analysis and environmental clearance.

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

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

E.6 Noise

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
6.	**NOISE—Would the project:**					
a)	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☒	☐

a-g)

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

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

[70] http://www.sfdph.org/dph/files/EHSdocs/ehsPublsdocs/Noise/TransitNoiseMap.pdf

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

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

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

[71] Decibels are logarithmic units and are not added arithmetically. The sound pressure level from two equal sources is 3 dBA greater than the sound pressure level of just one source. So, two trucks producing 90 dBA each combine to produce 93 dBA, not 180 dBA. In other words, a doubling of the noise source produces only a 3 dBA increase in the sound pressure level. Studies have shown that a 3 dBA increase is barely perceptible by the human ear. Generally, an increase of 5 dBA is required in order to be perceptible to most people. **http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide01.cfm.** Accessed 09/08/10. ***And 690 5th Street FMND, Case No. 2007.0690.*** This document is available for review at the San Francisco Planning Department at 1650 Mission Street, SF, CA 94080.

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

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

- Construction noise is limited to 80 decibels (dBA)[73] at 100 feet from the source equipment during daytime hours (7 a.m. to 8 p.m.). Impact tools such as pile drivers are exempt provided that they are equipped with intake and exhaust mufflers to the satisfaction of the Director of Public Works or the Director of Building Inspection.

- Nighttime construction (8 p.m. to 7 a.m.) that would increase ambient noise levels by 5 dBA or more is prohibited unless a permit is granted by the Director of Public Works or the Director of Building Inspection.

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

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

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

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

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

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

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

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

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

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

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

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

E.7 Air Quality

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7. **AIR QUALITY** - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐

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

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

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

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

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

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

pollutants.[76] Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (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 $PM_{2.5}$.[77] The BAAQMD has adopted air quality management plans over the years to address control methods and strategies to meeting air quality standards, the latest plans being the *2005 Ozone Strategy.*

a) Air Quality Plans

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

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

b-c) Criteria Air Pollutants and Ozone Precursors

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

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

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

ambient standards for criteria air pollutants.[78] Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10} and $PM_{2.5}$) and lead. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM_{10}, and $PM_{2.5}$. The BAAQMD has set project-level thresholds of significance for reactive organic gases (ROG), oxides of nitrogen (NO_x), PM_{10} and $PM_{2.5}$. However, as discussed previously, the proposed BSP, a programmatic document, would not directly emit GHGs. The Proposed Project does not contain a long range development program that has identified individual projects, however individual projects could emit GHGs during project construction and operation (mostly during construction). This analysis considers the potential for the BSP objectives, policies and design guidelines to result in increased criteria air pollutants and ozone precursors, if implemented at the project-level. Subsequent environmental review, pursuant to CEQA, would be required for specific streetscape improvement projects. This analysis would consider, at the project-level, based on the proposed design, the potential for the project to emit criteria air pollutants and ozone precursors.

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

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

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

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

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

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

Construction Period Fugitive Dust Control. Fugitive dust is generated primarily from activities such as demolition, excavation, site clearing and grading. These activities could generate substantial amounts of windblown dust that could contribute particulate matter into the local atmosphere. Construction-related fugitive dust emissions would vary from day to day, depending on the level and type of activity, silt content of the soil, and weather conditions. Construction activities may result in significant quantities of dust, and as a result, local visibility and 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. Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

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

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

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

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

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

[81] *Ibid*, Section 4.2.1.

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

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

Mitigation Measure AQ-1 - Dust Control Plans:

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

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

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

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

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

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

c) Exposure of Sensitive Receptors to Pollutants.

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

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

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

Construction of individual projects would require construction equipment and would result in an increase in vehicle trips associated with construction workers and other off-road construction equipment. Diesel powered construction equipment emit diesel particulate matter, which may affect nearby sensitive receptors. As discussed above, the proposed BSP includes policies that could result in an increase in construction duration or an increase in the amount of excavation required to accommodate BSP-related streetscape design elements. As a program-level document, the proposed BSP would not directly result in changes to the physical environment, however, individual projects implemented pursuant to the BSP could result in physical changes, including emitting diesel particulate matter during construction of individual streetscape projects. An analysis of whether a Proposed Project's construction emissions would affect a nearby sensitive receptor is most appropriately addressed at the project-level where site specific conditions are known. Any such analysis is influenced by: (1) location of construction activities to nearest sensitive receptor, (2) types of equipment used, (3) duration of use of each type of equipment, and (4) amount of ground disturbance expected. Any such analysis at the programmatic level would be speculative[82] at this point because the BSP does not contain a development program that has identified the location or extent of individual streetscape projects. As such, individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors. Therefore, the proposed BSP, a programmatic document, would not expose sensitive receptors to substantial amount of pollutants and impacts to sensitive receptors are considered ***less than significant***.

e) Potential to Emit Odors

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

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

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

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

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

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

E.8 Greenhouse Gas Emissions

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?	☐	☐	☒	☐	☐
b) 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 GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (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).[83]

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

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO_2E ($MMTCO_2E$), or about 535 million U.S. tons.[85] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[86] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[87] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.[88]

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

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

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

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

[86] Ibid.

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

[88] Ibid.

a. Program-level Greenhouse Gas Emissions Analysis

The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[89] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the Proposed Project. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

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

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

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

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

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

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

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

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

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

Construction Emissions.

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

[91] The project level thresholds consider: 1) whether the project is consistent with a Qualified GHG Reduction Strategy, 2) whether the project's operational emissions would result in GHGs of 1,100 $MTCO_2E$/year, or 3) whether the proposed project would result in 4.6 $MTCO_2E$/Service Population (residents + employees).

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

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

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

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

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

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

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

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

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

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
Policy 2.5 Facilitate and encourage temporary community use of street space for public life, such as street fairs, performances, and farmer's markets.	☐	☐	Temporary street closures would not have a discernable impact on GHG emissions. While street closures could result in increased congestion, and increase VMT or vehicle hours, this would be temporary and would not result in a significant permanent increase in GHGs.
Policy 3.2: In commercial districts, balance the need for short-term parking for shoppers and loading for businesses with the need for pedestrian-oriented design.	☒	☒	This policy implies that parking needs would be met. However, in parts of the City parking is already constrained. Therefore, to the extent that parking becomes more constrained and results in increased travel time, personal VMTs could increase incrementally, only slightly increasing GHG emissions. However, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel and a relatively dense pattern of urban development, induces many drivers to shift to other modes of travel or change their overall travel habits. Any such mode shifts would result in an overall decrease in VMTs. This observation is supported by the California Air Pollution Control Officer's (CAPCOA's) *CEQA and Climate Change*[95] report which substantiates that reducing the amount of parking yields a GHG reduction score on the order of 1 to 30 percent.
Policy 5.1: Enable opportunities to create active recreational spaces on streets, such as paths or pocket parks.	☒	☒	Similar to Policy 2.1, this policy could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions should hardscaped surfaces be converted to carbon-sequestering landscape or permeable surfaces. Again, the BSP policies encourage more permeable sidewalk surfaces and therefore, a GHG reduction is expected.
Policy 6.8: Design streets to calm traffic and reduce speeding.	☒	☒	The intent of this policy is to reduce traffic speeds, therefore the policy would not be applied to congested areas of the City where traffic speeds are already slow. As discussed in the transportation analysis, these measures would not result in additional vehicle trips or create new transit trips, and therefore these measures would not increase VMT. These measures would not decrease roadway capacity, but could

