with the project. Thus, the Project's contribution individually or in combination with other foreseeable projects to cumulative operational and construction noise effects is not considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-7. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐

a. Applicable Air Quality Standards and Plans. The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) specify ambient air quality standards and relating air quality reporting systems for regional regulatory agencies to develop mobile and stationary source control measures to meet these standards. The Bay Area Air Quality Management District

(BAAQMD) is the primary responsible agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria pollutants. Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$) and lead. The San Francisco Bay Area Air Basin encompasses the following counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma counties. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM_{10} and $PM_{2.5}$. The BAAQMD has adopted air quality standards including the *2001 Ozone Attainment Plan,* the *2005 Bay Area Ozone Strategy,* and BAAQMD Rules and Regulations. The proposed project would be generally consistent with the *General Plan,* which is consistent with air quality management plans including the *Bay Area 2000 Clean Air Plan* and the *Bay Area 2005 Ozone Strategy.* Additionally, the proposed project would further the goals of the City's "Transit First" policy, which implements various transportation control measures, transit development fees and other actions identified in the *2005 Ozone Strategy* through the *General Plan, Planning Code,* and City Charter. Accordingly, the proposed project would not conflict with implementation of the *2005 Ozone Strategy* or the *2001 Ozone Attainment Plan,* the applicable regional air quality plans for the San Francisco Bay Area Air Basin.

b. Violations of Air Quality Standards, c. Criteria Pollutant Increase in Nonattainment Region, and d. Sensitive Receptor Exposure. The following discusses the potential for the proposed project to violate air quality standards, contribute to an existing or projected air quality violation, result in a cumulatively considerable net increase in criteria air pollutants, and the potential for the proposed project to expose sensitive receptors to substantial pollutant concentrations.

Operational Air Quality

The transportation analysis found a minor amount of vehicle trips (10-20 trips/week) could be generated from vendor trips to the Bartlett Community Market. The BAAQMD Guidelines consider a project's impact on the regional air quality to be significant if the Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), or PM_{10} emissions exceed a significance threshold of 80 pounds per day. Generally, projects generating less than 2,000 trips per day are not expected to generate emissions that would exceed the BAAQMD significant threshold. The proposed project's incremental increase in vehicle trips would clearly not result in a significant air quality impact, therefore the proposed project would not violate any state or federal air quality standards, would not considerably contribute to increased criteria air pollutants in a nonattainment region, or expose sensitive receptors to criteria air pollutants, and the proposed project's operational air quality impacts would be less than significant.

Construction Air Quality

The MDSP includes a vision, design framework, and policies to guide site-specific streetscape projects in the Mission District of San Francisco. The MDSP also includes a series of site specific streetscape improvement projects. Individual streetscape projects could emit criteria air pollutants and fugitive dust during project construction. Although the exact duration of construction activities are unknown at this time, it is anticipated that construction of individual projects would not exceed one year. Project construction, primarily activities such as excavation, site clearing and grading would generate substantial amounts of dust (including PM_{10}) from "fugitive" sources, such as earthmoving activities and vehicle travel over unpaved surfaces, and lesser amounts of other criteria pollutants from the operation of heavy construction equipment and machinery (primarily diesel operated) and construction worker automobile trips (primarily gasoline operated). Construction-related dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and weather conditions. Construction activities may result in significant quantities of dust, and as a result, local visibility and PM_{10} concentrations may be adversely affected on a temporary basis during the construction period of individual site-specific projects. In addition, larger dust particles would settle out of the atmosphere close to the construction site, potentially resulting in soiling nuisances for adjacent uses.

For the evaluation of construction-phase impacts, BAAQMD does not require a detailed quantification of construction emissions. Instead, it recommends that evaluation of the significance of impacts be based on a consideration of the control measures to be implemented. Generally, if appropriate measures are implemented to reduce fugitive dust, then the residual impact can be presumed to be less than significant. With out these measures, the impact is generally considered to be significant, particularly if significant land uses such as residential uses are located in the project vicinity.[121]

In response to the need for consistent control measures to reduce fugitive dust during construction, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing the quantity of

121 Some receptors are considered more sensitive than others to air pollutants. The reasons for greater than average sensitively include pre-existing health problems, proximity to emissions source, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are also sensitive to poor air quality because those people who usually stay home do so for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions and because vigorous exercise associated with recreation places a high demand on the human respiratory system. Local sensitive receptors are likely to be residences adjacent to streetscape improvements.

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 MDSP is a City project and construction would be carried out by DPW and City contractors. Pursuant to Health Code Article 22B, Section 1247, "All departments, boards, commissions, and agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction under circumstances where no building, excavation, grading, foundation, or other permit needs to be obtained under the San Francisco Building Code shall adopt rules and regulations to insure that the same dust control requirements that are set forth in this Article are followed." Thus, compliance with Article 22B and all adopted rules and regulations will ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

Construction activities would also emit other criteria pollutants from equipment exhaust, construction-related vehicular activity and construction-worker automobile trips. Emission levels for construction activities would vary depending on the number and type of equipment, duration of use, operation schedules, and the number of construction workers. Criteria pollutant emissions of ROG and NO_x from these emissions sources would incrementally add to the regional atmospheric loading of ozone precursors during project construction. With respect to the construction phase of the project, applicable BAAQMD regulations would relate to portable equipment (i.e., gasoline- or diesel-powered engines used for power generation) and paving materials. Project construction would be subject to the requirements of BAAQMD Regulation 2 (Permits), Rule 1 (General Requirements) with respect to portable equipment unless exempt under Rule2-1-105 (Exemption, Registered Statewide Portable Equipment), and BAAQMD Regulation 8 (organic Compounds), Rule 15 (Emulsified and Liquid Asphalts). The proposed project would be required to comply with BAAQMD regulations, reducing the amount of ozone-precursor emissions during construction. Further, BAAQMD CEQA Guidelines recognize that construction equipment emit ozone precursors, but indicate that such emissions are included in the emissions inventory that is the basis for regional air quality plans. Therefore, construction emissions are not expected to affect attainment or maintenance of ozone standards in the Bay Area. The construction-related emission of criteria air pollutants would therefore be ***less than significant.***

e. Exposure to Objectionable Odors. Types of land uses that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. The project would not result in an increase or change in odors on the Plan Area or in the vicinity of the project, as it would not include uses prone to the generation of odors. Therefore, the proposed project would result in a less than significant impact with respect to exposing persons to objectionable odors.

CUMULATIVE

In developing thresholds of significance for air pollutants, BAAQMD considers the emissions levels for which a project's individual contribution would be cumulatively considerable. If a project exceeds an identified threshold, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The analysis presented in this section determined that the proposed project would not exceed an applicable BAAQMD threshold; therefore the MDSP would not result in a cumulatively considerable air quality impact.

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

Greenhouse Gases

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

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[122]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may

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

include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[123]

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO_2E ($MMTCO_2E$), or about 535 million U.S. tons.[124] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[125] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36% of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[126] Electricity generation accounts for approximately 16% of the Bay Area's GHG emissions followed by residential fuel usage at 7%, off-road equipment at 3% and agriculture at 1%.[127]

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. The Natural Resources Agency adopted OPR's CEQA guidelines on December 30, 2009, amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Specifically, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. OPR's amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

a. Greenhouse Gas Emissions. The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[128] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons

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

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

125 Ibid.

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

127 Ibid.

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

and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. The GHG calculation presented in this section includes an estimate of emissions from CO_2, N_2O, and CH_4. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

A GHG analysis was conducted for the proposed MDSP.[129] The approach for the MDSP GHG analysis included the following:

1. A program-level analysis of the MDSP vision, design framework, and policies that could result in increases and decreases of GHGs; and

2. A qualitative analysis of the operational-related GHG emissions from MDSP site-specific streetscape projects and a quantitative analysis of the construction-related GHG emissions from the MDSP site-specific streetscape projects.

Findings from the MDSP GHG analysis are summarized below.

Program Level Analysis

Streetscape projects could emit GHGs during construction and operation. Construction activities that could result in GHG emissions include construction equipment emissions, on-road haul trips, construction-activities related to the installation of streetscape features (sidewalks, streetlights, etc.), and construction worker vehicle trips. Although wider sidewalks and more streetscape amenities could incrementally increase the duration of construction and quantity of materials used during construction of individual projects in the MDSP, neither the MSDP's vision, design framework or policies promote the use of streetscape features that would result in a substantial increase in construction activities. Further, construction-related GHG emissions are more appropriately addressed on a project-level basis, and are calculated in the MDSP's site-specific GHG analysis. Therefore, the GHG analysis found that the MDSP vision, design framework and policies would not result in a substantial increase in construction-related GHG emissions.

GHGs could also be emitted during operation. Some of the MDSP policies advocate for increased street lighting and other streetscape amenities requiring electricity, which could result in

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129 Mission District Streetscape GHG Analysis, Case No. 2008.1075E. Memorandum from Jessica Range, San Francisco Planning Department, to Monica Pereira, San Francisco Planning Department. March 11, 2010. This document is on file and available for public review as part of Case No. 2008.1075E.

additional off-site electricity generation. Other policies that promote landscaping and tree planting could increase the amount of irrigation, and subsequent energy required to pump, convey and treat water and wastewater, also resulting in the generation of GHGs from off-site electricity generation. Minor increases in vendor vehicle trips could be expected from the Bartlett Community Market, resulting in incremental increases in mobile source emissions, up to approximately 4 metric tons CO_2E ($MTCO_2E$).

The programmatic analysis of the MDSP's vision, design framework and policies found that although some policies could incrementally increase the amount of GHGs generated from mobile sources and electricity generation required for streetlights, irrigation, and other streetscape features, many of the policies would result in GHG benefits. The MDSP vision, design framework, and policies are designed to provide a safe and comfortable pedestrian network in the Mission District that includes sustainable streetscape design. The MDSP vision, design framework and policies are expected to result in an overall net reduction in GHGs primarily through a program that envisions a pedestrian network that links streets and pedestrian facilities, includes street trees and landscaping, and incorporates traffic calming measures. The California Air Pollution Control Officer's Association's (CAPCOA's) *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Project's Subject to the California Environmental Quality Act*[130] (CAPCOA paper) assigns an emissions reduction score of 1-10% (High) from projects that provide a pedestrian access network that internally links all uses and existing and planned streets and pedestrian facilities contiguous with the project site. CAPCOA also assigns an emissions reduction score of 1-10% (High) for projects that include pedestrian and bicycle safety combined with traffic calming features. Traffic calming techniques include, but are not limited to: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and roundabouts or mini-circles. Further, the MDSP includes policies that could result in more efficient stormwater management, reducing the amount of stormwater generated, and subsequent GHGs required to treat stormwater. Lastly, although new street trees and landscaping may require irrigation, the GHGs generated from water conveyance would be offset by an increased capacity of the streetscape to sequester CO_2. Therefore, at the program-level the MDSP does not include policies that would substantially increase GHG emissions. As discussed above, many of the MDSP policies are expected to reduce long-term operational GHGs. Therefore, the MDSP's vision, design framework and policies would result in a ***less than significant impact*** related the generation of GHG emissions.

130 California Air Pollution Control Officer's Association (CAPCOA). CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Project's Subject to the California Environmental Quality Act. January 2008. This document is available online at: www.capcoa.org. Accessed March 10, 2010.

Site-Specific Project Level Analysis

The MDSP GHG analysis also analyzed the GHG impacts associated with the 28 site-specific streetscape improvement projects proposed by the MDSP. New streetscape projects could result in increased GHGs primarily from construction activities, analyzed below. The transportation analysis for the proposed project found that the project may result in an incremental increase in vendor trips associated with the Bartlett Community Market (10-20 vehicles/week). Operational emissions could also result from increased street lighting and other features requiring electricity generation, as well as emissions resulting from electricity required for pumping, conveying and treating water required for irrigation. As discussed in the program-level analysis, these emissions are expected to be offset by providing a more safe and comfortable pedestrian network. Streetlights are also anticipated to be LED lights, using 50% less energy than standard high-pressure sodium bulbs. The MDSP also includes stormwater design policies, reducing the amount of stormwater requiring treatment. Lastly, new landscaping and street trees are anticipated to result in a net GHG benefit by increasing the capacity of the streetscape to sequester carbon dioxide. Given the above, any incremental increase in mobile source emissions or electricity required for streetscape amenities and irrigation is likely offset by improved pedestrian facilities, increased carbon sequestration, and reduced stormwater runoff.

Operational GHGs could also result from project amenities such as bicycle racks, benches, etc. These features require energy during their production and therefore result in upstream, or "lifecycle" emissions. The California Natural Resources Agency has explicitly published the interpretation that lifecycle analyses are not required under CEQA,[131] and in December 2009 it issued new energy conservation guidelines for EIR's that intentionally make no reference to lifecycle emissions.[132] The Resources Agency's stated explanation was that: (1) There exists no standard regulatory definition for lifecycle emissions, and (2) Even if a standard definition for 'lifecycle' existed, the term might be interpreted to refer to emissions "beyond those that could be considered 'indirect effects'" as defined by CEQA Guidelines, and therefore beyond what project managers are required to estimate and mitigate.[133] Lifecycle emissions are further considered highly uncertain; therefore, given that a lifecycle analysis is not required by state law or recognized as reliable by regulatory agencies, the GHG analysis did not analyze lifecycle emissions associated with the proposed project.

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131 California Natural Resources Agency, 2009. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97, p. 71-72. http://ceres.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf (accessed February 4, 2010).

132 State CEQA Guidelines, Appendix F. These new guidelines were part of amendments issued pursuant to SB97.

133 California Natural Resources Agency, 2009. Final Statement of Reasons for Regulatory Action: Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to SB97, p. 71. http://ceres.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf (accessed February 4, 2010).

The 28 site-specific projects identified in the MDSP would primarily result in construction-related GHG emissions.[134] Construction-related emissions would occur from construction worker vehicle trips, construction equipment, and on-road haul trips.