[95] The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies minimum parking as resulting in a "high" emissions reduction score (1%-30%), Appendix B, page 8. This paper is available online at: http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			slightly reduce travel speeds, resulting in longer trip times. These longer trip times could result in a negligible increase in GHGs. On the other hand, CAPCOA has identified traffic calming devices as an emissions reduction strategy, because such devices are designed to encourage pedestrian and bicycle trips, thereby reducing overall VMT.[96] Therefore, overall GHG emissions are expected to decrease.
Policy 8.1: Maximize opportunities in the streetscape for on-site stormwater retention and infiltration.	☒	☐	This policy could result in a reduction in the amount of stormwater requiring treatment, thereby reducing the amount of energy required to treat stormwater, resulting in a reduction in GHG emissions.
Policy 8.2: Use sustainable streetscape materials in street designs, taking into account the life-cycle energy costs of such materials.	☒	☐	To the extent that life-cycle energy costs are taken into account during design and construction, this policy would result in reduced GHG emissions.
Policy 8.3: Minimize energy use in street lighting and other energy-requiring streetscape elements.	☒	☐	This policy would result in reduced energy requirements for streetscape elements, resulting in reduced GHG emissions.
Policy 8.4: Use streetscape landscaping to increase the ecological value of public streets for people and wildlife.	☒	☐	To the extent that this policy increases carbon sequestration, it could result in GHG benefits. Revisions to this policy were made to emphasize water conservation and selection of drought tolerant plantings, thereby further reducing GHGs associated with water transport.
Policy 10.1: Maximize opportunities for street trees and other plantings.	☒	☐	Should this policy result in additional street trees, it could increase the amount of carbon sequestered, resulting in GHG benefits.
Policy 10.5 Ensure adequate light levels and quality for pedestrians and other sidewalk users; minimize light trespass and glare to adjacent buildings.	☒	☒	To the extent that this policy could increase the amount of light considered adequate for pedestrians, it could increase energy requirements. However, these energy requirements would be partially or wholly off-set by Policy 8.3, which requires energy efficient lighting.
Standard Improvements			
Curb radii guidelines	☒	☒	To the extent that these guidelines expand the sidewalk areas, this measure could incrementally increase construction-related GHG emissions from a BSP project. However, construction emissions would occur over a limited period and would not result in increased emissions during the operational phase of a specific project.

[96] The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies traffic calming devices as resulting in a "high" emissions reduction score (1%-10%), Appendix B, page 6. This paper is available online at: http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			Further, the use of permeable pavement could reduce stormwater treatment, thereby resulting in GHG reductions from a decrease in energy required to treat stormwater.
Corner curb extensions	☒	☒	Similar to curb radii guidelines, to the extent that these extensions expand the sidewalk areas, this measure could incrementally increase construction-related GHG emissions from a BSP project. However, long-term operational benefits may be realized by increasing permeable surfaces.
Street trees	☒	☐	Additional street trees could increase the amount of carbon sequestered, thereby resulting in GHG benefits.
Sidewalk planters	☒	☐	Similar to street trees, additional vegetation would increase the amount of carbon sequestered, thereby resulting in GHG benefits.
Stormwater management tools	☒	☐	Similar to Policy 8.1, reducing the amount of stormwater requiring treatment could reduce energy usage associated with stormwater treatment and result in a GHG benefit. Revisions were made to this measure to include vegetated stormwater management tools. This revision would incrementally reduce GHG emissions by creating a stormwater treatment system that would also increase carbon sequestration.
Street lighting	☐	☒	As discussed in the analysis of Policy 10.5, to the extent that additional street lighting is required, it could increase energy requirements. However, energy requirements would be partially or wholly off-set by Policy 8.3 which requires energy efficient lighting. Revisions were made to the BSP to preserve street lighting in historic districts. To the extent that this would increase the amount of electricity required, preservation of historic lighting conditions could increase GHG emissions.
Special Paving	☒	☐	Permeable paving could result in reduced stormwater treatment, thereby resulting in reduced GHG emissions. This measure was revised to include guidelines for the use of recycled or re-used paving, further reducing the embodied energy of this material.
Site Furnishings	☒	☒	Policy 10.3 is designed to reduce visual clutter. However, the BSP also includes policies to increase public use of the streets. Streetscape furnishings have embodied energy (energy used to produce the item). To the extent that the number of site furnishings is increased, the BSP could result in an incremental increase in GHGs associated with the embodied energy of these new items. However, policy 8.2 directs BSP projects to take into account the lifecycle energy cost of such materials. Therefore BSP projects could equally result in an overall decrease in the embodied

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			energy of site furnishings.
Case-by-Case Improvements			
Special crosswalk treatments	☐	☒	To the extent that these treatments require additional energy (from roadway flashing lights and roadway beacons), these could incrementally increase GHGs. However, this energy demand would be partially off-set by policy 8.3, which requires energy efficient lighting.
Raised crosswalks	☐	☒	Should raised crosswalks require additional concrete, these measures could increase construction-related GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Extended bulb-outs	☐	☒	Should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Mid-block blub-out	☐	☒	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Center or side medians	☒	☒	This policy could result in additional GHG emissions by requiring additional curbs or concrete. However, these construction-related emissions could be partially or wholly off-set by the median being vegetated and increasing the amount of carbon sequestered. GHGs would only be emitted during the construction period and no operational GHG emissions increases would be expected.
Transit bulb-out	☐	☒	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Transit boarding islands	☐	☒	Similar to extended bulb-outs, should additional concrete be required, this measure could increase GHG emissions from BSP projects. However, this would only occur during the construction period and no

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
			operational GHG increases would be expected.
Perpendicular or angled parking	☐	☒	To the extent that this increases curb extensions, this measure could require additional concrete and increase GHG emissions from BSP projects. However, this would only occur during the construction period and no operational GHG increases would be expected.
Parking lane planters	☒	☐	To the extent that these planters add vegetation and reduce stormwater run off, they could result in incremental GHG benefits. No operational GHG increases would be expected.
Chicanes, traffic calming circles and roundabouts	☒	☒	The intent of these measures is to reduce traffic speeds; therefore, the policy would not be applied to congested areas of the City where traffic speeds are already slow. As discussed in the transportation analysis, these measures would not result in additional vehicle trips or create new transit trips, and therefore these measures would not increase VMT. These measures would not decrease roadway capacity, but could slightly reduce travel speeds, resulting in longer trip times. These longer trip times could result in a negligible increase in GHGs. On the other hand, CAPCOA has identified traffic devices as an emissions reduction strategy, because such devices are designed to encourage pedestrian and bicycle trips, thereby reducing overall VMT.[97] Therefore, overall GHG emissions are expected to decrease. Additional concrete required for curbs, etc., could result in increased GHG emissions during the construction period.
Pocket parks	☒	☒	Similar to Policy 2.1, pocket parks could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions, should hardscaped surfaces be converted to carbon-sequestering vegetated landscape or permeable surfaces.

[97] The California Air Pollution Control Officer's, *CEQA and Climate Change* (January 2008) white paper identifies traffic calming devices as resulting in a "high" emissions reduction score (1%-10%), Appendix B, page 6. This paper is available online at: http://www.capcoa.org/ceqa/CAPCOA%20White%20Paper%20-%20CEQA%20and%20Climate%20Change.pdf. Accessed April 15, 2008.

BSP Objective/ Policy/ Improvement Measure	GHG Reduction	GHG Increase	Discussion
Reuse of 'pork chops' and excess right-of-way	☒	☒	Similar to pocket parks, reuse of 'pork chops' could result in GHG increases from construction and additional hardscape. However, the policy could yield GHG reductions, should hardscaped surfaces be converted to carbon-sequestering vegetated landscape or permeable surfaces.
Boulevard treatments	☒	☒	Boulevard treatments would include landscaping, stormwater and urban design amenities. Additional curbs, requiring concrete construction, could result in incremental increases in GHGs, which would be offset by carbon-sequestering vegetated landscape or permeable surfaces.
Shared streets	☒	☐	To the extent that shared streets include landscaping and treatment of stormwater, these streets could yield a GHG benefit.

Overall there are some objectives, policies and streetscape improvement measures which could result in increased GHG emissions. However, these measures are expected to be partially or wholly offset by objectives, policies and streetscape improvement measures that would decrease GHG emissions. Many of the GHG increases and reductions are unquantifiable without a project-level design to analyze, and are therefore discussed qualitatively. In general, BSP elements that could increase the amount of GHGs emitted from streetscape improvement projects include: (1) policies that would increase construction duration or amount of excavation resulting from an increase in the amount of concrete/hardscape required for streetscape improvements (bulb-outs, wider sidewalks, medians, raised crosswalks, boarding islands, Chicanes, roundabouts, etc); (2) policies that would increase the amount of electricity required by increasing lighting and signage requirements (although this impact would be offset by policies that call for using energy-efficient fixtures); (3) traffic-related policies that could potentially increase vehicle drive times (although this impact also is likely off-set by BSP-related increases in pedestrian and bicycle activity, thereby reducing overall vehicle trips and VMT). BSP elements that would result in reduced GHG emissions include: (1) policies that encourage tree planting and vegetation, policies that would convert existing hardscape to vegetated landscapes, and policies designed to increase stormwater filtration (i.e., policies designed to make sidewalks more permeable), thereby reducing the energy required to treat stormwater; (2) policies encouraging energy-efficient lighting and fixtures; (3) policies that encourage resource-efficient materials (i.e., policies that consider the lifecycle energy cost of its materials); and (4) policies that would encourage people to walk and/or bike to local shopping centers and destinations instead of driving to such places.

At the program-level, the BSP includes policies that could incrementally increase GHG emissions. However, these emissions would be off-set by policies that could equally incrementally decrease GHG emissions. The GHG benefits, however, are more abstract and therefore not as easily quantifiable. Increased GHG emissions that could occur from specific projects would mainly occur during the temporary construction period, while the GHG benefits of a Proposed Project (i.e., a more pedestrian-friendly environment) would be realized throughout the life of the project. Overall, the proposed objectives, policies and design

guidelines of the BSP are not anticipated to generate substantial amount GHG emissions, either directly or indirectly and the proposed BSP would result in less than significant impacts related to emitting GHGs.

San Francisco has been actively pursuing cleaner energy, alternative transportation and solid waste policies, many of which have been codified into regulations. In an independent review of San Francisco's communitywide emissions it was reported that San Francisco has achieved a 5 percent reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.[98]

The BSP identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. Pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The project would involve implementation of the proposed standard and optional or case-by-case streetscape improvements. The Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City. However, according to California Environmental Quality Act (CEQA) Guidelines Section 15002 (a)(1), one of the basic purposes of CEQA is to inform governmental decision makers and the public about the potential significant environmental effects of proposed activities. In an effort to make "good faith effort at full disclosure" of a project's potential environmental effects (King's County Farm Bureau v. City of Hanford (1990) 221Cal. App.3d 692), the approach for the greenhouse gas analysis for this program-level document includes a program-level analysis of policies identified in the BSP that could result in increases and decreases to greenhouse gas emissions, and concludes that the BSP would result in less than significant GHG emissions.

The Proposed Project includes policy direction and guidelines that, when implemented on a project-level basis, would result in sustainable streetscape improvements and design that promotes the use of pedestrian trips; combined transit and pedestrian trips; decreased vehicle trips; energy efficient lighting and other energy efficiency requirements; increased onsite stormwater treatment; and a decrease in the embodied energy of building materials. These sustainable features would reduce GHG emissions citywide. Therefore, the Proposed Project would not contribute significantly, either individually or cumulatively, to global climate change. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the Proposed Project (Clean Construction Ordinance), that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, and that the policies and design guidelines proposed in the BSP are anticipated to result in a net GHG benefit, the Proposed Project's potential to emit GHGs is determined to be **less than significant.**

[98] *City and County of San Francisco: Community GHG Inventory Review.* August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

b. Consistency with Applicable Plans. Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

Assembly Bill 32

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.[99] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 7, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[100] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table 7. GHG Reductions from the AB 32 Scoping Plan Sectors[101]

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**

[99] California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

[100] California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

[101] California Air Resources Board, California's Climate Plan: Fact Sheet. Op cit.

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy

In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors endorsed the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) setting a goal for the City and County of San Francisco to reduce GHG emissions to 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions.[102] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions,

[102]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.

and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a Draft

Climate Action Plan outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Eastern Neighborhoods, Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies that allow for neighborhood-oriented retail and services and where off-street parking is limited to accessory parking spaces.[103] At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Proposed Better Streets Plan that would improve San Francisco's streetscape, the Proposed Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000

[103] See *Planning Code* Sections 206.4 and 155.1.

square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.[104]

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the "Pavley" standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both.

Some of the Scoping Plan measures are at least partially applicable to construction projects, such as increasing energy efficiency in new construction, installation of solar panels on

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

individual building roofs, and a "green building" strategy. As evidenced above, the City has already implemented several of these measures that require local government action, such as a Green Building Ordinance, a Zero Waste strategy, a Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and including others not listed) collectively comprise San Francisco's GHG reduction strategy and continue San Francisco's efforts to reduce the City's greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 Climate Action Plan. The City's GHG reduction strategy also furthers the State's efforts to reduce statewide GHG emissions as mandated by AB 32.

The Proposed Project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of the Proposed Project. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan, that the City's GHG reduction strategy includes binding, enforceable measures to be applied to the Proposed Project, and that the City's GHG reduction strategy has produced measurable reductions in GHG emissions, the Proposed Project would not conflict with either the state or local GHG reduction strategies. As discussed above, many of the policies in the BSP would result in GHG reductions and would further the City's GHG reduction goals. Therefore, the Proposed Project would not conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions, and the Proposed Project would have a **less than significant impact** with respect to GHG emissions.

Conclusion. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during project construction and operation. An individual project could not emit enough GHGs on its own to result in a physical climate change-related impact on the environment. It is the cumulative impact of all past, present and future projects that have, and will continue, to emit GHGs that result in environmental impacts associated with climate change. As such, impacts related to GHG emissions are discussed in the cumulative context.

At the program-level, the site-specific streetscape projects under the BSP could result in increased construction-related GHG emissions by possibly increasing the construction duration and amount of excavation required for streetscape improvements. However, construction emissions would be temporary and only persist during the duration of construction activities. Long-term operational benefits (discussed below) would likely result in a net GHG benefit.

Operation of project-specific streetscape improvements would require electricity used to operate signs and signals with consequent indirect GHG emissions attributed to power plants providing that electricity. However, Policy 8.3 directs new streetscape improvements to minimize energy use in street lighting and other energy-requiring streetscape elements. To the extent that this policy is implemented on a project-specific basis, the Better Street's Plan's policies and guidelines would reduce electricity use from lighting and other operational electricity requirements than if streetscape improvements were implemented without incorporating Better Street's policies and design guidelines. Given that electricity used for streetscape improvements designed using Better Streets policies and guidelines would be less than that for streetscape improvements that did not incorporate Better Streets policies and

guidelines for energy efficiency, the Proposed Project would result in reduced GHG emissions associated with energy use.

Similarly, the Proposed Project includes policies for onsite stormwater treatment. Specifically, Policy 8.1 states that new streetscapes should maximize opportunities for on-site stormwater retention and infiltration within streetscapes. Reducing stormwater runoff by onsite retention and infiltration reduces the amount of energy needed to transport and treat stormwater. Therefore, the Proposed Project would result in additional energy savings from a reduced amount stormwater requiring treatment.