Construction-related GHG emissions were quantified for 27 of the 28 site-specific projects. GHG Emissions were not quantified for A-5.1, Alleys and Small Street Improvement Projects, for which the MDSP proposes minor streetscape improvements along 18 small streets and alleys, for one to two blocks in length each. Construction-related information for these projects is not known at this time. However, given the small scale and scope of these projects, it is anticipated that they would fall within the range of GHG emissions associated with the other 28 site-specific projects, for which GHG emissions were calculated (between 0-135 $MTCO_2E$, plus construction worker trips).

Although the scope of streetscape improvements for the 28 projects analyzed below are known, the actual duration of construction is unknown at this time. Therefore, construction worker vehicle trip emissions were estimated based on one full year of construction. It is anticipated that the construction duration of most of the site-specific streetscape projects would not exceed one year. In addition to the emissions estimated below for construction equipment and on-road haul trips (**Table E-8-1**), streetscape improvement projects could emit approximately 54 $MTCO_2E$/year/project from construction worker trips (or 0.22 $MTCO_2E$/day).

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134 Some of the MDSP site-specific project would not result in any construction-related impacts.

Table E-8-1, below, details the amount of GHGs that could be generated from construction of site-specific projects under the MDSP.

Table E-8-1. MDSP Site-Specific GHG Emissions[135]

Project #	Project Name	Construction-related MTCO2E
A-5.2.1	24th Street BART Plaza	3
A-5.2.2	Dolores Street at San Jose Ave.	2
A-5.2.3	Treat Ave. at Harrison & 16th St.	4
A-5.2.4	Valencia St.: Cesar Chavez to Mission St.	3
A-5.2.5	San Jose Ave. at Guerrero St.	2
A-5.2.6	Hoff Street	4
A-5.2.7	Capp Street	1
A-5.2.8	26th Street	<1
A-5.2.9	20th Street	<1
A-5.2.10	Hampshire Street	<1
A-5.2.11	Bryant Street	18
A-5.2.12	Dolores Street	3
A-5.2.13	Folsom Street	135
A-5.2.14	Guerrero Street	2
A-5.2.15	San Jose Avenue	<1
A-5.2.16	South Van Ness Avenue	1
A-5.2.17	Potrero Avenue	121
A-5.2.18	Alabama Street	<1
A-5.2.19	Florida Street	<1
A-5.2.20	York Street	<1
A-5.2.21	Hampshire Street	<1
A-5.2.22	Capp Street at Mission Street	<1
A-5.3.1	24th Street (Valencia St. to Potrero Ave.)	1
A-5.3.2	Valencia St. flexible parking	<1
A-5.3.3	Mission St. Community Market	0
A-5.3.4	Cunningham Alley	<1
A-5.3.5	Potrero Ave and 25th St.	<1
Total[136]		**312**

The construction-related GHG emissions presented above do not include emissions reductions anticipated from compliance with the City's programs and regulations pertaining to GHG emissions. Specifically, some of the proposed projects may be required to comply with the City's Clean Construction Ordinance. The Clean Construction Ordinance requires that all work performed under public works contracts must:

135 Some projects, such as the community market (A-5.3.3) would have no associated emissions. Emissions presented below are rounded to the nearest whole number.

136 Projects that would emit less than 1 MTCO2E are noted in Table 2. The total GHG emissions from all MDSP projects round these projects up to 1 MTCO2E.

1. Utilize only off-road equipment and off-road engines fueled by biodiesel with a fuel grade of B20 (biodiesel) or higher; and

2. Utilize only high use equipments that either (a) meets or exceeds Tier II standards for off-road engines, or (b) operates with the most effective verified diesel emission control strategy.

The ordinance applies to all construction projects that require 20 or more cumulative days of work to complete. Although tailpipe emissions from biodiesel are essentially equivalent to that of regular diesel, the lifecycle emissions from biodiesel are less than that for regular diesel. Generally, for every gallon of vegetable waste oil used in place of one gallon of petroleum, lifecycle CO_2 emissions are reduced by 17.3 pounds. In total, construction equipment from the 28 projects analyzed in the GHG analysis is anticipated to use approximately 1,775 gallons of fuel. Using a B20 blend instead of traditional diesel could reduce the amount of CO_2 produced from petroleum by about 14 metric tons (MT).[137]

The site-specific streetscape projects proposed under the MDSP could result in increased construction-related GHG emissions from construction worker commute trips (approximately 0.22 $MTCO_2E$/day or 54 $MTCO_2E$/year/project), construction equipment (ranging from less than 1 $MTCO_2E$ to 134 MTCO2E), and on-road haul trips (ranging from less than 1 $MTCO_2E$ to 2.2 $MTCO_2E$). Construction-related GHG emissions would represent a very small percentage (<0.01%/project) of Bay Area GHG emissions and are likely to be offset by long-term operational-related GHG reductions associated with an improved pedestrian network, increased stormwater infiltration and increased carbon sequestration. Operational-related GHG impacts from increased street amenities and irrigation would similarly be offset by improvements to the pedestrian realm, increased stormwater infiltration and increased carbon sequestration. Therefore, the MDSP would result in a less than significant impact related the generation of GHG emissions.

b. Consistency with Applicable Plans. Both the State and the City of San Francisco have adopted programs for reducing GHG emissions, as discussed below.

Assembly Bill 32

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG

137 B20 fuel, however, has lower fuel efficiency and therefore require more gallons of fuel.

emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.[138] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see **Table E-8-2**, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[139] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table E-8-2. GHG Reductions from the AB 32 Scoping Plan Sectors[140]

GHG Reduction Measures By Sector	GHG Reductions (MMT CO_2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174**
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**42.8-43.8**

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

138 California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

139 California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

140 Ibid.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commissions' 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy

In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (*General Plan, Sustainability Plan*, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions.*[141] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and

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

departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a *Draft Climate Action Plan* outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more

employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's *Planning Code* reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90

million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.[142]

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65% of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of SF to use compostable plastic, recyclable paper and/or reusable checkout bags.

As evidenced above, San Francisco has been actively pursuing cleaner energy, alternative transportation and solid waste policies, many of which have been codified into regulations. In an independent review of San Francisco's communitywide emissions it was reported that San Francisco has achieved a 5% reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7% below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.[143]

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142 These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

143 City and County of San Francisco: Community GHG Inventory Review. August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the "Pavley" standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both. The City has already implemented several measures identified in AB 32 that require local government action, such as a Green Building Ordinance, a Zero Waste strategy, a Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (including others not listed) collectively comprise San Francisco's GHG reduction strategy and continue San Francisco's efforts to reduce the City's GHG emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. The City's GHG reduction strategy also furthers the State's efforts to reduce statewide GHG emissions as mandated by AB 32.

The proposed project would be required to comply with GHG reduction regulations, such as the Clean Construction Ordinance, as previously discussed, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. The MDSP would further the City's GHG reduction goals (as well as statewide GHG reduction goals) by promoting a zero emissions mode of transportation (walking), reducing the amount of stormwater requiring treatment (and energy required to pump, convey, and treat water and wastewater), and increasing the ability of San Francisco's streetscape to sequester CO_2. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan, that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, and that the MDSP would further the City and State's goals for reducing GHG emissions, the proposed project would not conflict with plans, policies or regulations adopted for the purpose of reducing GHG emissions. Therefore, the proposed MDSP would have a less than significant impact both at the project-level and cumulatively with respect to GHG emissions.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-9. 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?	☐	☐	☐	☒	☐

a. Wind. Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The Proposed Project would not result in the construction or removal of above-grade structures that could affect street-level wind conditions. Thus, the implementation of the Proposed Project would result in no impact to wind patterns in the Mission District.

The Proposed Project would create pocket parks, open markets, and outdoor sitting amenities. Proposed open markets and pocket parks would be located at the following areas in the Mission District:

- A-6.2.2 - Dolores Street and San Jose Avenue – various improvements including the creation of mini-park (**p. 11**);
- A-6.2.3 - Bartlett Street at 22nd Street Outdoor Weekly Market (**p. 12**);
- A-6.2.4 - Valencia Street (Cesar Chavez Street to Mission Street) - various improvements including the creation of mini-park (**p. 12**);
- A-6.2.5 – San Jose Avenue at Guerrero Street – various improvements including the creation of mini-park using excess right-of-way (**p. 13**);
- A-6.2.6 - Hoff Street (16th to 17th) - various improvements including the creation of mini-park (**p. 13**); and
- A-6.22 – Capp Street at Mission Street Intersection – various improvements including street trees (**p. 17**).

The implementation of these Proposed site-specific SIPs would create new public open space in the Mission District; however, none of the above locations are in an extremely windy area. Therefore, the Proposed Project would not expose residents to extreme windy conditions.

b. Shadow. Section 295 of the *Planning Code* protects certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Planning Code Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Commission by any structure exceeding 40 feet unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less-than-significant. The Proposed Project would not be subject to Section 295. Moreover, the Proposed Project would not result in the construction of above-ground structures that could cast shadows, and therefore, the Proposed Project would not result in shadow impacts.

CUMULATIVE

The geographic scope of potential cumulative impacts for wind and shadow encompasses the Mission District Neighborhood and receptors in its vicinity. The Proposed Project would have no

wind or shadow impacts, as no bulky substantial structures are proposed and Project improvements would be made at the sidewalk and roadway pavement levels.

The implementation of foreseeable projects in the Plan Area such as the CPMC LRDP at St. Luke's campus and 2001 Market Street would result in increase in building masses in the neighborhood that could result in an increase of net new shadows.

It is anticipated that design of these reasonably foreseeable projects would limit building height to be consistent with structures of similar height in the immediate vicinity. Also, these foreseeable projects would be subject to controls to avoid substantial net new shading of public open space. Thus, the Proposed Project in combination with the CPMC LRDP at St. Luke's campus and 2001 Market Street projects would not cumulatively substantially alter the wind pattern nor would contribute to considerable adverse shadow impacts to public open space in the Plan Area.

For the reasons discussed above, the Proposed Project would have no impact, on wind and shadow resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-10. 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?	☐	☐	☐	☒	☐

The Proposed Project would not degrade existing recreational facilities, therefore, criteria 9.c does not apply to the Proposed Project.

a - b. Parks and Recreation. As described under Checklist Item 3, Population and Housing, the implementation of the Proposed Project would not induce population growth. However, it could result in the increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by walking, bicycling, and public transit. The increase in use of existing parks and recreational facilities would be throughout the Mission District Neighborhood and not concentrated on a particular facility. Additionally, implementation of the Proposed Project would reuse excess right-of-way for the creation of passive recreation areas such as pocket parks and plazas, which would increase the open space/recreational space in the Mission District.

This could offset some of the additional use of existing recreational facilities in the Mission District. Therefore, increased access and use would not result in the substantial physical deterioration of overall existing parks and recreational facilities.

The following Plan-proposed policies are relevant to the topic of Recreation (**pp. 4-6**):

- Policy 1.2, proposes the creation of alternate (to auto) transportation mode connection to existing open spaces.
- Policy 1.4, proposes the expansion of existing bicycle facilities to 17th Street, 26th Street, Cesar Chavez, Shotwell Street, Capp Street and Treat Avenue in the Plan Area.
- Policy 3.1, proposes the creation of new community open spaces by re-using excess right-of-way in the Plan Area.
- Policy 3.3, proposes the implementation of traffic calming in residential streets to encourage community uses in the Plan Area.
- Policy 6.3, proposes improvements on Folsom Streets, in the Plan Area, including pocket open spaces.

The adoption of Plan-proposed Policies 1.2, 1.4, 3.1, 3.3 and 6.3 would have no direct impact on the physical environment. However, Plan-proposed policies are intended to guide streetscape improvements for the residents and visitors of the Plan Area. Thus, the implementation of these policies could have a foreseeable indirect impact of subsequent implementation of physical changes and improvements in the Plan Area. These physical changes and improvements include the Plan-proposed Alleys and Small Streets and site-specific SIPs, **pp.4-19**, which are analyzed in this section, **pp.144 – 146**, and elsewhere in this document. No potential significant impacts to recreation facilities have been identified for Alleys and Small Streets and site specific SIPs.

The physical changes and streetscape improvements to the Plan Area resulting from the implementation of the above listed policies could also include future streetscape improvements in the Mission District (not currently proposed in the MDSP and therefore not analyzed in this Initial Study). The environmental impacts resulting from the implementation of future streetscape improvements related to Plan-proposed policies in the Plan Area, other than the Alleys and Small Streets and the site specific SIPs analyzed in this transportation section and elsewhere in this document, are too speculative to be evaluated with any reasonable certainty in this Initial Study. Future projects will be required to undergo additional environmental review at which time their potential environmental impacts will be assessed.

The indirect impact of implementation of Plan-proposed policies listed above includes all Plan-proposed SIPs' potential impacts on recreation facilities. These potential significant impacts are determined to be less than significant. Therefore, the impacts resulting from the implementation of Plan-proposed policies 1.2, 1.4, 3.1, 3.3 and 6.3 on recreation facilities are determined to be less than significant. Thus, no mitigation measures are required.

The following site-specific SIPs would create new passive recreation facilities in the form of plazas and pocket parks in the Plan Area:

- A-6.2.1 – 24th Street BART plaza improvements (**p. 11**).
- A-6.2.2 - Dolores Street and San Jose Avenue – various improvements including the creation of a mini-park (**p. 12**).
- A-6.2.3 – Treat Avenue at Harrison and 16th Street – plaza improvements on southwest side of intersection (**p. 12**).
- A-6.2.4 - Valencia Street (Cesar Chavez Street to Mission Street) - various improvements including the creation of mini-park (**p. 12**).
- A-6.2.5 – San Jose Avenue at Guerrero Street plaza improvements on excess right-of-way (**p. 13**).
- A-6.2.6 - Hoff Street between 16th to 17th Streets - various improvements including the creation of a mini-park (**p. 14**).
- A-6.2.22 – Capp Street at Mission Street intersection plaza improvements (**p. 17**).