As discussed previously, some design elements could result in traffic delays, resulting in increased levels of GHGs. However, streetscape improvements are only expected to be applied where they do not adversely affect a given streets' vehicular traffic conditions. Therefore, the Proposed Project would not be expected to affect motor vehicle operations. Additionally, the goal of the Better Streets Plan is to provide a pedestrian friendly environment. Pedestrians have no associated emissions and promoting walking for shorter trips can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips. Pedestrian travel is an environmentally friendly means of transportation because there are no tailpipe emissions, no evaporative emissions, no emissions from gasoline pumping or oil refining, and zero carbon dioxide or other greenhouse gases that contribute to global warming. Therefore, it can be reasonably concluded that implementing Better Streets policies and guidelines in the form of future project-specific streetscape improvements and designs would result in GHG benefits, and impacts related to GHG emissions are considered ***less than significant.***

E.9 Wind and Shadow

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

a) Wind. The Proposed Project would not result in the construction or removal of substantial (tall and/or bulky) above-grade structures that could affect street-level wind conditions. The Proposed Project could result in implementation of optional streetscape improvements, such as extended and mid-block bulb-outs; center or side medians; pedestrian refuge islands; boulevard treatments; reuse of 'pork chops' and excess right-of-way; and creation of pocket parks, shared public ways and multi-use paths. These streetscape improvements would include seating, landscaping and/or other pedestrian-friendly amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide which would, in turn, likely result in more people congregating and using these spaces. Increase in streetscape-related open space and recreational areas citywide could therefore result in

incrementally increasing the exposure of people sensitive to the effects of wind, as a result of project implementation. Since implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse wind conditions. The Proposed Project would therefore have less-than-significant wind impacts.

b) Shadow. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984), in order to protect certain public open spaces from additional shadowing by new structures in all zoning districts. The Proposed Project would not result in the construction of substantial (tall and/or bulky) above-ground structures which could cast shadows, and would not be subject to Section 295. The Proposed Project could result in implementation of optional streetscape improvements, such as extended and mid-block bulb-outs; center or side medians; pedestrian refuge islands; boulevard treatments; reuse of 'pork chops' and excess right-of-way; and creation of pocket parks, shared public ways and multi-use paths. These streetscape improvements would include seating, landscaping and/or other pedestrian-friendly amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide which would, in turn, result in more people congregating and using these spaces. Some of the new streetscape-related open space and recreational areas citywide would likely be shadowed by existing and future proposed development, which would incrementally increase the exposure of people using these spaces to shadow effects. Because implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse shadow effects. Therefore, the Proposed Project would have less-than-significant shadow impacts.

Cumulative Effects. As discussed above, the Proposed Project would not involve substantial above-ground construction. Implementation of the optional streetscape improvements under the Proposed Project could increase the amount of open space and recreational areas citywide, which could incrementally increase the exposure of people using these spaces to adverse wind and shadow effects. However, since implementation of these optional streetscape improvements would occur on a case-by-case basis as conditions permit, these streetscape improvements would not be implemented in City areas where it could demonstrably expose substantial numbers of people to adverse wind and shadow effects. Overall, the Proposed Project would not have any significant cumulative wind or shadow impacts; nor would it contribute to cumulatively considerable wind or shadow impacts.

In view of the above, the Proposed Project would have no cumulative or project-related impacts for cultural resources.

E.9 Recreation

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

a-c)

Use of Recreational Facilities and Resources. The Proposed Project is a plan ('Better Streets Plan') for improving San Francisco's pedestrian environment in the future. The Plan would involve the adoption of a set of citywide streetscape/pedestrian policies and guidelines, as well as recommended standard and optional streetscape improvements to help realize the Plan's central vision (discussed below). As stated in Project Description, pp. **1-34** above, the Better Streets Policy establishes that City streets are meant to serve more than just transportation needs; they are also meant to serve various social, recreational, and ecological needs of the City. Accordingly, the central vision of the Proposed Project is to prioritize the needs of walking, bicycling, transit use, and the use of streets as public recreational spaces for social interaction and community life, following San Francisco's Better Streets Policy. The Better Streets Policy requires that City agencies coordinate their activities throughout San Francisco, so that streets serve a variety of roles, including social and recreational purposes. The objectives of the project sponsors related to the topic of 'Recreation' include providing opportunities for diverse experiences and encouraging users to engage in social and recreational activities. Some of the Better Streets Plan policies and design guidelines, as well as future streetscape improvements are intended to confer these recreation-related benefits to City streets users engaged in pedestrian activity.

The following Plan-proposed policies are relevant to the topic of 'Recreation' (see pp. **8-11** above): Policy 5.1, which is related to creating opportunities for provision of active recreational spaces on streets, such as paths or pocket parks; and Policy 5.2, which is related to implementing streetscape improvements that help create linkages to parks, recreation centers, and other social community uses. Some Plan-proposed optional streetscape improvements, such as creation of pocket parks, are also relevant to the topic of 'Recreation' (see pp. **29**). The Better Streets Plan recommends that pocket parks be placed in sidewalk or median areas to function as recreational areas, where space constraints allow. This improvement could involve widening of sidewalks or construction of new medians in the roadway. Pocket parks would be appropriate on most street types on a case-by-case basis as conditions permit.

As described under Checklist Item 3, Population and Housing, pp. **56-57** above, the proposed streetscape improvements would not induce population growth. However, the Proposed Project may result in the increased use of existing parks and other recreational facilities due to the increased accessibility of these facilities by pedestrians along the City's existing street network. The increase in use of existing parks and recreational facilities would be throughout the City and not concentrated on a particular facility. Therefore, increased access and use would not be expected to result in the substantial physical deterioration of existing parks and recreational facilities.

In addition, the project would likely result in an increase in recreational facilities throughout the City, because it promotes the reuse of 'pork chops' and excess right-of-way and creation of pocket parks in sidewalk or median areas of the public right-of-way. These streetscape improvements would include seating, landscaping and/or other recreational amenities. Provision of these streetscape improvements would increase the amount of open space and recreational areas citywide Overall, the Proposed Project would have less-than-significant impacts related to the use of recreational facilities and resources.

Construction/Degradation of Recreational Facilities and Resources. The Proposed Project would not physically degrade existing recreational resources. The Proposed Project may result in the construction of recreational facilities, in the form of pocket parks and pedestrian paths in the public right-of-way. These Plan-proposed streetscape improvements would be built so as to avoid any significant adverse impacts on specific park resources or to public areas. As previously discussed in Checklist item 2: Aesthetics, pp. **46-55** above, tree removal and/or relocation may be required for development of the Proposed Project's streetscape improvements. Tree removal on RPD land would follow RPD's Tree Removal Procedures.[105] Trees that are on property maintained by the Port or the PUC would be subject to approval by those City agencies. Any tree removal on land under the jurisdiction of the National Park Service or the State of California would be subject to the regulations and procedures of that agency. Additionally, future site-specific streetscape projects or proposed developments (that includes streetscape improvements) under the BSP would likely add new trees and plantings in the public right-of-way. Therefore, the Proposed Project would result in less-than-significant impacts with respect to the construction or degradation of recreational facilities and resources.

Cumulative Effects. The Proposed Project would have a dispersed, citywide effect on recreational facilities that would not have cumulatively considerable impacts on any one specific location.

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

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[105] RPD has jurisdiction over parks and has their own regulations. Parks are not included in the scope of the BSP.

E.11 Utilities and Service Systems

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

a-g)

The project area encompasses the public right-of-way within the City's street system. The Proposed Project would occur in an urban area that is served by existing utilities and service systems, including solid waste collection and disposal, wastewater and storm water collection and treatment, and water facilities. The Proposed Project provides for implementation of standard and optional streetscape improvements for existing sidewalks, crosswalks, and roadways located within the public right-of-way in San Francisco.

Potential changes to curbs in some areas of the City would affect how drainage occurs and necessitate re-grading and re-crowning of City streets. Additional concrete and paving required for curbs, medians, chicanes, traffic calming circles and roundabouts etc., could result in increased stormwater runoff. However, long-term operational benefits may be realized by increasing permeable surfaces. The use of permeable pavements as called for in the BSP could reduce stormwater treatment and potential impacts of runoff would be partially or wholly off-set by curb cuts, medians, chicanes, traffic calming circles and roundabouts being vegetated. The Proposed Project overall would not be expected to affect the citywide demand for utilities and service systems.

Water, Wastewater, and Stormwater. No new water delivery or wastewater collection and treatment facilities would be required to serve the Proposed Project. In addition, the Proposed Project would not result in an expanded demand for water supply citywide, because the project does not involve development of any new land uses. The area of the Proposed Project's impact is within the public right-of-way, located within the City's street system. As discussed above, under the Proposed Project's streetscape improvements implementation program, stormwater drainage patterns in some places may change due to the reconfiguration of features in the right-of-way, such as curb cuts, medians, chicanes, traffic calming circles and roundabouts, and stormwater amenities (paving, planters, swales, channels and runnels, and trenches). [106] Stormwater would however continue to flow to the City's combined storm water and sewer system. It would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit, prior to discharge into the Pacific Ocean. Changes in drainage resulting from the Proposed Project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. Therefore, the Proposed Project would not result in significant adverse impacts related to water or wastewater. In addition, the Proposed Project would result in less-than-significant adverse impacts related to stormwater.