Although the Proposed Project does plan to create several recreation facilities, in the form of plazas and pocket parks, on excess right-of-way; impacts associated with these proposed project facilities are analyzed in each of the specific impact sections of this Initial Study (see, e.g., analysis of impacts to historic preservation resources under Topic E-4, Cultural and Paleontological Resources, **pp. 74-98**, and analysis of traffic impacts under Topic E-5, Transportation and Circulation on **pp. 98-146**. The Proposed Project would not require the construction or expansion of off-site recreational facilities that might have an adverse physical effect on the environment. Thus, the Proposed Project would not result in significant impacts in regard to recreation facilities.

CUMULATIVE

The geographic scope of potential cumulative impacts for recreation facilities encompasses the Mission District Neighborhood and receptors in its vicinity. The Proposed Project would have no impacts to recreation facility use in the Plan Area.

Recreational facilities use would likely increase with the implementation of the Proposed Project in combination with the BSP and the San Francisco Bicycle Plan in the Plan Area. The implementation of the BSP and the San Francisco Bicycle Plan projects would improve connections that make walking, bicycling and public transit use available to the existing recreation facilities in the Plan Area. The Proposed Project could induce some growth in the Plan Area. This growth would be negligible compared to growth rates for dense urban areas like San Francisco. This growth is expected to occur incrementally over a long period of time and it is not expected to exceed local agencies future forecast for demand of services including demand for recreation facilities. Thus, the MDSP would not contribute to a cumulative demand to recreation resources in the Mission District. Therefore, the Proposed Project would not contribute to cumulatively considerable impacts on recreational resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
E-11. 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?	☐	☐	☒	☐	☐

The Plan Area is served by existing utilities and public services including wastewater collection and transfer, stormwater drainage, solid waste collection and disposal, police and fire services, and power, water, and communication facilities. The Proposed Project would include implementation of the MDSP policies, 18 alleys and small streets improvement projects and 28 site-specific SIPs to the existing public right-of-way in the Mission District. Implementation of the Proposed Project would lead to physical changes in the Plan Area. Proposed streetscape improvements would include the following streetscape design elements:

- Raised sidewalks and crosswalks,[144]
- Chicanes,[145]
- Medians,[146]
- Rain gardens,[147]
- Street lighting,

144 Raised crosswalks are areas where the crosswalk is raised to the sidewalk's grade.

145 Traffic calming measure that slows traffic by visually narrowing the roadway and causing vehicles to laterally shift from side to side.

146 The portion of the roadway separating opposing directions of the traveled way, or local lanes from through travel lanes.

147 Rain gardens are landscaped detention or bio-retention features in a street to provide initial treatment to stormwater runoff.

- Pedestrian signal crossing,
- Curb extensions,[148]
- Bollards,[149]
- Permeable paving,
- Traffic-circles, and
- Landscaping.

These proposed changes would be made at the sidewalk pavement level for existing sidewalks, crosswalks, and roadways located within the public right-of-way in the Mission District. No substantial above-ground structures would be constructed within the public right-of-way. The Proposed Project would not increase demand for and use of public services and utilities in the Mission District.

a. Wastewater Treatment Requirements. The Proposed Project is not expected to increase sewer flows to the Bay, and therefore, would not have an impact beyond baseline conditions. Additionally, Project-related wastewater flows would be treated in accordance with the San Francisco Bay Regional Water Quality Control Board (RWQCB)-issued National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge into the Bay. Therefore, no project impacts would occur to wastewater treatment requirements.

b, c and e. Wastewater. The Mission District is serviced by San Francisco's combined sewer system, which collects and transports both sewage and stormwater runoff. The Southeast Wastewater Treatment Plant provides wastewater and stormwater treatment and management for the east side of the City, including the Plan Area. No major new sewer or stormwater facilities would be needed to serve the Plan Area since site-specific SIPs provide for implementation of design elements on existing sidewalks, crosswalks, and roadways located within the public right-of-way in the Mission District.

Project-proposed changes to curbs would affect how drainage occurs and could necessitate re-grading and re-crowning of street in the Mission District. [150] Additional concrete and paving required for curbs, medians, chicanes, and traffic calming circles could potentially increase existing impervious surface and result in an increase in stormwater runoff.[151] However, the MDSP encourages the use of permeable pavements and stormwater treatment planters[152] whenever feasible. The use of permeable pavements and stormwater treatment planters[153] in the

148 Curb extensions are locations where the sidewalk edge is extended from the prevailing curb line into the roadway at sidewalk grade, effectively increasing pedestrian space.

149 Bollards are short posts or vertical elements designed to separate or buffer pedestrians from vehicle areas.

150 Based on a conversation with Amnon Ben-Pazi, on April 20, 2010, re-crowning of the roadway, to accommodate new streetscape improvements, would be avoided where possible.

151 Stormwater runoff is water from rainfall that flows over the land surface that is not absorbed into the ground.

152 Treatement planters are landscaped detention or bio-retention features in a street designed to provide initial treatment of stormwater runoff.

153 Ibii.

Plan Area could reduce stormwater treatment needs. Additionally, potential impacts of runoff could be partially or wholly offset by vegetating curb cuts, medians, chicanes, and traffic calming circles.

The following MDSP proposed projects would add permeable pavement and stormwater features, such as stormwater planters, to the Plan Area:

- Alleys and Small Streets Streescape Improvements **(p. 7-8);** and
- A-6.2.18 through A-6.2.21. Site-Specific SIPs: Alabama Street, Florida Street, York Street, (northern section of) Hampshire Street Improvements **(p. 16-17);**

As stated in section E-3 Population and Housing, **pp. 73-74**, of this document, with the construction of the Proposed Project there would not be a substantial population increase in the Mission District. Thus, there would be no increase in demand on the existing sewage system in the Plan Area. Therefore, the Proposed Project would not require substantial expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line as the site is currently served by existing facilities. No new wastewater/stormwater infrastructure would be required to serve the Proposed Project. Thus, implementation of the Proposed Project would have less than significant impacts to wastewater treatment facilities.

d. Water Supply. The Proposed Project would install new landscaping in the Plan Area. Additional landscaping would require the use of the installation of new irrigation. Since the Plan Area is an urban environment serviced by an existing water supply system, implementation of the Proposed Project would not require new water supply; therefore, the implementation of the Proposed Project would have less than significant impacts related to water supply resources.

f. Solid Waste Disposal. Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The Altamont Landfill has an annual solid waste capacity of 2,226,500 tons for the City of San Francisco. However, the City is below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.[154] The City Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. Solid waste associated with the Proposed Project would be solely related to construction of Site-specific SIPs; there would be no solid waste associated with operation of the Proposed Project. The waste would be materials typical of construction activities, such as construction debris and excavated soils.

Excavated soil would be used as fill within the project alignments. To the extent feasible, construction related asphalt pavement and concrete would be recycled in order to reduce the volume of material going to the landfill. Accordingly, the Proposed Project would not generate long-term demand for landfill capacity. Therefore, the implementation of the Proposed Project would result in less-than-significant impact on landfill capacity.

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154 MND for Cesar Chavez Street Sewer System Improvement Project, Case No.2009.0276E, December 2, 2009. This report is available for review at the Planning Department.

g. Compliance with Statutes. The Proposed Project would comply with all pertinent federal, state and local statutes and regulations regarding the disposal of solid waste generated by construction activities; therefore no impacts would occur.

CUMULATIVE

The geographic scope of potential cumulative utilities and service system impacts encompasses the Mission District Neighborhood and immediate vicinity, and the service area of regional service/utility providers. The Proposed Project would have no impact on water supply or on the ability to comply with wastewater treatment requirements and solid waste regulations because the Proposed Project would handle construction spoils in conformance with all applicable local and state requirements, could, induce some growth, and landfill capacity exists for the immediate future; thus, the Proposed Project would not contribute to any cumulative impacts for these issues. No further discussion of these issues is required.

Because none of the overlapping projects involve new development on previously undeveloped sites, they would not be expected to generate increased amounts of stormwater. Implementation of the Proposed Project would not significantly affect stormwater volumes within the Mission District. The Proposed Project would not substantially increase the amount of stormwater runoff, because except for small areas where street trees exist, the Plan Area is currently covered with impervious surfaces. Any new impervious surface increase as a result of tree removal and relocation, would be negligible due to replanting of trees. Also, the increase in landscaped areas in the Plan Area could result in a net-increase in permeable surface area which could lead to lower stormwater generation. However, implementation of the Proposed Project could result in changes in catch basins. Catch basins changes could affect drainage patterns by redirecting how stormwater runoff flows into the wastewater system. To avoid catch basin back up during storms, streetscape improvements would be designed to divert water runoff from catch basins that are already operating at or above capacity. Therefore, effects related to utilities and service systems would not be cumulatively considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-12. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☒	☐	☐

a. Public Services. As described on **pp. 73-74**, under Checklist Item 3, Population and Housing, population growth as a result of the Proposed Project would be immaterial. The Proposed

Project would occur in an urban area that is served by existing public services including fire and police protection, schools, and parks. Because the growth induced by the Proposed Project would be immaterial and no construction of new buildings is proposed, implementation of the Proposed Project would not result in an increase in demand for fire protection, police service, schools or parks. Because the Proposed Project would not increase demand of public services, no new facilities would be required. Therefore, project impacts related to public services would be less than significant.

CUMULATIVE

The geographic scope of potential cumulative public services impacts encompasses the Mission District Neighborhood and immediate vicinity, and the service area of local public service providers. The Proposed Project could induce some growth in the Plan Area. This growth would be negligible compared to growth rates for dense urban areas like San Francisco. This growth is expected to occur incrementally over a long period of time and it is not expected to exceed local agencies future forecast for demand of services including demand for public services. Thus the MDSP would not contribute to cumulative demand for public services in the Plan Area. Each public service provider must plan to accommodate growth within its service area under cumulative conditions. Implementation of the CPMC LRDP at St. Luke's campus and 2001 Market Street projects could result in increase demand for public services in the Plan Area, but not beyond levels anticipated and planned for by public service providers. The Proposed Project would not exceed growth projections for the neighborhood, and as such, would be accommodated in the cumulative demand for public services of the local providers. Thus, project-related impacts to public services would not be cumulatively considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-13. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

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

a. Sensitive Species. The Plan Area is within a developed urban environment and with high levels of human activity, and only common bird species are likely to nest in the area. The Plan Area, therefore, does not provide habitat for any rare or endangered plant or animal species. There would be no impact to this resource and no further analysis of this issue is required.

b. Riparian Habitat. The Plan Area does not include riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS). The Proposed Project would not result in any adverse effects on any riparian habitat. There would be no impact to this resource and no further analysis of this issue is required.

c. Wetlands. The Plan Area does not contain any Waters of the United States as defined by Section 404 of the Clean Water Act or Waters of the State, as defined by the Regional Water Quality Control Board, as defined by the Porter-Cologne Water Quality Control Act; therefore, there would be no impact to these resources and no further analysis of this issue is required.

d. Migratory Species. Given the conditions present along the Plan Area, specifically, its highly-developed, urban environment, the Proposed Project would not be expected to interfere with the movement of migratory fish or wildlife species. However, there are trees located within the Plan Area and thus there is the potential for nesting birds to be present in these trees. The implementation of Plan-proposed site-specific SIPs could result in the removal, relocation, and/or replacement of street trees in the public right-of-way. The exact location and number of trees affected by development resulting from the Proposed Project are unknown at this time. Therefore, the Proposed Project could affect migratory nesting birds. Nests of most birds (excludes only starlings and English sparrows) are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Department of Fish and Game (DFG) Codes 3503 and 3513. The DFG regulations protect nesting birds, their nests, and eggs prior to, during, and at the conclusion of construction activities.

Project implementation would affect trees, thus there is a potential for the Proposed Project to affect migratory nesting birds, **Mitigation Measure M-BIO-1,** presented below and in Section F, Mitigation Measures and Improvement Measures, **p. 212,** would reduce the impact to migratory nesting birds to a less-than-significant level. **Mitigation Measure M-BIO-1,** would require pre-construction surveys for nesting birds by a qualified biologist. It would also require that construction activities and/or vegetation removal occur during non-breeding season. Implementation of this mitigation measure would address the need to comply with DFG regulations and avoid potential adverse impacts related to nesting birds for site-specific SIPs where trees would be removed. **Mitigation Measure M-BIO-1** would mitigate potential impacts to these biological resources to less-than-significant levels.

Mitigation Measure M-BIO-1 – Biological Resources-Nesting Birds
The Project Sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the Project Sponsor and/or the construction contractor(s) shall trim/remove all vegetation/tree limbs necessary for project construction between September 1 to January 31. Should construction activities or vegetation removal commence between February 1 to August 31, pre-construction surveys for nesting birds shall be conducted 14 to 21 days prior to construction activities that would result in vegetation removal. A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless a CDFG and the USFWS for migratory birds authorize otherwise. Nor surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

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e. Trees. The MDSP would involve the adoption of a set of policies and site-specific SIPs to help improve the Mission District public space environment. Implementation of Plan-proposed Policy 2.1, which prioritizes the creation of a continuous canopy of trees on throughway streets to buffer community uses from through traffic, should result in a net increase in the number of trees in the Mission District. However, the implementation of the site-specific SIPs could result in the removal, relocation, and/or replacement of existing trees in the public right-of-way in the Plan Area. As described under Checklist Item 2, Aesthetics, **pp. 63-75**, removal of protected or significant trees[155] within the DPW right-of-way and within ten feet of the right-of-way, requires a permit from the DPW.[156] Also, all such trees are subject to certain maintenance and protection standards.[157] In addition, the *Public Works Code* requires that another significant tree or street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. Prior to project implementation, these requirements would be complied with. Additionally, as stated in Topic E-2, Aesthetics, **pp. 63-75**, implementation of **Mitigation Measure M-AE-1: Tree Root Protection,** presented above and in Section E-2-Aesthetics, **pp.31,** and F-Mitigation Measures and Improvement Measures, **p.184,** would reduce the impacts of site-specific SIPs to Landmark Trees and/or street trees to less-than-significant levels. **Mitigation Measure M-AE-1** would require that if trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site to ensure that trimming does not cause an adverse impact to the trees. Therefore, impacts related to significant tree or street tree removal would be less than significant.