Solid Waste. Solid waste associated with the Proposed Project would be solely related to construction of Plan-proposed streetscape improvements; there would be no solid waste associated with operation of the Proposed Project. San Francisco's solid waste, following the sorting of recyclable materials at the Norcal transfer station near Candlestick Park, is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. With waste diversion and expansions that have occurred at the Altamont Landfill, the landfill has adequate capacity to accommodate San Francisco's solid waste. The solid waste associated with the Proposed Project's construction would be minimal, and therefore, would not substantially affect the projected life of the landfill. Thus, less-than-significant impacts related to solid waste would occur as a result of the Proposed Project.

Cumulative Effects. Because project-related construction activities would be temporary and intermittent, the Proposed Project's contribution to cumulative impacts on utilities and service systems would not be cumulatively considerable. There are no project-specific or cumulative impacts associated with project operations.

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

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[106] Stormwater facilities augment the capacity of the water treatment system by detaining water before releasing it into the system. Their purpose is to reduce sewer overflows.

E.12 Public Services

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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. The project area encompasses the public right-of-way within the City's street system. The Proposed Project would occur in an urban area that is served by existing public services including fire protection, police protection, schools, and parks. Because the Proposed Project would not induce growth or result in construction of new buildings, it would not result in an increase in demand for fire protection, police service, schools or parks. Because the Proposed Project would not increase demand of public services, no new facilities would be required. Therefore, project impacts related to public services would be less than significant.

Cumulative Effects. The Proposed Project would not induce growth and thus would not contribute to a citywide cumulative demand for public services. Each public service provider must plan to accommodate growth within its service area under cumulative conditions. The Proposed Project would not exceed growth projections for the area, and as such, would be accommodated in the cumulative demand for public services.

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

E.13 Biological Resources

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

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☐	☒

a-f)

Biological Resources. The Plan would involve the adoption of a set of citywide pedestrian policies and guidelines to help improve San Francisco's pedestrian environment in the future. It would provide guidance for the implementation of standard and optional or case-by-case streetscape improvements citywide. The Plan presents potential streetscape improvements to existing sidewalks, crosswalks, medians, and roadways located within the public right-of-way in San Francisco. The Proposed Project could lead to future physical changes within the public right-of-way, which consists primarily of paved surfaces, but also includes trees and landscaping located along the streets and in the medians. The project area (entire City and County of San Francisco) is a densely developed urban area and, in general, does not support or provide habitat for rare or endangered species. The project sponsors would also provide guidance for future site-specific pedestrian/streetscape improvements projects within the public right-of-way to avoid significant adverse effects on designated natural resource management areas and other biological resources.

Any future pedestrian/streetscape improvements projects constructed on land owned by the Port or the PUC would be subject to City review by those agencies and would be required to comply with state and federal wildlife regulations. Any tree removal on land under the jurisdiction of the National Park Service, the State of California, Caltrans or the San Francisco Redevelopment Agency would be subject to the regulations and procedures of that agency. All

City and non-City agencies would be required to comply with state and federal wildlife regulations. There would be no project-related significant impacts on biological resources.

As discussed above in Project Description, pp. **1-35**, and under Checklist Item 2, Aesthetics, pp. **44-56**, Plan-envisioned streetscape/pedestrian improvements include planting of street trees and sidewalk greenery. Certain Plan-proposed policies are relevant to the topic of street trees; for instance, Policy 10.1, which is related to maximizing opportunities for street trees and other plantings. The Proposed Project also provides a framework for locating street trees, and landscaping within a public right-of-way, and street trees and landscaping are generally recommended to be located in the "Furnishings Zone" of City sidewalks. The Proposed Project also provides direction regarding appropriate placement of street trees along the length of a block. Some Plan-proposed standard streetscape improvements are also relevant to the topic of street trees and include (i) encouraging street trees on all proposed street types; and (ii) providing tree basin furnishings (tree grates, tree guards, and railings) on more heavily-traveled street types.

The Proposed Project could potentially result in the removal, relocation, and/or replacement of trees (primarily street trees) in the public right-of-way. Therefore, the Proposed Project could affect migratory nesting birds. Nests of most birds (excludes only starlings and English sparrows) are protected under the federal Migratory Bird Treaty Act of 1918 (MBTA) and California Department of Fish and Game (DFG) Codes 3503 and 3513. The DFG regulations protect nesting birds, their nests, and eggs prior to, during, and at the conclusion of construction activities. The exact location and number of trees affected by development resulting from the Proposed Project are unknown at this time. Mitigation Measure **BIO-1,** described below, addresses how to comply with DFG regulations and avoid potential adverse impacts related to nesting birds for future pedestrian/streetscape improvements projects where trees would be removed. Mitigation Measure BIO-1 would mitigate potential impacts to these biological resources to less-than-significant levels.

Mitigation Measure BIO-1: Biological Resources-Nesting Birds

To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31).107 A qualified biologist shall
determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur

[107] MEA standard language developed in consultation with the California Department of Fish and Game.

between September 1 to January 31, outside the nesting season.

Tree Preservation. As described under Checklist Item 2, Aesthetics, **pp. 46-56**, removal of protected trees within the DPW right-of-way or significant trees within ten feet of the right-of-way requires a permit from DPW. Also, all such trees are subject to certain maintenance and protection standards.[108] Protected trees include landmark trees, significant trees, or street trees located on private or public property within San Francisco as defined and described in the City's Urban Forestry Ordinance in the *Public Works Code*. Descriptions of these trees also are provided under Checklist Item 2, p. **52**.

The Proposed Project may result in the future removal, relocation and/or replacement of significant or street trees. Accordingly, the project sponsors would be required to obtain a permit from the DPW.[109] In addition, the *Public Works Code* requires that another significant or street tree be planted in place of a removed tree or that an in-lieu planting fee be paid. The project sponsors would comply with these requirements. Therefore, impacts related to significant or street tree removal would be less than significant.

As stated in Topic E-2, Aesthetics, pp. **53**, implementation of Mitigation **Measure M-AE-1: Tree Root Protection**, presented below and in Section E-2-Aesthetics, pp.53, would reduce the impacts of the BSP to street trees to less-than-significant levels. Mitigation Measure M-AE-1 would require that if trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site to ensure that trimming does not cause an adverse impact to the trees. Therefore, impacts related to significant tree or street tree removal would be less than significant.

Mitigation Measure M-AE-1: Tree Root Protection
If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine[110] (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

The project site is not within a Habitat or Natural Community Conservation Plan area. Nor is it within any approved habitat conservation plan. Therefore, Checklist item ~~12(f)~~ 13(f) is not applicable.

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

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

[110] Motorized digging equipment produced by Vermeer or other brand name.

Cumulative Effects. The geographic scope of potential cumulative impacts for biological resources encompasses the City of San Francisco. The Plan Area is urban, and highly developed, so impacts on biological resources are focused on street trees along the Plan Area roadways. There would be no impacts to sensitive species, riparian habitat or natural communities, wetlands, habitat, or Natural Community Conservation Plans, because none exist in the Plan Area.

Although activities associated with all of the reasonably foreseeable cumulative projects in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds. M-BIO-1** would require that biological surveys and timing of tree removal be performed in accordance with the California Department of Fish and Game (CDFG) regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable.

If the Proposed Project would result in a loss of street trees, the removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location. Also, in the event trimming of tree roots greater than two inches in diameter is necessary during project excavation, **Mitigation Measure M-AE-1: Tree Root Protection** would require that a qualified arborist would be on site during excavation to ensure that trimming does not cause a significant adverse impact to trees. The Proposed Project would not contribute considerably to cumulative impacts on street trees and nesting birds. Moreover, in time, projects such as the BSP and Mission District Streetscape Plan would incrementally increase the number of street trees in the Plan Area, which would provide more nesting locations for birds. For the reasons discussed above, the Proposed Project would not result in a significant cumulative impact on biological resources.