Mitigation Measure M-AE-1: Tree Root Protection (See p. 212)

f. Habitat Conservation Plan. The Plan Area is not within a habitat or natural community conservation plan area. Nor is it within any approved habitat conservation plan. Therefore, implementation of the Proposed Project would not conflict with any habitat conservation plans. Thus, there would be no impact and no further analysis of this issue is required.

CUMULATIVE

The geographic scope of potential cumulative impacts for biological resources encompasses the Mission District Neighborhood and areas in the region that contains the same biological resources as the Proposed Project. The Plan Area is urban, and highly developed, so impacts on biological resources are focused on street trees along the Plan Area roadways. There would be no

155 Protected trees include landmark trees, significant trees, or street trees located on private or public property within San Francisco as defined and described in the City's Urban Forestry Ordinance in the Public Works Code.

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

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

impacts to sensitive species, riparian habitat or natural communities, wetlands, habitat, or Natural Community Conservation Plans, because none exist in the Plan Area.

Although activities associated with all of the reasonably foreseeable cumulative projects in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds. M-BIO-1** would require that biological surveys and timing of tree removal be performed in accordance (**p.218**) with the California Department of Fish and Game (CDFG) regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable. Additionally, the Proposed Project would not result in a loss of street trees; removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location.

In the event trimming of tree roots greater than two inches in diameter is necessary during project excavation, **Mitigation Measure M-AE-1: Tree Root Protection** would require that a qualified arborist would be on site during excavation to ensure that trimming (**p.218**) does not cause a significant adverse impact to trees. The Proposed Project would not contribute considerably to cumulative impacts on street trees and nesting birds. Moreover, in time, projects such as the BSP and MDSP would incrementally increase the number of street trees in the Plan Area, which would provide more nesting locations for birds.

For the reasons discussed above, the Proposed Project would not result in a significant cumulative impact on biological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-14. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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 Table 18-1-B of the Uniform 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?	☐	☐	☐	☒	☐

The Plan Area would not include any habitable structures. Therefore, topic 13e is not applicable.

a. Seismic and Geologic Hazards. The *San Francisco General Plan Community Safety Element* contains maps that show areas of the City subject to seismic geologic hazards. The Plan Area is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area. Because the Proposed Project is located in a seismically active region, there is a potential for seismic-related ground failure in the Plan Area. Portions of the Plan Area may also be subject to seismic-related liquefaction or landslides.[158] Although the potential for seismic ground shaking and ground failure to occur within the Plan Area is unavoidable, no structures would be constructed which could expose people to new seismic-related hazards. The Propose Project would be constructed in relatively flat terrain and despite the potential for moderate to strong groundshaking, the Plan Area would not be susceptible to seismically induced landslides. Therefore, project-related impacts from seismic and geologic hazards would be less-than-significant.

b. Erosion. Construction of site-specific SIPs would require minor excavation, grading and paving in the Plan Area; however, excavation would occur primarily through relatively level areas that have been previously paved (sidewalks and paved streets), with the exception of areas with street trees located along the streets and sidewalks and medians. No significant erosion or loss of topsoil is expected in these areas due to Project implementation because the Proposed Project would be constructed in an urban setting that is currently paved. Therefore, project-related impacts would have no impact on soil erosion or loss of topsoil.

c and d. Soil Stability and Expansive Soil. Implementation of site-specific SIPs would involve minor excavation, grading, and paving for the reconfiguration of the public right-of-way. As stated above, except for areas with street trees, the Plan Area is mostly paved. Even with the

158 State of California Division of Mines and Geology, Map 4 - Seismic Hazard Study Zones- Area of Liquefaction Potential for San Francisco; San Francisco General Plan, Community Safety Element.

implementation of design elements such as pocket parks, landscaped traffic circles and chicanes as proposed for several Site-specific SIPs, the Plan Area would continue to remain mostly paved. For construction of site-specific SIPs that would require pavement removal and excavation, compacted backfill would be placed during construction as required in the California Building Standards Code (CBSC). Additionally, in accordance to requirements in the CBSC, standard engineering and geotechnical practices for the identification and remediation of expansive soils would be implemented during construction.[159] Therefore, project-related impacts with respect to soil stability and expansive soil would be less than significant.

f. Unique Geologic or Physical Features. The Proposed Project is not located in an area of significant topographical features and project construction would take place mostly on paved public right-of-way. Also, the implementation of the Proposed Project would not change slope and elevation of the public right-of-way. Therefore, there would be no impacts with respect to unique geologic or physical features.

CUMULATIVE

The geographic scope of potential cumulative impacts for geology and soils resources encompasses the Mission District Neighborhood and the immediate vicinity. The Project would not result in any significant impacts related to geology and soils. The Project has no impacts associated with fault rupture, landslides, loss of topsoil or changes in topography, and impacts related to septic systems are not applicable. The MDSP and all cumulative projects in the Plan Area would incorporate appropriate, standard engineering practices to ensure seismic stability, and would thus not be expected to result in cumulative impacts.

Geology impacts are generally site-specific and do not have cumulative effects in combination with other projects. Cumulative development in the Plan Area would be subject to the same design review and safety measures as the Proposed Project. These measures would render the geologic effects of cumulative projects to less than significant levels. Thus, the Proposed Project would not contribute to any cumulatively considerable effects on geology and soils.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
E-15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐

159 The California Building Standards Code contains provisions specific to building conditions and structural requirements governing seismically resistant construction in California.

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

The Proposed Project does not involve the construction of housing or other habitable structures, and the Plan Area is not located within a 100-year flood hazard area. As such, topics 14g, h, i and j are not discussed in detail below.

a. Violate Water Quality Standards. As stated in Section E.1 land use, **pp. 60-63**, Land Use and elsewhere in this Initial Study, no substantial above-ground structures would be constructed with the implementation of the Proposed Project, and the Proposed Project would be located within the existing public right-of-way consisting mostly of paved surfaces. Although, construction of portions of the Proposed Project would involve minor excavation and grading, these would only entail minor soil disturbance during the construction phase of the project implementation. Given the project's short construction period (6 to 12 months) and expected minimal soil disturbance,

the amount of sediment and pollutants exposed to stormwater runoff would be minimal, and would not result in significant impacts to water quality. Furthermore, any stormwater runoff from the Proposed Project's construction would be directed to the City's combined storm-sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge.

As discussed in Topic 10, Utilities and Service Systems, **p.** 143 implementation of the following MDSPs proposed streetscape improvements would add stormwater features, such as stormwater planters, to the Plan Area:

- A-6.1 Alleys and Small Streets Streescape Improvements (pp. **7-8**); and
- A-6.2.18. A-6.2.21 Site-Specific SIPs: Alabama Street, Florida Street, York Street, (northern section of) Hampshire Street Improvements (p**p. 16-17**);
- A-6.2.7 Capp Street: 15th Street to 26th Street (**p. 14**)

The use of permeable pavements and stormwater treatment planters[160] could reduce stormwater treatment needs and improve water quality standards in the Plan Area. Additionally, potential impacts of runoff would be partially or wholly offset by curb cuts, medians, chicanes, and traffic calming circles being vegetated. Therefore, water quality standards or waste discharge requirements would not be violated. Thus, the project would have a less than significant impact on water quality resources.

b. Groundwater. The Proposed Project is located above the Islais Valley and Downtown groundwater basin.[161] Excavations are expected to range from two-to-ten feet below ground surface. If groundwater is encountered on-site then dewatering activities may be necessary. Any groundwater encountered during construction of the Proposed Project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance No. 199.77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. These measures would ensure protection of water quality during construction of the Proposed Project. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge. Thus, the project would have a less-than-significant impact on groundwater.

c – e. Drainage. As discussed in Section E-1. Land Use, **pp. 60-63**, of this document, the Proposed Project would not change the intensity of land use. The Proposed Project improvements would be implemented on existing paved areas with the exception of areas where existing street trees might be removed. Tree removal would be offset by both 1:1 replacement and new landscaped

160 Stormwater treatment planters are landscaped detention or bio-retention features in a street designed to provide initial treatment of stormwater runoff.

161 http://www.waterboards.ca.gov/board_info/agendas/2006/april/maps/fig2_10csf100705.pdf. Website assessed on January 6, 2010.

improvements that would be implemented as part of the Proposed Project. Thus, the Proposed Project would not adversely affect drainage patterns.

Plan-proposed Policy 2.2, which is related to supporting efforts to making the Mission District a model for sustainable stormwater management through a public and community efforts,[162] is relevant to the topic of drainage patterns. Implementation of this policy in itself would not have physical impacts on the environment. However, the implementation of site-specific SIPs to carry this policy could result in indirect impacts to the environment. Any indirect environmental impacts associated with Policy 2.2 would be similar to the potential environmental impacts identified and analyzed in this Initial Study for Plan-proposed site-specific SIPs. Therefore, implementation of Policy 2.2 would not have an adverse impact on drainage patterns.

Implementation of three site-specific SIPs would slightly modify the drainage patterns in the Plan Area. Two of these site-specific SIPs are analyzed at the project-level:

- A-6.2.23 – 24th Street: various improvements extending from Valencia Street to Potrero Avenue (**p. 17**); and
- A-6.2.26 – Cunningham Alley: construction of raised crosswalks at Valencia Street (**p.19**).

Site specific SIP A-6.2.11 – Bryant Street Road Diet from 23rd Street to Cesar Chavez Street, described on **p. 15** of this Initial Study, if implemented could slightly modify the drainage patterns in the Plan Area.

Although the implementation of the site-specific SIPs listed above would slightly modify the drainage patterns in the Plan Area, which could increase stormwater runoff on certain locations, this would be offset by the installation of permeable paving materials, rain gardens[163], landscaped medians and traffic calming elements[164] as proposed in the MDSP. A reduction in impervious area associated with the proposed landscaping would result in a reduced rate of flow and net volume of stormwater runoff from the Plan Area. Thus, impacts on drainage patterns resulting from the implementation of these Plan-proposed SIPs would be less than significant.

f. Degrade Water Quality. During operations, the Proposed Project would comply with all local wastewater discharge requirements. Project-related wastewater and stormwater would continue to flow to the City's combined sewer system, as discussed above under Topic 10, Utilities and Service Systems on **pp. 16-171**, and would be treated to standards contained in the City's NPDES Permit for the Southeast Wastewater Treatment Plant prior to discharge. Thus, the Proposed Project would not substantially degrade water quality and no impact would occur.

g – i. Flood and Hazard. The Proposed Project does not involve the construction of housing or any other habitable structures, and the Plan Area is not within the flood hazard area as mapped

162 Community members' could help reduce peak stormwater flows by landscaping sidewalks.

163 Rain gardens are landscaped detention or bio-retention features in a street designed to provide initial treatment of stormwater runoff.

164 Physical improvements to the roadway designed to encourage vehicles to proceed slowly through neighborhoods.

on federal Flood Hazard Boundary of Flood Insurance Rate Maps. The Plan Area is not subject to flooding by failure of a levee or dam. Thus, the project would have no impacts regarding flood hazards.

j. Seiche, Tsunami, Mudflow. The Plan Area is not on the San Francisco 20-foot Tsunami Runup Map[165], so no significant tsunami hazard exists at the Plan Area. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche may occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the Plan Area. There is no mudslide hazard at the Plan Area because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impact from seiche, tsunami, or mudflow hazard.

CUMULATIVE

The geographic scope of potential cumulative impacts for hydrology and water quality encompasses the Plan Area and water bodies that could be affected by construction work along or within its vicinity. The Proposed Project has no adverse impacts related to reduction of groundwater recharge, alteration of drainage, flood hazard, or inundation by seiche, tsunami or mudflow and thus would not contribute considerably to cumulative impacts in these areas. Similarly, the Proposed Project would not substantially reduce impervious surfaces and therefore would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the Proposed Project would not have considerable cumulative impacts on hydrology or water quality.

All projects that involve construction and excavation have the potential for construction-period discharges of pollutants from the construction sites, which could affect both surface and groundwater. The Proposed Project would result in temporary site-specific effects on water quality runoff during project-related construction and would not contribute considerably to cumulative impacts in these areas. Significant cumulative water quality impacts are thus not expected during construction; therefore, cumulative impacts would not be considerable.

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165 http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanFrancisco/Documents/Tsunami_Inundation_SF_Overview_SanFrancisco.pdf. Website assessed on January 6, 2010.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
E-16. 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?	☐	☐	☒	☐	☐

This section addresses the potential and known hazards of the Plan Area including contaminants in the soil, emergency response plans, and fire hazards.

a-c. Hazardous Materials. The Proposed Project could involve handling or disposal of hazardous materials that might be encountered during construction, but the Proposed Project in itself would not be expected to generate hazardous emissions or hazardous materials once constructed.

There are portions of the Plan Area (certain public right-of-ways in the Mission District) that may contain hazardous materials. A small area along Cesar Chavez, between Potrero Avenue and Bryant Street is known to contain fill materials from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Furthermore, the areas bounded by Division Street to the north, 19th Street to the South, Harrison Street to the east and Folsom Street to the west with an extended five-block area along portions of 18th Street

between Folsom and Bartlett Streets may also contain fill materials from the 1906 Earthquake and Fire. The City has adopted the Maher Ordinance,[166] which requires analyzing soil for hazardous wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The Maher Ordinance specifically includes sites, some of which are located within the Plan Area, which are bayward of the high tide line as shown on maps available from the Department of Public Health (DPH) and referred to as Maher Sites.[167]

The following four Site-specific SIPs are within border areas designated as Maher Sites on the map provided by DPH:

- A-6.2.23- 24th Street BART Plaza (**p. 17**);
- A.6.2.27 - Potrero Avenue and 25th Street (**p. 18**);
- A-6.2.3 - Treat Avenue at Harrison and 16th Streets (**p. 12**); and
- A-6.2.4 - Valencia Street at the intersection of Cesar Chavez Street and Mission Street (**p.18**).