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

E.14 Geology and Soils

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

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

a-f)

Seismic Hazards. The Bay Area is one of the most seismically-active regions in the United States. Each year, low- and moderate-magnitude earthquakes occurring in or near the Bay Area are felt by residents of the City. The *General Plan* Community Safety Element and other local resources contain maps of areas of the City subject to geologic hazards. The project area is not within an Alquist-Priolo Earthquake Fault Zone. However, the project area would be subject to groundshaking from earthquakes along faults in the Bay Area, including the San Andreas and Northern Hayward faults. Because the Proposed Project is in a seismically active region, there is a potential for seismic-related ground failure in the project area. Portions of the project area may be subject to seismic-related liquefaction or landslides.[111] Although the potential for seismic groundshaking and ground failure to occur within the project area is unavoidable, no structures would be constructed which could expose people to new seismic-related hazards. Therefore, project-related impacts related to seismic hazards would be less than significant.

Soil Stability. Streetscape improvement-related activities under the Proposed Project could involve minor excavation, grading, and paving for the reconfiguration of the public right-of-way in certain places. The project area is mostly paved, with the exception of areas with

[111] State of California Division of Mines and Geology, *Seismic Hazard Zone Map* for San Francisco; *San Francisco General Plan*, Community Safety Element, Maps 4 and 5, 1995; and ABAG Liquefaction Hazard Maps, 2003.

street trees located along the streets/sidewalks and in the medians. Even with future site-specific implementation of Plan-proposed standard and optional streetscape improvements (for e.g. street trees and sidewalk planting, sidewalk and median pocket parks, and stormwater control amenities including permeable paving, bioretention facilities, swales, infiltration and soakage trenches, and infiltration boardwalks) that are designed to reduce impervious surfaces in the public right-of-way, the project area would continue to remain mostly paved. Thus, project implementation would not result in substantial soil erosion or loss of topsoil and this impact would be less than significant. A grading permit would not be required for construction activities related to the Proposed Project, per *San Francisco Building Code* Section 3306 which exempts "Grading necessary for and incidental to and in connection with the construction of any parks, public streets or roadways, or the construction of sewers, or utilities under or within the boundaries of such roadways or streets when such work is under the direct supervision of the Recreation and Park Department (RPD), Department of Public Works (DPW), the Public Utilities Commission (PUC), or other governmental agencies." Although project-related construction activities would not require a grading permit, the Plan-proposed streetscape improvements would be either constructed by (or construction would be either directed by or permitted by) DPW, MTA or RPD. Thus, they would comply with DPW or other applicable requirements from the department with jurisdiction over the project area subject to Plan-proposed streetscape improvements.

The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. No portion of the City is in an Alquist-Priolo Special Studies Zone, and no known active faults exist on or in the immediate vicinity of the project area.[112] The project area is located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area. Ground shaking and damage level maps of the area indicate that the project area is located in an area subject to "very strong" to "violent" shaking and "moderate" damage due to ground shaking from an earthquake along the San Andreas Fault and "strong" shaking and "nonstructural" damage along the Northern Hayward Fault.[113] The project area is located in an area of liquefaction potential, as shown in a Seismic Hazards Study Zone (SHSZ) designated by the California Division of Mines and Geology, but is not located in an area of potential landslide hazard. For any development proposal in an area of liquefaction potential, the Department of Public Works (DPW), in its review of the building permit application, requires the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. A preliminary permit would not be required for construction activities related to the Proposed Project per *San Francisco Building Code* Section 3306 as explained above. Although project-related construction activities would not require a grading permit, the Plan-proposed

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[112] California State Department of Conservation, Division of Mines and Geology (CDMG), *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [http://www.consrv.ca.gov], November 16, 1998, and CDMG, *Fault Rupture Hazard Zones in California*, Alquist Priolo Earthquake Zoning Act, Special Publication 42, Revised 1997.

[113] San Francisco General Plan, Community Safety Element, Maps 2 and 3, 1995; and Association of Bay Area Governments (ABAG) Earthquake Shaking Intensity Maps, 2003. Available for viewing at www.abag.ca.gov.

streetscape improvements would be either constructed by (or construction would be either directed by or permitted by) DPW, MTA or RPD. Thus, they would comply with DPW or other applicable requirements from the department with jurisdiction over the area subject to improvement. Overall, because the Proposed Project would not result in substantial construction of above or below-ground structures or substantially alter the topography of the project area, project-related impacts related to soil stability would be less than significant.

Wastewater Disposal. Wastewater disposal would not be required for the Proposed Project. Therefore, Checklist Item 13(e) is not applicable.

Unique Geologic or Physical Features. Future implementation of Plan-proposed optional streetscape improvements would occur within the public right-of-way. There are no unique geologic or physical features within the public right-of-way. Therefore, segments of the Proposed Project in the public right-of-way would not impact unique geologic or physical features. Therefore, there would be no impacts with respect to unique geologic or physical features.

Cumulative Effects. The Proposed Project would not have a significant impact on geology or soil resources, nor would the Proposed Project contribute to any potential cumulatively considerable effects on geology or soils.

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

E.15 Hydrology and Water Quality

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. **HYDROLOGY AND WATER QUALITY— Would the project:**					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐	☐

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

a-j)

Water Quality and Runoff. The Proposed Project would involve the adoption of a set of citywide pedestrian policies and guidelines to help improve San Francisco's pedestrian environment in the future. According to the project sponsors, if fully realized, the Proposed Project is anticipated to confer multiple benefits to San Francisco, including reduction of sewer/stormwater overflows into the Bay. The Proposed Project would provide guidance for the implementation of standard and optional or case-by-case streetscape improvements citywide. The Proposed Project also categorizes streets into different typologies for the purposes of streetscape design, and these street types are intended to direct decisions about pedestrian realm and streetscape design. For instance, for each proposed street type, the Proposed Project lists standard improvements and optional or case-by-case improvements that could be applicable to that particular street type. As discussed above in Project Description, pp. **1-35**, some of the major project concepts of Plan-envisioned streetscape improvements include improving the ecological performance of streets and greening of the streetscape with incorporation of (i) on-site stormwater management techniques to reduce combined sewer overflows; (ii) the use of resource-efficient elements and materials; (iii) design of streets as green corridors and habitat connectors; and (iv) urban forest maintenance. Certain Plan-proposed policies are relevant to the topic of stormwater management; for instance, Policy 8.1 p. 11, which is related to maximizing opportunities for on-site stormwater retention and infiltration within streetscapes.

Some Plan-proposed standard streetscape improvements are also relevant to the topic of Hydrology and Water Quality (see pp. **18-30**). These standard streetscape improvements are related to incorporation of stormwater management tools into streetscape design. The stormwater management tools include permeable paving; bioretention facilities; swales; channels and runnels; infiltration and soakage trenches; and infiltration boardwalks; all of these tools would encompass a range of strategies to detain, retain, infiltrate and/or convey stormwater, reduce flooding, and overall improve water quality. The Better Streets Plan provides a framework for appropriate location of the Plan-proposed stormwater techniques/tools by particular street types (see Table 3: Appropriate Stormwater Facilities by Street Type on p. **22.**) Several other Plan-proposed standard and optional or case-by-case streetscape improvements are also recommended to be combined with stormwater techniques/tools so as to further contribute to ecological benefits. These include street trees and sidewalk plantings; sidewalk and median pocket parks; sidewalk and parking lane planters; special paving; extended and mid-block bulb-outs; chicanes; traffic calming circles; flexible use of parking lane; reuse of 'pork chops' and excess right-of-way; boulevard treatments; and shared public ways.

The Proposed Project is anticipated to be implemented within the existing public right-of-way, which consists primarily of paved surfaces. The project could potentially lead to future physical changes within the public right-of-way. The Proposed Project would not change the amount of impervious surface area or alter the drainage pattern for the affected streets substantially. Elements of the Proposed Project would involve minor excavation, grading, and repaving in the future. Even with future implementation of Plan-proposed standard and optional streetscape improvements (for e.g., street trees and sidewalk planting, sidewalk and median pocket parks, and stormwater control amenities including permeable paving, bioretention facilities; swales, infiltration and soakage trenches, and infiltration boardwalks) that are designed to reduce impervious surfaces in the public right-of-way, the Proposed Project would mostly replace paved surfaces with paved surfaces, and the project area would continue to remain substantially paved. In the case of removed trees, some public right-of-way areas that are currently not paved might be paved over and rendered impervious, adding to stormwater runoff. These effects would be limited to small areas and generally balanced by the replacement of trees in alternative street areas of the public right-of-way, and would thus not be expected to significantly change project area runoff patterns.