However, of the four projects, only site-specific SIP A.6.2.27 - Potrero Avenue and 25th Street would require excavation. Implementation of site-specific SIP A.6.2.27 would install a signalized mid-block crosswalk across Potrero Avenue approximately mid-way between Cesar Chavez and 25th Streets (see **p. 18** for detailed project description) which would require excavation to a depth of three feet to provide conduits, structures and mechanical equipment associated with the signal system.

Implementation of site-specific SIPs A-6.2.3 - Treat Avenue at Harrison and 16th Streets; and A-6.2.4 - Valencia Street at the intersection of Cesar Chavez Street and Mission Street could require minimal groundbreaking; however, the amount of soil excavation for the implementation of these projects in unknown at this time. Hence, there remains some potential for soil excavation to occur in Maher-designated areas, and soil with hazardous concentrations of metals or petroleum hydrocarbons could be encountered. Therefore, project-related construction activities have the potential to create potentially significant hazardous materials impacts related to excavation and transport exposure of contaminated soil during the construction phase of Plan-proposed SIPs. The Project Sponsor of affected site-specific SIPs would be required to adhere to existing local, state, and federal requirements regarding handling and disposal of soil and groundwater containing chemical contaminants.

Pursuant to *San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material*, "Each owner and its agent shall be subject to hazardous material guidelines for data collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. The Project Sponsor, in consultation with DPH, shall develop, prescribe, and update a Project specific hazardous material guidelines to reflect *Article 2.4*, Section 2.4.53 of the *Code* requirements. The guidelines shall require the owner and its agent to comply with all federal, state and local laws

166 San Francisco Board of Supervisors, 1986. Ordinance 253-86, signed by the Mayor on June 27, 1986.

167 San Francisco Department of Public Health, Environmental Health Hazardous Waste Program, Maher Sites Map. Available online at http://www.sfdph.org/dph/comupg/oprograms/EHS/HazWaste/MaherSiteMap.asp. Accessed 01/06/10.

regarding hazardous materials. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

Where hazardous wastes are found to be in excess of state or federal standards, the Project Sponsor would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, the Project Sponsor conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction. Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. The Project Sponsor of affected site-specific SIPs would be required to follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts related to this topic would be less than significant.

Additionally, if contaminated soils are encountered during construction, **Mitigation Measure M-HAZ-1, pp. 218,** would reduce potentially significant impacts associated with hazardous materials to less-than-significant levels. Compliance with **Mitigation Measure M-HAZ-1,** would require the following: (1) testing of areas on the site in which soil would be disturbed; (2) a site mitigation plan, if warranted by DPH; (3) following proper handling and disposal guidelines for contaminated soil; and (4) preparation of a certification of closure report. Implementation of **Mitigation Measure M-HAZ-1**, would further reduce potentially significant impacts associated with hazardous materials to less than significant levels.

Although sections of the Mission District's streets undergoing Plan-proposed site-specific SIPs could potentially be within a quarter-mile of schools, the Project Sponsor in compliance with existing regulations in *Public Works Code Article 2.4* would ensure that project-related hazardous materials impacts to schools would remain less than significant.

Mitigation Measure M-HZ-1: Testing for and Handling of Contaminated Soil
Step 1: Soil Testing. Prior to project implementation, a consultant shall be hired to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

A report on the soil testing for lead and a fee of $501 in the form of a check payable to the San Francisco Department of Public Health (DPH) shall be submitted to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of $501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of $167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Plan Area are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan. Prior to beginning demolition and construction work, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP shall include a discussion of the level of lead contamination of soils on the Plan Area and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the Plan Area.

Step 3: Handling, Hauling, and Disposal Contaminated Soils.

(a) specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, slate, and federal regulations, including OSHA work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the Plan Area, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the Plan Area by waste hauling trucks appropriately certified with the State of California and adequately covered to

prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report. After excavation and foundation construction activities are completed, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The Project Sponsor shall submit a copy of any closure or certification report to the Department of Toxic Substances Control (DTSC) for review. DTSC review would ensure the Project's compliance with existing state and federal regulations handling hazardous materials under DTSC's jurisdictions. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the Plan Area, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

d. Listed Site. There are 26 sites located in the Plan Area which are currently listed on the Geotracker database[168] either as a clean up site under the Department of Toxic Substances Control Hazardous Waste List or as a Leaking Underground Storage Tank site under the State Water Quality Control Board jurisdiction (see, *Figure E-15 California Department of Toxic Substances Control Hazardous Waste Cleanup Sites and Regional Water Quality Control Board Leaking Underground Leaking Tanks Sites).* The following SIPs are located in the vicinity of the listed sites:

- A-6.2.1 – 24th Street BART Plaza;
- A-6.2.3 - Treat Avenue at Harrison and 16th Streets;
- A-6.2.4 - Valencia Street (Cesar Chavez Street to Mission Street);
- A-6.2.8 – 26th Street (Valencia Street to Potrero Avenue);
- A-6.2.9 – 20th Street (Mission Street to Potrero Avenue);
- A.6.2.11- Bryant Street (23rd Street to Cesar Chavez Street);
- A.6.14 – Guerrero Street (24th Street to San Jose Avenue);
- A.6.16 – South Van Ness Avenue (14th Street to 26th Street);
- A.6.17 – Potrero Avenue (16th Street to 25th Street);
- A.6.18 – Alabama Street (Treat Street to 19th Street); and
- A-6.2.23- 24th Street (Valencia Street to Potrero Avenue);

As described above, compliance with existing local, state and federal regulations would ensure that the Proposed Project's impacts would remain less than significant.

168 GeoTracker is a database and geographic information system (GIS) that provides online access to environmental data. It tracks regulatory data about leaking underground fuel tanks (LUFT) that are regulated by the SWQCB and it links to DTSC's clean up sites, http://www.geotracker.waterboards.ca.gov, accessed 03/30/10.

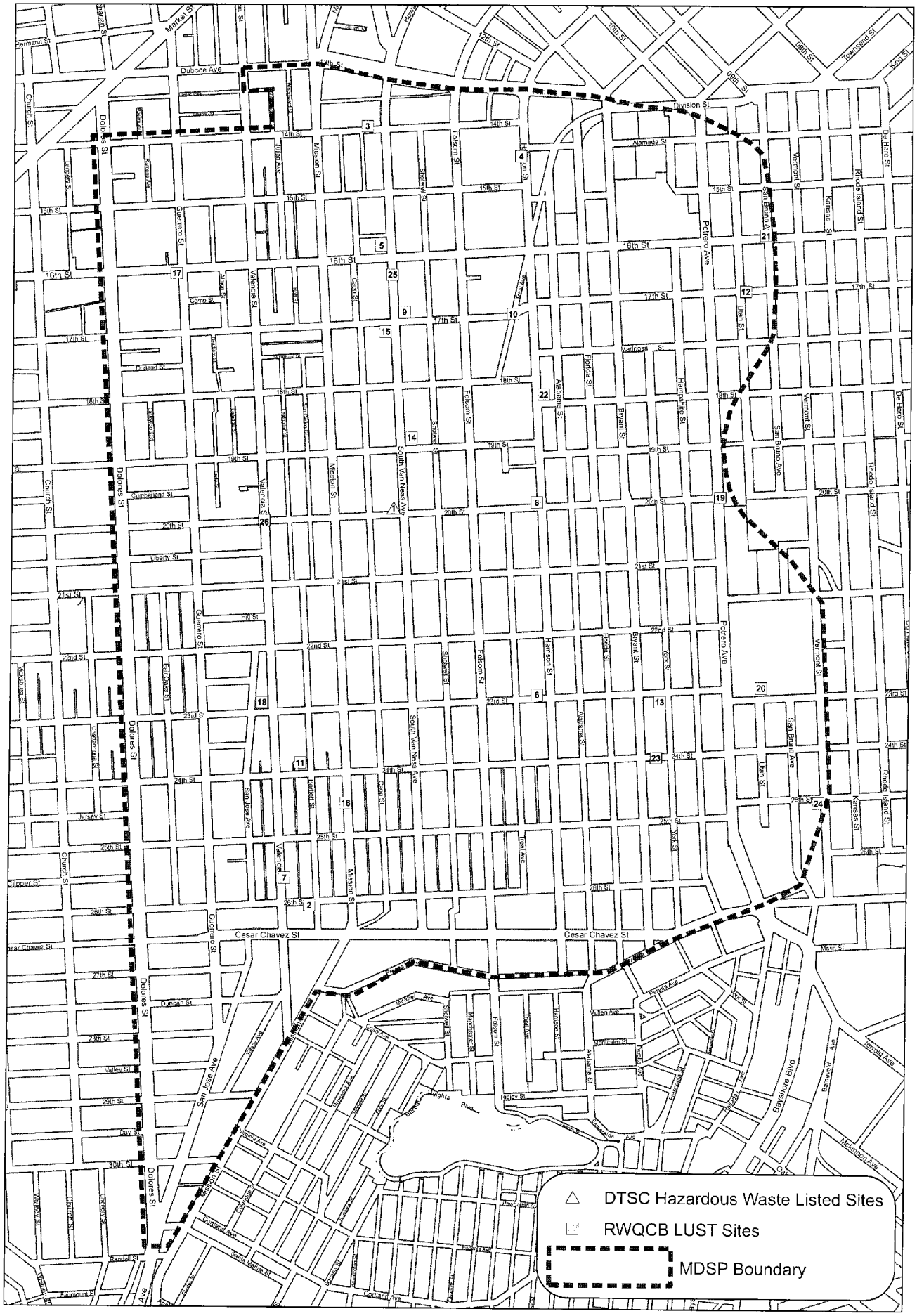

Figure E-16 California Department of Toxic Substances Control Hazardous Waste Cleanup Sites and Regional Water Quality Control Board Leaking Underground Tanks Sites

e, and f. Airport Hazards. The Proposed Project is not located within two miles of a public-use airport, or in an area covered by an airport land use plan, or within the vicinity of a private airstrip. Therefore, Checklist Items 15 (e) and 15(f) are not applicable to the Proposed Project.

g. Emergency Response. The Proposed Project calls for streetscape improvements within the City's public right-of-way. Compliance with the *Public Works Code* and the *Fire Code* would ensure that neither project-related construction activities nor the reconfiguration of City streets would affect existing emergency response or evacuation plans. Therefore, there would be less-than-significant impacts with respect to emergency response or evacuation plans.

h. Fire Hazards. The Proposed Project would not result in demolition or construction of substantial above or below-ground structures; nor would the Proposed Project alter the current exposure of people or structures to potential hazards involving fires. Accordingly, there would be less-than-significant impacts with respect to fire hazards.

As indicated in under Topic E19, Mandatory Findings of Significance, **p.198 – 212**, with the implementation of mitigation measure **Mitigation Measure M-HAZ-1** the Proposed Project, in combination with past, present and reasonably foreseeable future projects would not result in considerable contribution to cumulative hazardous and hazardous materials impacts.

CUMULATIVE

The geographic scope of potential cumulative impacts associated with hazards and hazardous materials encompasses the Mission District and adjacent areas. Impacts associated with public or private airports are not applicable to the Proposed Project. No further discussion on this issue is required.

All construction projects entail the use of fuels, motor oil and lubricants, which may be considered hazardous materials. The improper use of these materials could pose a risk to the public and the environment, thus resulting in a potentially significant, cumulative impact. The Proposed Project also has the potential to encounter contaminated soil during construction. Without mitigation, the Proposed Project's contribution to cumulative impacts could be cumulatively considerable, but implementation of **Mitigation Measure M-HZ-1: Testing for and Handling of Contaminated Soil, pp. 218**, which requires the implementation of a site mitigation plan, would ensure that the Proposed Project's contribution to exposure of workers and the public to hazardous materials during construction would not be cumulatively considerable.

As described above, potential impacts with respect to hazards and hazardous materials would be limited to the construction phase of the Proposed Project, and therefore would be less than significant. Also, procedures in effect through the DPW, the Fire Department and the DPH would ensure that any potential impacts would be kept at less than significant levels. Therefore, the Proposed Project would not contribute to cumulative considerable significant effects related to hazards and hazardous materials.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
E-17. 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?	☐	☐	☒	☐	☐

a and b. Mineral Resources. 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 and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the Proposed Plan Area is not a designated area of significant mineral deposits. Since the Plan Area is already developed, future evaluation or designation would not affect or be affected by the Proposed Project. Since there is no operational mineral resource recovery site in the Plan Area whose operations or accessibility would be affected by the construction or operation of the Proposed Project, these impacts are not applicable.

c. Energy. No new building would be constructed as part of the Proposed Project. Construction of the Proposed Project would require the use of fuels (gas, diesel, and motor oil) for a variety of construction activities; however, the Proposed Project would not encourage any activities that would result in the use of large amounts of fuel, water, or energy. The Proposed Project is designed to encourage pedestrian activities and the use of public transportation, which would decrease the use of these resources. Additionally, because of the high cost of fuel, wasteful use of fuels during construction would not be economically sustainable for contractors.

The following four site-specific SIPs would include the installation of streetlights on public right-of-way:

- A-6.2.2 – Dolores Street and San Jose Avenue – this proposed Site-specific SIP would add plaza improvements on excess right-of-way and would widen existing median to create a mini-park (**p. 11**);
- A-6.2.3 – Treat Avenue at Harrison and 16th Streets – this proposed Site-specific SIP would add plaza improvements on excess right-of-way (**p. 12**);
- A-6.2.5 – San Jose Avenue at Guerrero Street – this proposed Site-specific SIP would add plaza improvements on excess right-of-way (**p. 13**); and

- o A-6.2.22 – Capp Street at Mission Street intersection – this proposed Site- specific SIP would add plaza improvements on excess right-of-way (**p. 17**).

Streetlight improvements would be similar to what is current being used in the Mission District's public right-of-way and would not require an excessive use of electricity.

As noted in Section 8, green gas emissions, **pp. 160-173**, measures to promote energy efficiency would be incorporated in project construction activities to reduce GHG emissions, and these measures would also prevent wasteful use of fuel and electricity. Therefore, the project would not generate a demand for energy and major expansion of power facilities. Thus, project impacts to energy resources are less than significant.

CUMULATIVE

The geographic scope of potential cumulative impacts related to mineral resources encompasses the Plan Area and the immediate vicinity. The Proposed Project has no adverse impacts related to loss of mineral resources or the use of large amounts of fuel, water, or energy.

No known minerals exist at the Plan Area and the Proposed Project would have a less than significant impact related to energy. Implementation of the CPMC LRDP at St. Luke's campus and 2001 Market Street projects could result in increase consumption of energy in the Plan Area, but not beyond levels anticipated and planned for by resource providers. Given the high cost of fuel, it is safe to assume that wasteful use of fuel during construction of the Proposed Project and the construction of reasonably foreseeable projects in the Plan Area would not be economically sustainable for contractors. Therefore, the Proposed Project would not contribute to cumulatively considerable mineral and energy resource impacts.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **—Would the project**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

a - e. Agricultural Use. The Plan Area is located in the City of San Francisco, an urban area, and therefore not agricultural in nature. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the Plan Area as "Urban and Built-up Land". Because the Plan Area does not contain agricultural uses and is not zoned for such uses, the Proposed Project 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. Similarly, because the project site does not include forest uses and is not zoned for such uses, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project also would not conflict with existing zoning for forest land or timberland or result in the rezoning of forest land or timberland. The proposed project also would not involve other changes in the existing environment, which could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts to farmlands of forest lands would occur. Thus, the Proposed Project would have no impact on agricultural resources.

CUMULATIVE

The Plan Area is located in an urban area and impacts related to agricultural use of areas within the Proposed Project's vicinity are not applicable; therefore, the project would not contribute to any cumulative considerable impacts on agriculture and forest resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
E-19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
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?	☐	☒	☐	☐	☐

a. Environmental Quality. As described above, the Proposed Project would have less than significant impacts on the environmental topics discussed. The Proposed Project, however, could have potentially significant impacts to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources, which would be mitigated to less than significant levels through implementation of **Mitigation Measures M-AE-1: Tree Root Protection, pp.212; M-HIST-1: Department of Interior's Standards for Treatment of Historic Preservation Properties – Dolores Street Median, pp.213; M-HIST-2: Department of Interior's Standards for Treatment of Historic Preservation Properties – Liberty Hill, pp.213; M-HIST-3: Department of Interior's Standards for Treatment of Historic Preservation Properties – Historical Landmark No. 784, El Camino Real, pp.214; M-CP-1: Archeological Resources, pp.214; M-CP-2: Accidental Discovery, pp.216; M-TR- 1: Retain Existing Intersection Geometry; M-TR- 2 :Signalize Intersection, pp. 218; M-TR-3- Replace Loading Spaces, pp. 218; M-BIO-1: Nesting Birds, pp.218;** and **M-HZ-1: Hazards and Hazardous Materials Site Mitigation Plan, pp.218,** prescribed above in the individual topic areas and described in detail in Section F on **pp. 212 and 220** of this Initial Study. Implementation of these mitigation measures would reduce the potential environmental impacts of the Proposed Project to less-than-significant levels to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources. As such, the Proposed Project would not have the potential to degrade the quality of the environment or have project-level impacts that would cause substantial adverse effects on human beings.

b. Cumulative Effects. The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects

is the change in the environment which results from the incremental impact of the project when added to other related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (Guidelines, Section 15355(a)(b)).

Cumulative Context

For the purposes of this Initial Study, the geographic context for the Proposed Project's cumulative impact assessment is the Mission District Neighborhood. Land uses in the neighborhood are guided by the *Mission District Area Plan*, an element of the *General Plan* that was adopted by the Board of Supervisors on December 9, 2008 as part of the Eastern Neighborhoods Rezoning and Area Plans Project (described below).

Recently approved and reasonably foreseeable projects and planning efforts in the vicinity of the Proposed Project include 2001 Market Street, Case No.2008.0550E; implementation of the Eastern Neighborhoods Rezoning and Area Plans Project, Case No.2004.0160E; the California Pacific Medical Center Long Range Development Plan (CPMC LRDP) at St. Luke's campus, Case No.2005.0555E; the San Francisco Bicycle Plan (with four projects within the Plan Area), Case No.2007.0347E; the Cesar Street Sewer System Improvement Project, Case No.2009.0276E; and the Better Streets Plan, Case No.2007.1238E, described in detail below.

2001 Market Street (Case No. 2008.0550E)

The 2001 Market Street project is located within the Plan Area at the west corner of Dolores Avenue and Market Street. This project is currently under environmental review. As described in a Notification of Project Receiving Environmental Review[169] the project replaces the S&C Ford Showroom and adjacent parcel residential buildings with a retail grocery store, six to two floors of residential condominiums, and two subsurface parking levels (totaling 75-dwelling units and 121 parking and two loading spaces).

Eastern Neighborhoods Rezoning and Area Plans (Case No. 2004.0160E)

The Mission District, along with East SoMa, Showplace Square/Potrero Hill and the Central Waterfront are four neighborhoods within an approximately 2,200-acre project site on the eastern side of San Francisco that were the subject of a recent rezoning effort known as "the Eastern Neighborhoods Rezoning and Area Plans Project." The rezoning project introduced new use (zoning) districts that replaced industrial, commercial and single-use residential districts, amended the *General Plan* by incorporating specific area plans, and altered height limits to accommodate anticipated population and job growth through the year 2025. The MDSP falls within the Mission District Area Plan.

The Eastern Neighborhoods Rezoning and Area Plans EIR was certified on August 07, 2008. The Eastern Neighborhoods Rezoning and Area Plans EIR[170] identifies significant unavoidable impacts in the areas of land use (related to future supply of industrial land and building space);

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[169] 2001 Market Street Project, Notice of Preparation of May 6, 2009. This information is available for review in Planning Department Case No. 2008.2550E.

[170] The Eastern Neighborhoods Rezoning and Area Plans EIR is available for review in Planning Department Case No. 2004.0160E.

traffic (related to unacceptable operating conditions at the following intersections: Seventh/Harrison, 13th/Bryant, 13th/Folsom, South Van Ness/Howard/13th, Seventh/Brannan, Seventh/Townsend, Eighth/Bryant, Eighth/Harrison, Third/Cesar Chavez, Third/Evans, and Cesar Chavez /Evans); transit (related to capacity utilization on seven MUNI lines: 9-San Bruno, 22-Fillmore, 26-Valencia, 27-Bryant, 33-Stanyan, 48-Quintara, 49-Van Ness/Mission); historic architectural resources (related to potential adverse impacts to known or potential individual resources or historic districts); and shadow (related to potential shading effects on protected open spaces).

CPMC Long Range Development Plan, St. Luke's Campus (Case No. 2005.0555E)

The California Pacific Medical Center's (CPMC) 3.6- acre St. Luke's Campus is located within the Plan Area. This CPMC campus occupies portions of two blocks, generally bounded by Cesar Chavez Street to the north, Valencia Street to the east, Guerrero Street and San Jose Avenue to the west, and 27th and Duncan Streets to the south.

The CPMC Long Range Development Plan (LRDP) is currently under environmental review. As described in a Notice of Preparation of an Environmental Impact Report for that project,[171] the CPMC LRDP would result in the construction of a 145,000 ground square foot hospital that would replace the existing St. Luke's Hospital Tower by the year 2014. The replacement hospital would occupy the site of the existing 111-space surface parking lot along San Jose Avenue, between Cesar Chavez and 27th Streets. A portion of the new replacement hospital would also be constructed across a section of San Jose Avenue between the existing St. Luke's "1957 Building" and the existing surface parking lot to the west of San Jose Avenue. After completion of the replacement hospital, the existing hospital tower would be decommissioned and demolished (after 2015) and a medical office building would be built in its place. Construction would begin in mid-2010 and end in late 2017. As indicated in its Notice of Project for the environmental review report, the LRDP project has the potential to affect cultural resources at and adjacent to the St. Luke's site. As a result of implementing the LDRP, short-term construction effects, such as noise, and operational transportation impacts are anticipated.

San Francisco Bicycle Plan (Case No. 2007.0347E)

The San Francisco Bicycle Plan would provide for the implementation of near-term and long-term bicycle route network improvement projects, and minor improvements such as signage and pavement changes. It would also provide the City with a comprehensive framework within which to adopt policy goals, objectives, and actions that support the implementation of these improvements in the future. The San Francisco Bicycle Plan EIR was certified on June 25, 2009. As described in the Bicycle Plan EIR, the following four near-term projects fall within the Plan Area:

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171 CPMC Long Range Development Plan Project, Notice of Preparation of an Environmental Impact Report, May 27, 2009. This information is available for review in Planning Department Case No. 2005.0555E.

Project 2-3 (14th Street Bicycle Lanes): Project 2-3 was partially implemented on March 27, 2006 prior to the Bicycle Plan injunction. Project 2-3 involved adding a Class II[172] bicycle lane on eastbound 14th Street between Market Street and Dolores Street and the conversion of 14th Street from two-way operation to one-way eastbound operation at this block. Although Project 2-3 has already been implemented, a second design option, which would restore the block to two-way operation, was evaluated. No environmental impacts were identified for this project.

Project 2-4 (17th Street Bicycle Lanes): Project 2-4 would involve the installation of Class II and Class III bicycle facilities primarily on 17th Street between Corbett Avenue and Kansas Street, with several possible branches onto adjacent streets. The Bicycle Plan EIR analyzed two project "options" (CEQA alternatives) for Project 2-4:
Option 1 would add sharrows to the existing Class III bicycle route in both directions of 17th Street between Castro and Hartford Streets and add Class II bicycle lanes in both direction on 17th Stret between Harford and Church Streets by narrowing travel lanes.

Option 2 would move the existing westbound of Route # 40 on 17th Street from Sanchez to Market Streets onto a new proposed route in the northbound on Sanchez Street from 17th to 16th Streets. Sharrows would be added to this street segment. A westbound Class II bicycle lane would be added on 17th Street between Church and Sanchez Streets, and sharrows would be added in the eastbound direction on the existing 17th Street Class III bicycle route between Sanchez Street and Church Street.

The Bicycle Plan EIR identifies significant unavoidable impacts related to traffic and transit for Project 2-4, Option 2. These significant and unavoidable impacts are related to unacceptable operating conditions at the intersection of Potrero Avenue/16th Street and operation delays for Muni bus line 9.

Project 5-11 (Potrero Avenue and Bayshore Boulevard Bicycle Lanes): Project 5-11 would involve the installation of Class II bicycle lanes in both directions on Potrero Avenue and Bayshore Boulevard between 25th Street and Cesar Chavez Street. The Bicycle Plan EIR analyzed one project option for Project 5-11. No environmental impacts were identified for this project.

Project 5-6 (Cesar Chavez Street/26th Street Bicycle Lanes): Project 5-6 would involve the installation of Class II and Class III bicycle facilities, improvements to the public right-of-way and new street trees in both directions between Hampshire (near US 101) and Sanchez Streets. The project would be divided into three segments, and for each segment the Bicycle Plan EIR analyzed two project options:

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172 Bikeways are typically classified as Class I, II or III facilities. "Class I bikeways are bicycle paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles, while Class III bikeways are signed bicycle routes that allow bicycles to share streets or sidewalks with vehicles or pedestrians." San Francisco Bicycle Plan FEIR, Volume 1, p. V.A.1-14. This document is available for review at the Planning Department in Case File No. 2007.0347E.

Option 1 would remove one travel lane in each direction, remove approximately 45 parking spaces, maintain or widen the existing median, and install Class II bicycle lanes in both directions.

Option 2 would remove one travel lane in each direction, remove the existing median, and install Class II bicycle lanes in both directions.

The Bicycle Plan found significant environmental impacts for Project 5-6 options in the area of traffic and transit. As stated in the Bicycle Plan EIR, Project 5-6 would result in significant unavoidable adverse impacts related to vehicular levels of service at the following intersections along that Proposed Project alignment: Bryant Street/Cesar Chavez Street, Mission Street/Cesar Chavez Street, and South Van Ness Avenue/Cesar Chavez Street. Project 5-6 would also result in slow transit movement to Muni bus lines 12 and 27, which was determined to be a significant and unavoidable impact.

The Board of Supervisors affirmed the Planning Commission's certification of the Bicycle Plan Final EIR on August 4, 2009. Forty-five of the 60 proposed near-term improvements were approved by the MTA Board on June 26, 2009. Project 5-6 was not included in the approval motion for the initial 45 projects, because it is the focus of ongoing refinement and public outreach and would be the subject of additional environmental review.

San Francisco Better Streets Plan (Case No. 2007.1238E)

The Better Streets Plan presents a vision for improving San Francisco's pedestrian environment. The Planning Department, SFMTA, DPW, and SFPUC are joint Project Sponsors of the Better Streets Plan, on behalf of the City and County of San Francisco.

The Better Streets Plan is currently under environmental review. As described in a Notice of Project Receiving Environmental Review,[173] Major project concepts related to streetscape and pedestrian improvements in the draft plan include: (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or mid-block curb extensions, pedestrian countdown and priority signals, and other traffic calming features; (2) universal pedestrian-oriented streetscape design with incorporation of street trees, sidewalk planting, streetscape furnishing, street lighting, efficient utility location for unobstructed sidewalks, shared single-surface for small streets/alleys, and sidewalk/median pocket parks; (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands (bus stops located in medians within the street); (4) opportunities for new outdoor seating areas; and (5) improved ecological performance of streets and streetscape greening with incorporation of stormwater management techniques and urban forest maintenance.