The Proposed Project would not measurably affect related levels of stormwater runoff or groundwater recharge; nor increase the demand for stormwater treatment or stormwater capacity needs substantially. Because the Proposed Project would not result in substantial construction of above or below-ground structures, stormwater flow during and after project-related construction would be similar to existing conditions. Stormwater would continue to flow to the City's combined storm-sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge. The Proposed Project would not generate or result in a discharge that would have the potential to degrade water quality, contaminate a public water supply, or violate water or

wastewater discharge requirements. Project impacts related to water quality and run-off would therefore be less than significant.

Construction. It is anticipated that Plan-proposed streetscape improvements would be included in future site-specific street improvement projects in San Francisco. Construction of these streetscape improvements would involve minor excavation and grading. These activities could cause erosion and transportation of soil particles that, once in surface water runoff, could cause sediment and other pollutants to leave the construction area. Because the Proposed Project would not result in substantial construction of above or below-ground structures, the amount of sediment and pollutants would be minimal, and would result in less-than-significant impacts to water quality. Furthermore, any stormwater runoff from the Proposed Project's construction would be directed to the City's combined storm-sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge. Therefore, project impacts to water quality resulting from project construction would be less than significant.

Groundwater. No groundwater would be used by the Proposed Project; therefore, there would be no impacts regarding depletion of groundwater resources. No significant groundwater recharge occurs along the Proposed Project alignment, most of which is paved. Because the Proposed Project would not result in substantial construction of above or below-ground structures, post-construction conditions would be generally the same. Regarding groundwater quality, refer to the water quality discussion above, and Checklist Item 16, pp. **144** below, concerning hazardous materials.

Flood and Other Hazards.[114] The City of San Francisco does not participate in the National Flood Insurance Program (NFIP) and no final flood maps are published for the City. The Federal Emergency Management Agency (FEMA) released a preliminary Flood Insurance Rate Map (FIRM) for the City and County of San Francisco on September 21, 2007. The preliminary map is for review and comment only. FEMA anticipates that a revised preliminary map will be published in sometime in 2009 or 2010.[115] Once the City has reviewed the revised preliminary map, FEMA will publish a final FIRM, which will be used for floodplain management and flood insurance purposes. Based on the preliminary map, portions of the City's existing public right-of-way (including pedestrian areas) and some of the proposed streetscape improvements would be located within a coastal flood hazard zone.[116] The Proposed Project would involve the implementation of future site-specific streetscape improvements within the public right-of-way; however, it would not include the construction of any housing or other structures. Therefore, no

[114] *San Francisco General Plan* Community Safety Element, Maps 6 and 7.

[115] City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed December 8, 2008.

[116] Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, 111A, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available on the Internet at http://www.sfgov.org/site/risk_management_ index.asp?id=69690, accessed December 8, 2008.

impacts related to placement of housing or other structures in a 100-year flood zone would occur.

As stated above, portions of the project area are located in areas identified for potential flooding, including inundation, resulting from reservoir damage following an earthquake. However, the Proposed Project would involve the implementation of streetscape improvements within the public right-of-way, and it would not include the construction of any housing or other structures. Thus, it would not expose people or structures to a significant risk of loss, injury or death involving flooding. Therefore, no impact would occur.

A tsunami is an advancing ocean wave originating from an earthquake epicenter. In San Francisco, the potential for damage due to direct wave action resulting from a tsunami would be expected to be limited to the coastline along the Pacific Ocean, including Ocean Beach between the Golden Gate Bridge and Fort Funston. Because the advancing ocean wave would be restricted at the Golden Gate, damage due to direct wave action along the San Francisco Bay shoreline is not considered likely. However, the Bay shoreline between the Palace of Fine Arts and the Central Basin could be subjected to a seiche, or oscillation of the Bay water surface, as a result of a tsunami reaching the Golden Gate and damage could occur in inundated areas. Portions of the project area are located in City areas identified for potential inundation in the event of a tsunami along the San Francisco coast, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the San Francisco General Plan). Although extremely rare, a tsunami could cause damage to potentially affected areas. However, the Proposed Project would not substantially change or worsen this existing condition and there is a well-established warning system in place that would provide early notification of an advancing tsunami. This system would allow for evacuation of people from potentially affected areas. In addition, it is unlikely that the project area would be subject to mudflow. Therefore, impacts related to tsunami, seiche, and mudflow are considered less than significant.

Cumulative Effects. The Proposed Project would result in temporary site-specific effects on water quality and runoff during project-related construction and would not contribute considerably to cumulative impacts in these areas. The Proposed Project would not contribute considerably to cumulative hydrology impacts, as it would have less-than-significant impacts related to hydrology.

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

E.15 Hazards and Hazardous Materials

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
15. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

a-h)

Hazardous Materials. The Proposed Project could involve handling or disposal of hazardous materials that might be encountered during project-related construction (related to construction of Plan-proposed streetscape improvements in the future), but would not be expected to generate hazardous emissions or hazardous materials once constructed.

There are portions of the project area (certain public right-of-ways in the City) that may contain hazardous materials. The general area south and southeast of Market Street is known to contain fill materials from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Furthermore, the areas along the eastern and northeastern edges of the City may also contain fill materials from the 1906 Earthquake and Fire. The City has adopted the Maher Ordinance,[117] which requires analyzing soil for hazardous

[117] San Francisco Board of Supervisors, 1986. Ordinance 253-86, signed by the Mayor on June 27, 1986.

wastes within specified areas and on sites specifically designated by the Director of Public Works when over 50 cubic yards of soil is to be disturbed. The Maher Ordinance specifically includes sites, some of which are located within the project area, which are bayward of the high tide line as shown on maps available from the Department of Public Health (DPH) and referred to as Maher Sites.[118]

Where hazardous wastes are found to be in excess of state or federal standards, future project sponsors of affected site-specific street improvement projects in the City would be required to submit a site mitigation plan (SMP) to the appropriate state or federal agency(ies), and to implement an approved SMP, prior to issuance of any permit. Where toxics are found for which no standards are established, future project sponsors of affected site-specific street improvement projects would need to request a determination from state and federal agencies as to whether an SMP is needed.

Some of the Plan-proposed streetscape improvements would likely require minimal groundbreaking and the amount of soil excavation is not expected to be substantial. There however remains some potential for soil excavation to occur in Maher-designated areas, and soil with hazardous concentrations of metals or petroleum hydrocarbons could be encountered. Therefore, project-related construction activities have the potential to create a potentially significant hazardous materials impact in the future related to excavation and transport exposure to contaminated soil during the construction phase of future Plan-proposed streetscape improvements. Future project sponsors of affected site-specific street improvement projects would be required to adhere to existing local, state, and federal requirements regarding handling and disposal of soil and groundwater containing chemical contaminants. The implementation of Mitigation Measure **HAZ-1** below, would further reduce potentially significant impacts associated with hazardous materials to less-than-significant levels.