The Better Streets Plan would involve the adoption of a set of citywide streetscape and pedestrian policies and guidelines, which include a variety of design treatments classified by street typology, to provide for an implementation framework for those policies and guidelines. The draft Better Streets Plan lays forth and acknowledges the following considerations for Residential

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[173] Better Streets Plan Project, Notice of Project Receiving Environmental Review, October 21, 2008. This information is available for review in Planning Department Case No. 2007.1238E.

Throughways: existing high traffic volumes and speed of through traffic; increased public open space needs; need for improved pedestrian buffering from through traffic; and frequent driveway curb cuts. The draft Plan is currently under environmental review and is expected to be published by Summer of 2010.

Cesar Chavez Street Sewer System Improvement Project (Case No. 2009.0276E)

Cesar Chavez Street lies on the south corner of the Plan Area. This major arterial route runs between Dolores Street and Hampshire Street with primarily residential uses on the north and south sides of the street. The surrounding land uses include residential, commercial, schools, church, hospital and recreational uses. The Cesar Chavez Street Sewer System Improvement Project alignment is within the Plan Area. This project alignment spans Cesar Chavez Street from Hampshire Street to San Jose Avenue, Harrison Street from Cesar Chavez Street to 26th Street, Valencia Street between Cesar Chavez and Mission Streets, Mission Street at the intersection of Cesar Chavez Street and Fair Avenue, Tiffany Avenue at the intersection of Valencia Street and Duncan Street, Fair Avenue from Mission Street to Coleridge Street, Coleridge Street from Fair Avenue to Coso Avenue, and Coso Avenue from Coleridge Street halfway to Mirabel Avenue.

The Cesar Chavez Street Sewer System Improvement Project has completed environmental review. [174] The Cesar Chavez Street Sewer System Improvement Project includes improvements to existing sewer pipelines in the Mission District and lower Bernal Heights area in the City to improve reliability of the combined sewer system and to minimize potential flooding in the Plan Area. The project would include installation of a new 72-inch to 84-inch diameter auxiliary sewer beneath Cesar Chavez Street, relining of the existing sewer under Cesar Chavez Street, and replacement of the existing sewers along other project streets with larger diameter pipelines to meet a 5-year storm design standard.

Cumulative Impacts

This Initial Study for the MDSP determined that the topics of Mineral and Energy Resources and Agriculture Resources are not applicable to the MDSP; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less than significant impacts on Land Use and Land Use Planning, Population and Housing, Noise, Air Quality, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Geology and Soils, and Hydrology and Water Quality; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less-than-significant impacts on the environment with the implementation of mitigation measures for the topics of Aesthetics, Cultural and Paleontological Resources, Transportation and Circulation, Biological Resources, and Hazards and Hazardous Materials (see **pp.217-224**). It is also determined that the MDSP would not contribute to cumulative impacts related to these topics.

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174 Cesar Chavez Street Sewer System Improvement Project, Mitigated Negative Declaration, December 2, 2009. This information is available for review in Planning Department Case No. 2009.0276E.

Cumulative impacts are analyzed in each individual Check List topic in the body of this Initial Study and summarized below:

Cumulative Land Use Changes. The Proposed Project is consistent with the zoning regulations and the *General Plan* and would not have any significant cumulative land use impacts in combination with any known past, present, or future projects in the Plan Area, such as the BSP, the San Francisco Bicycle Plan, California Pacific Medical Center Long Range Development Plan (CPMC LRDP) at St. Luke's campus, Cesar Chavez Street Sewer System Improvement Project, and 2001 Market Street Project.

Implementation of the MDSP would only result in physical changes to the public rights-of-way. Neither the surrounding land uses nor the character of the Plan Area would be affected by implementation of the MDSP in combination with any known past, present, or future projects in the Plan Area. Thus, the Proposed Project would not have any cumulatively considerable land use impacts in combination with other projects involving surrounding land uses (for details see **p.62**). For the reasons discussed above and in Section E-1 Land Use and Land Use Planning, **pp.60-63**, the Proposed Project's related impacts to land use would not be cumulatively considerable.

Cumulative Effects to Aesthetics. The Proposed Project would not contribute to any substantial degradation of the existing visual character along the Plan Area, because the Mission District Neighborhood is an already developed urban area. The Proposed Project would not involve the construction of substantial above-ground structures within the public right-of-way. It would involve changes to sidewalks, crosswalks and roadways. These proposed changes would not contribute to a cumulative impact with any known past, present, or future projects in the Mission District, such as the Bicycle Plan, the BSP, CPMC LRDP at St. Luke's campus, and 2001 Market Street Project, related to visual resources in the Plan Area (for details see **p.74**).

Any removal of Landmark Trees or street trees required by the Proposed Project would be subject to compliance with the *Public Works Code* and DPW regulation. Any new signage required by the Proposed Project would comply with the *Planning Code* and thus would not contribute to any cumulative visual impacts beyond those already anticipated by the *Planning Code*. For these reasons and those discussed in Section E-2 Aesthetics, **pp.63**, the Proposed Project's impacts, individually or in combination with other projects, related to aesthetics would not be cumulatively considerable.

Cumulative Population and Housing Impacts. The Proposed Project would not involve construction of substantial above-ground structures within the public right-of-way. The MDSP proposed physical changes would be limited to changes in sidewalks, crosswalks and roadways. The Proposed Project would not contribute to cumulative impacts related to population and housing with any known past, present, or future projects in the City, such as the CPMC LRDP at St. Luke's campus, Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP. The Proposed Project could induce new development in the Plan Area that would occur incrementally over a long period of time. However, this growth would be negligible and not above levels expected in dense urban areas like San Francisco. Since

the MDSP does not propose construction of new buildings in the Plan Area and for the reasons discussed in Section E-3 Population and Housing, **pp.75**, the Proposed Project's impacts, individually or in combination with other projects, related to Population and Housing would not be cumulatively considerable.

Cumulative Cultural and Paleontological Impacts The streetscapes of the MDSP Plan Area, including those in and around existing historic resources, have undergone various improvements and modernization at different times during the area's development, without apparent widespread impairment to the overall historic character of the area. Federal and state laws protect historic resources in most cases through project redesign. Implementation of historic resources **Mitigation Measures M-HIST-1, M-HIST-2, and M-HIST-3,** will ensure the any potential Project effect to historic resources would not contribute to a cumulative considerable adverse effect to historical resources.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases either through project redesign or requiring that the scientific data present within an archeological resource is archeologically recovered. Even so, it is not always feasible to protect these resources, particularly when preservation in place would frustrate implementation of project objectives. Implementation of Archeological **Mitigation Measure M-Archeo-1** and Archeological **Mitigation Measure M-Archeo-2** will ensure the any potential Project effect to an archeological resource would not contribute to a cumulative considerable adverse effect to archeological resources (for details see **p.100**).

Cumulative Transportation and Circulation Impacts

Proposed Policies

This assessment evaluates the potential for the Plan-policies to result in cumulative impacts when considered in connection with the effects of other past, present, and reasonably foreseeable future projects. This includes recently approved and reasonably foreseeable projects and planning efforts in the Plan Area.

TRANSIT, PEDESTRIAN, PARKING
and BICYCLE

The Policies proposed in the MDSP would have similar potential transit, pedestrian, bicycle, and parking impacts under Cumulative (year 2030) conditions as they would under Existing Condition. As stated in Section E-5, Transportation and Circulation, **pp.104 through 145,** adoption of Plan-proposed Policies would have no potential direct or indirect significant impacts on transit, pedestrian, bicycle, and parking under Existing Conditions. Hence, cumulative considerable impacts to transit, pedestrian, bicycle, and parking would be less than significant. Therefore, no mitigation measures are required.

TRAFFIC AND LOADING

In a cumulative sense, adoption of the Plan-policies would have no direct impact on the physical environment. However, implementation of these Policies could have the foreseeable indirect impact of allowing implementations of physical changes and improvements, including those analyzed in Section E-5, Transportation and Circulation, **pp.104 through 145**, for the proposed

streetscape improvement projects. Therefore, the indirect impact of implementation of the MDSP Policies includes all potential cumulative impacts on traffic and loading that are identified in Section E-5, Transportation and Circulation, **pp.104 through 145**, which include:

- **Traffic:** LOS degradation from C to F at Folsom Street and 25th Street and Folsom Street and 26th Street intersections.
- **Loading:** removal of loading spaces (yellow or white zones) throughout the Plan Area and temporary closure of small streets for public gathering.

Which are less than significant with implementation of **Mitigation Measures MM TR-1: Retain Existing Intersection Geometry:** this mitigation measure would retain the existing street configuration to avoid degradation of LOS; **MM TR-2: Signalize Intersection:** this mitigation measure would provide signalization at the intersections to avoid degradation of LOS; **and MM TR-3: Provision of New Loading Space:** to off-set loading space loss, this mitigation measure would provide new loading space on the same block and on the same side of the street where loading space would be removed. Impact of futures proposed projects, resulting from the implementation of these policies, would have to be evaluated once sufficient design detail is available. Hence, cumulative considerable impacts to traffic and loading would be less than significant. Therefore, no mitigation measures are required.

Proposed Streetscape Improvements

TRAFFIC- Generally, the streetscape improvements proposed in the MDSP would have similar potential traffic impacts under Cumulative (year 2030) conditions as they would under Existing Conditions.

For projects that propose reductions in roadway capacity, the analysis assessed whether they could have a cumulative traffic impact. These projects include:

- BRYANT STREET **A-6.2.11** (page 122)
- FOLSOM STREET **A-6.2.13** (page 125)
- VALENCIA STREET **A-6.2.4** (page 130)
- POTRERO AVENUE AND 26TH STREET INTERSECTION **A-6.2.27** (page 137)
- DOLORES STREET AT SAN JOSE AVENUE **A-6.2.2** (page 139)

The detailed cumulative analysis for the above projects is presented above under the specific project number for ease of comprehension None of the projects was found to cause any intersections to operate with unacceptable delay under cumulative conditions. The one exception is project A-6.2.13, which would cause cumulative traffic impacts at the intersections of Folsom Street at 25th and 26th Streets. These impacts would be mitigated to less-than-significant levels by either **MM TR-1** or **MM TR-2** (see page 125).

The cumulative traffic impact resulting from the MDSP would be less than significant.

TRANSIT - Generally, the streetscape improvements proposed in the MDSP would have similar potential transit impacts under Cumulative (year 2030) conditions as they would under Existing Conditions.

For projects that propose reductions in roadway capacity, the analysis assessed whether they could have a cumulative transit delay impact. These projects include:

- BRYANT STREET **A-6.2.11** (page 122)
- FOLSOM STREET **A-6.2.13** (page 125)
- VALENCIA STREET **A-6.2.4** (page 130)
- POTRERO AVENUE AND 26TH STREET INTERSECTION **A-6.2.27** (page 137)
- DOLORES STREET AT SAN JOSE AVENUE **A-6.2.2** (page 139)

The detailed cumulative analysis for the above projects is presented above under the specific project number for ease of comprehension None of the projects was found to cause significant delay to transit under cumulative conditions. The cumulative transit impact resulting from the MDSP would be less than significant.

PEDESTRIAN - None of the projects was found to have a cumulative pedestrian impact. The MDSP is expected to enhance pedestrian safety and accessibility by lowering vehicles speeds, shortening crossing distances and enhancing pedestrian visibility. The cumulative pedestrian impact resulting from the MDSP would be less than significant.

BICYCLE - None of the projects was found to have a cumulative bicycle impact. The MDSP is expected to enhance bicycle safety and accessibility by lowering vehicle speeds. The cumulative bicycle impact resulting from the MDSP would be less than significant.

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

To address this issue, a mitigation measure was identified, **MM TR-3**, which would require the replacement of loading space on the same side of the street within the same block where loading space would be removed. By replacing any removed loading spaces within a convenient distance, the Cumulative impact of the MDSP on loading would be less than significant.

Mitigation MeasureM-TR-3: Provision of New Loading Space
Whenever a loading space needs to be removed in order to implement a streetscape improvement, the SFMTA would install a new loading space on the same block and on the same side of the street. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.

EMERGENCY VEHICLE - None of the projects was found to have a cumulative emergency vehicle impact. All proposed streetscape elements would be reviewed by the Fire Department prior to implementation to ensure that the potential cumulative effect of the proposed streetscape improvements would not significantly hinder emergency vehicles. The cumulative bicycle impact resulting from the MDSP would be less than significant.

PARKING - Overall, the MDSP would be expected to cause a minor decrease the supply of on-street parking. However, the majority of on-street parking would remain.

Cumulative Noise Impact. The construction periods of other development projects may overlap with construction activities associated with the Proposed Project, including the CPMC LRDP, Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP. Project implementation is expected to occur in phases over an extended period of time, starting in 2010 through 2030. During this implementation period, construction activities are expected to have six- to twelve months duration. It is conservatively assumed that construction with the Proposed Project and other foreseeable development would occur simultaneously. Excavation, grading or construction in the area would occur on a temporary and intermittent basis, similar to the project. Assuming concurrent construction, noise from nearby construction of other approved and foreseeable projects in combination with project-related construction could temporarily increase ambient noise levels in the Mission District Neighborhood.

Construction noise impacts related to the Proposed Project would be reduced to less-than-significant levels, because the Proposed Project would comply with the City of San Francisco Noise Ordinance as is required by law. Furthermore, as with the Proposed Project, construction noise related to potential future cumulative development activities that could overlap with the Proposed Project's construction activities would also be subject to the City of San Francisco Noise Ordinance. This would assure that noise impact from these projects collectively would not result in a cumulatively considerable construction noise impact.

There would be no increase in traffic levels or operational noise associated with the project. For the reasons discussed in Section E-6, Noise, **pp.153,** the Proposed Project's impacts, individually or in combination with other projects, related to noise would not be cumulatively considerable.

Cumulative Air Quality Impacts. The Proposed Project would not construct substantial above-ground structures within the public right-of-way, other than possibly changes in sidewalks, crosswalks and roadways. The Proposed Project would not contribute to cumulative impacts related to air quality with any known past, present, or future projects in the City, such as the CPMC LRDP at St. Luke's campus, Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP.

In developing thresholds of significance for air pollutants, BAAQMD considers the emissions levels for which a project's individual contribution would be cumulatively considerable. If a project exceeds an identified threshold, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The analysis presented in Section E-7, Air Quality, **pp. 157,** determined that the proposed project would not exceed an applicable BAAQMD threshold; therefore the MDSP would not result in a cumulatively considerable air quality impact.

Cumulative Green Gas Emissions Impacts. The Proposed Project would not contribute to cumulative impacts related to GHG emissions with any known past, present, or future projects in the City, such as the CPMC LRDP at St. Luke's campus, Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP.

The Proposed Project would be required to comply with GHG reduction regulations, such as the Clean Construction Ordinance, as previously discussed, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. The MDSP would further the City's GHG reduction goals (as well as statewide GHG reduction goals) by promoting a zero emissions mode of transportation (walking), reducing the amount of stormwater requiring treatment (and energy required to pump, convey, and treat water and wastewater), and increasing the ability of San Francisco's streetscape to sequester CO_2. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan, that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, and that the MDSP would further the City and State's goals for reducing GHG emissions, the proposed project would not conflict with plans, policies or regulations adopted for the purpose of reducing GHG emissions.

Cumulative Impacts on Wind and Shadow. Based on the information provided is Section E-9, Wind and Shadow, **pp. 174**, the implementation of Plan-proposed site-specific SIPs in combination with other projects, such as the CPMC LRDP at St. Luke's campus Cesar Chavez Street Sewer System Improvement Project, 2001 Market Street, San Francisco Bicycle Plan and BSP, would not be expected to contribute considerably to adverse wind or shadow effects under cumulative conditions.

Cumulative Recreation Facility Impacts. Recreation facility use in the Plan Area could possibly increase with the implementation of the Proposed Project as Plan-proposed connections to these recreational facilities, which would make walking, bicycling and public transit use more accessible, are created. The Proposed Project could induce some growth in the Plan Area. This growth would be negligible compared to growth rates for dense urban areas like San Francisco. This growth is expected to occur incrementally over a long period of time and not expected to exceed local agencies future forecast for demand of services including demand for recreation facilities. Thus, the MDSP would not contribute to a cumulative demand to recreation resources in the Mission District. Therefore, the Proposed Project would not contribute to cumulatively considerable impacts on recreational resources (for details see **p.178**).

Cumulative Utilities and Service Systems Impacts. The Proposed Project would have no impact on water supply or on the ability to comply with wastewater treatment requirements and solid waste regulations. This is because the Proposed Project would handle construction spoils in conformance with all applicable local and state requirements. The MDSP could induce some growth; however, landfill capacity exists for the foreseeable future. Thus, the Proposed Project would not contribute to any cumulative impacts for these issues.

Because none of the overlapping projects involve new development on previously undeveloped sites, they would not be expected to generate increased amounts of stormwater. Implementation of the Proposed Project would increase landscaped areas in the Plan Area and could result in a net-increase in permeable surface that could lead to lower stormwater generations. Thus, effects related to utilities and service systems would not be cumulatively considerable (for details see **p.182**).

Cumulative Public Services Impacts. The Proposed Project could induce some growth in the Plan Area. This growth would be negligible compared to growth rates for dense urban areas like San Francisco. This growth is expected to occur incrementally over a long period of time and it is not expected to exceed local agencies future forecast for demand of services including demand for public services. Thus, the MDSP would not contribute to cumulative demand for public services in the Mission District. Each public service provider must plan to accommodate growth within the Plan Area under cumulative conditions. The Proposed Project would not exceed growth projections for the Plan Area, and as such, would be accommodated in the cumulative demand for public services. Thus, project-related impacts to public services would not be cumulatively considerable (for details see **p.182**).

Cumulative Biological Resource Impacts. Although activities associated with all of the reasonably foreseeable projects in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds. M-BIO-1** would require that biological surveys and timing of tree removal be performed in accordance with the CDFG regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable. Additionally, the Proposed Project would not result in a loss of street trees; removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location. Therefore, the Proposed Project would not result in a significant cumulative impact on biological resources (for details see **p.186**).

Cumulative Geology and Soils Impacts. Geology and soils impacts are generally site-specific and do not have cumulative effects in combination with other projects. All future development in the Plan Area would be subject to the same design review and safety measures as the Proposed Project. These measures would render the geologic effects of future projects to less-than-significant levels. Thus, the Proposed Project would not contribute to any cumulatively considerable effects on geology and soils (for details see **p.188**).

Cumulative Hydrology and Water Quality Impacts. The Proposed Project would not have a significant impact on water quality standards, groundwater, drainage, or runoff and thus would not contribute considerably to cumulative impacts in these areas. Similarly, the Proposed Project would not substantially reduce impervious surfaces and therefore would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the Proposed Project would not have considerable cumulative impacts on hydrology or water quality (for details see **p.192**).

Cumulative Hazards and Hazardous Materials Impacts. Potential impacts with respect to hazards and hazardous materials would be limited to the construction phase of the Proposed Project, and therefore would not accumulate overtime. Also, procedures in effect through the DPW, the Fire Department and the DPH would ensure that any potential impacts would be kept at less than significant levels. Therefore, the Proposed Project would not contribute to cumulative considerable significant effects related to hazards and hazardous materials (for details see **p.200**).

Cumulative Mineral and Energy Resource Impacts. No known minerals exist at the Plan Area and the Proposed Project would have a less than significant impact related to energy. Implementation of the CPMC LRDP at St. Luke's campus and 2001 Market Street projects could result in increase consumption of energy in the Plan Area, but not beyond levels anticipated and planned for by resource providers. Given the high cost of fuel, it is safe to assume that wasteful use of fuel during construction of the Proposed Project and the construction of reasonably foreseeable projects in the Plan Area would not be economically sustainable for contractors. Therefore, the Proposed Project would not contribute to cumulative considerable mineral and energy resource impacts (for details see **p.202**).

Cumulative Agriculture Resource Impacts. The impacts related to agricultural use of areas within the Proposed Project's vicinity are not applicable; therefore, the project would not contribute to any cumulative considerable impacts on agriculture and forest resources (for details see **p.203**).

c. Potential Effects on Human Beings. Construction activities associated with the project have the potential to result in impacts on aesthetics, cultural resources, biology, and hazards and hazardous materials. However, with implementation of Mitigation Measures: **M-AE-1: Tree Root Protection, pp.212; M-HIST-1: Department of Interior's Standards for Treatment of Historic Preservation Properties – Liberty Hill, pp.213; M-HIST-2: Department of Interior's Standards for Treatment of Historic Preservation Properties – Historical Landmark No. 784, El Camino Real, pp.213; M-HIST-3: Department of Interior's Standards for Treatment of Historic Preservation Properties – Dolores Street Median, pp.214; M-CP-1: Archeological Monitoring, pp.214; M-CP-2: Accidental Discovery, pp.216; M-TR-1: Retain Existing Intersection Geometry, pp.218; M -TR- 2: Signalize Intersection, pp.218; M-TR-3- Replace Loading Spaces pp. 218; M-BIO-1: Nesting Birds, pp.218; and M-HZ-1: Hazards and Hazardous Materials Site Mitigation Plan, pp. 218,** prescribed above in the individual topic areas and described in detail in Section F below, all potentially significant project-related impacts would be less than significant.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been adopted by the Project Sponsor and are necessary to avoid potential significant effects of the Proposed Project.

There are no improvement measures associated with this project.

AESTHETICS

Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine[175] (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) form the face of the proposed excavation.

CULTURAL AND PALEONTOLOGICAL RESOURCES

Mitigation Measure M-HIST-1: Secretary of the Interior's Standards for the Treatment of Historic Properties, Dolores Street Median

In order to avoid substantial impact to the Dolores Street center median strip, the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards shall produce: updated and complete historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation (DPR) forms, including a Primary Record (DPR 523A form), a Building, Structure, and Object Record form (DPR 523B form), and a Linear Record (DPR 523E form) if necessary, that evaluates the Dolores Street center median strip as a potential individually significant historic property based on the most current information and evaluative methodology that is available (unless such documentation has been completed within five years of the date of project review); a report that assesses the physical condition of specific segments of the Dolores Street central median strip that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Dolores Street center median strip, including historic curbs, materials, profiles, shapes, landscaping, and spatial relationships.

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[175] Landscape machine made by Vermeer.

Mitigation Measure M-HIST-2: Secretary of the Interior's Standards for the Treatment of Historic Properties, Liberty-Hill Historic District

To avoid substantial impact to the Liberty-Hill Historic District (Planning Code Article 10), the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that includes recommendations for project design that comply with the *Standards*. The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to finalization of the project. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the Victorian-era residential streetscape of the Liberty-Hill Historic District.

Mitigation Measure M-HIST-3: Secretary of the Interior's Standards for the Treatment of Historic Properties, California Historic Landmark No. 784, El Camino Real

To avoid substantial impact to the California Historical Landmark No. 784, El Camino Real, the project shall be designed in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (*Standards*). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards will produce a report that assesses the physical condition of segments of California Historical Landmark No. 784 that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the *Standards*. (The report shall not seek to reevaluate or otherwise investigate the historic designation of California Historical Landmark No. 784.) The MDSP final project design shall incorporate such recommendations so as to be in accordance with the *Standards*. Compliance with the *Standards* shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the *Standards* will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the roadway that is California Historical Landmark No. 784, El Camino Real.

Mitigation Measure M-Archeo-1: Archeological Monitoring

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

is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

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

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

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

C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

D) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, Project Sponsor, and ERO shall meet and consult on the scope of

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

The scope of the ADRP shall include the following elements:

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

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

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

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

Mitigation Measure M-Archeo-2: Accidental Discovery

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

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

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

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the Project Sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and

describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

TRANSPORTATION AND CIRCULATION

Mitigation Measure M-TR-1: Retain Existing Intersection Geometry

This mitigation entails retaining the existing street configuration, specifically, retaining two northbound and two southbound lanes on Folsom Street. Essentially, the project intersection treatment would not be applied to these two blocks. No secondary transportation impacts would result from this mitigation. With this intersection geometry, the intersections would operate at LOS B under Existing With Project Conditions and LOS C under Cumulative With Project Conditions.

Mitigation Measure M-TR- 2: Signalize Intersection

This mitigation entails signalizing the intersections, which would allow for the proposed lane geometry to be applied. No secondary transportation impacts would result from this mitigation. With signalization, the intersections would operate at LOS B under both Existing With Project and Cumulative With Project conditions.

Mitigation MeasureM-TR-3: Provision of New Loading Space

Whenever a loading space needs to be removed in order to implement a streetscape improvement, the SFMTA would install a new loading space on the same block and on the same side of the street. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.

BIOLOGICAL RESOURCES

Mitigation Measure M-BIO-1 – Biological Resources-Nesting Birds

To ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction, the following protective measures shall be included during project implementation. To the extent feasible, the Project Sponsor and/or the construction contractor(s) shall trim/remove all vegetation/tree limbs necessary for project construction between September 1 to January 31. Should construction activities or vegetation removal commence between February 1 to August 31, pre-construction surveys for nesting birds shall be conducted 14 to 21 days prior to construction activities that would result in vegetation removal. A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting

substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless a CDFG and the USFWS for migratory birds authorize otherwise. Nor surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

HAZARDS AND HAZARDS MATERIALS

Mitigation Measure M-HZ-1: Testing for and Handling of Contaminated Soil

Step 1: Soil Testing. Prior to project construction, a consultant shall be hired to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The Project Sponsor shall submit the report on the soil testing for lead and a fee of $501 in the form of a check payable to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of $501 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of $167 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DHP shall review the soil testing program to determine whether soils on the Plan Area are contaminated with lead or petroleum hydrocarbons at or above potentially hazardous levels.

Step 2: Preparation of Site Mitigation Plan. Prior to beginning demolition and construction work, a Site Mitigation Plan (SMP) shall be prepared. The SMP shall include a discussion of the level of lead contamination of soils on the Plan Area and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the Plan Area.

Step 3: Handling, Hauling, and Disposal Contaminated Soils.

(f) specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by

local, slate, and federal regulations, including OSHA work practices) when such soils are encountered on the site.

(g) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(h) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(i) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the Plan Area, where lead-contaminated soils have been excavated and removed, up to construction grade.

(j) hauling and disposal: Contaminated soils shall be hauled off the Plan Area by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report. After excavation and foundation construction activities are completed, a closure/certification report shall prepared and submitted to DPH for review and approval. The Project Sponsor shall submit a copy of any closure or certification report to the Department of Toxic Substances Control (DTSC) for review. DTSC review would ensure the Project's compliance with existing state and federal regulations handling hazardous materials under DTSC's jurisdictions. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the Plan Area, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on December 3, 2009 to interested parties, neighborhood organizations and responsible agencies. Two members of the public responded to the Neighborhood Notice. One individual requested copies of future environmental review documents only. The second individual, expressed concern about the Proposed Project as it relates to transportation and public safety such as: appropriate methods of traffic analysis, potential traffic congestion impacts of the project, potential transit impacts of the project, potential safety impacts of the project on bicyclists and pedestrians. These issues are discussed in the appropriate sections on this Initial Study (see Transportation Topics).

The Proposed Project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the Proposed Project were not addressed and are more appropriately directed to the decision-makers. The decision to approve or disapprove a Proposed Project is independent of the environmental review process. While local concerns or other planning considerations may be

grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the Proposed Project could have a significant effect on the environment.

H. 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 April 27, 2010

I. INITIAL STUDY AUTHORS AND PROJECT SPONSOR

INITIAL STUDY AUTHORS

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