Mitigation Measure HAZ-1: Hazardous Materials

Step 1: Determination of Presence of Contaminated Soils

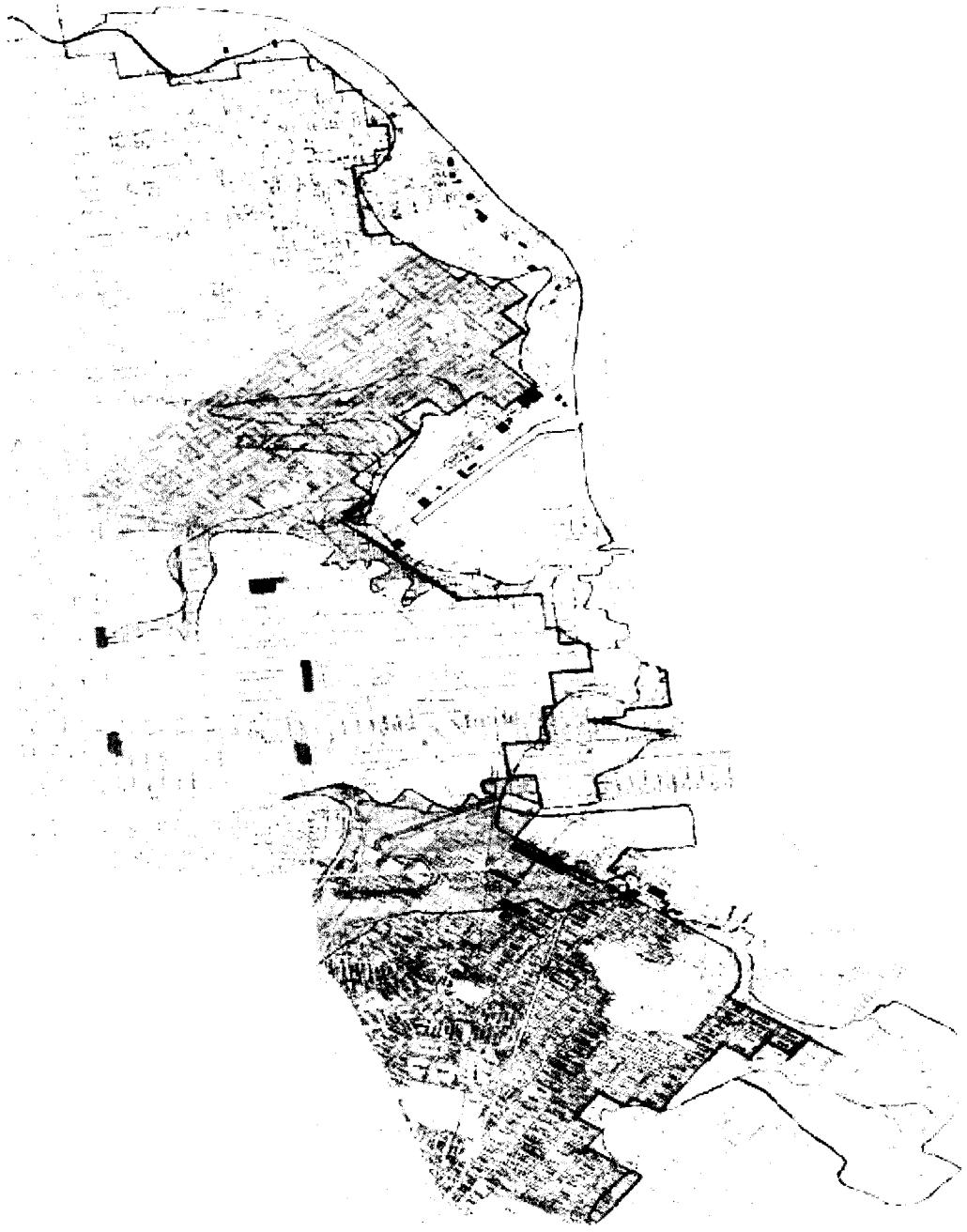
The project site is located in an area of the city known to contain fill material form the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

[118] San Francisco Department of Public Health, Environmental Health Hazardous Waste Program, Maher Sites Map. Available online at http://www.sfdph.org/dph/comupg/oprograms/EHS/ HazWaste/MaherSiteMap.asp. Accessed December 8, 2008.

FIGURE - 9

Source: San Francisco Department of Public Health
Environmental Health
Hazardous Waste

Maher Site Map



http://www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

Legend:
Yellow and pink are designated Maher areas.
Green is areas of known fill.
Blue is for serpentine rock (asbestos).

The project sponsor shall submit the report on the soil testing for lead and a fee of $425 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan:

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Pursuant to *San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material*, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.

Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to

follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.

Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in *Public Works Code Article 2.4* would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List, as described above, compliance with existing regulations would ensure that impacts remained less than significant.

Airport Hazards. The Proposed Project is not located within two miles of a public-use airport, or in an area covered by an airport land use plan, or within the vicinity of a private airstrip. Therefore, Checklist Items 15 (e) and 15(f) are not applicable to the Proposed Project.

Emergency Response. The Proposed Project calls for streetscape improvements within the City's public right-of-way. Compliance with the *Public Works Code* and the *Fire Code* would ensure that neither project-related construction activities nor the reconfiguration of City streets would affect existing emergency response or evacuation plans. Therefore, there would be less-than-significant impacts with respect to emergency response or evacuation plans.

Fire Hazards. The Proposed Project would not result in demolition or construction of substantial above or below-ground structures; nor would the Proposed Project alter the current exposure of people or structures to potential hazards involving fires. Accordingly, there would be less-than-significant impacts with respect to fire hazards.

Cumulative Effects. As described above, project-related potential impacts with respect to hazards and hazardous materials would be less than significant. Procedures in effect through DPW, the Fire Department and DPH would ensure that any potential impacts would be reduced to less-than-significant levels. Therefore, the Proposed Project would have less-than-significant impacts related to hazardous material conditions in the City; nor would the project contribute to any cumulative impacts with respect to hazards and hazardous materials.

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

E.16 Mineral and Energy Resources

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. MINERAL AND ENERGY RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Mineral Resources. All land in San Francisco, including the project area, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is adequate information available for assignment to any other MRZ and thus the project area in not a designated area of significant mineral deposits. There are no operational mineral resource recovery sites in the Proposed Project area whose operations or accessibility would be affected by project-related construction or operation. As no known mineral deposits exist within the project area, there would be no impacts with respect to mineral resources.

Energy Use. As discussed above in Project Description, pp. **1-35**, one the major project concepts related to Plan-envisioned streetscape improvements include implementation of universal pedestrian-oriented streetscape design incorporating energy-efficient street lighting and efficient utility location where appropriate. Certain Plan-proposed policies are relevant to the topic of energy; for instance, Policy 8.2, which is related to using sustainable materials in streetscape designs, taking into account the life-cycle energy costs of such materials; and Policy 8.2, which is related to minimizing energy use in street lighting and other energy-requiring streetscape elements. Per Policy 10.5, adequate light levels and quality should be ensured for pedestrians, and light trespass and glare to adjacent uses should be minimized. The topic of energy efficiency is also discussed under Checklist Item 7: Air Quality, p. **114**.

As discussed under Checklist Item 2: Aesthetics, pp. **45-56**, the Proposed Project includes streetscape improvements related to street lighting, which would likely result in the reconfiguration and upgrading of City street lighting in the future. However, it is not anticipated that the Proposed Project would result in the development of "new" streets or new sources of street lighting. While the Proposed Project would potentially result in physical changes to the City's public right-of-way (including changes related to the reconfiguration and upgrading of street lighting), overall there would be no substantial change to amount of the street lighting that currently exists. The Proposed Project calls for adequate light levels and quality of street lighting to ensure pedestrian safety, while minimizing light trespass and glare to adjacent uses. Street lighting would also be expected to be consistent with light produced by

existing land uses and the existing street lighting in the neighborhood. The Proposed Project would not be expected to result in the use of large amounts of energy, and consequently, would not be considered wasteful. Overall, the Proposed Project would have less-than-significant impacts related to energy use.

Cumulative Mineral and Energy Resources. The Proposed Project would not impact mineral resources, directly or indirectly, and therefore would not contribute to cumulative mineral resource impacts. The Proposed Project would have less-than-significant impacts related to energy use, and therefore, would not contribute to cumulative energy resource impacts.

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

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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒

Agricultural and Forest Resources. All land in San Francisco, including the project area, is urban area, and therefore not agricultural in nature. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the Plan Area as "Urban

and Built-up Land". Because the project area does not include agricultural uses and is not zoned for such uses, the proposed project would not convert any Prime Farmland, Unique Farmland, Farmland of Statewide Importance to non-agricultural use. Similarly, because the project area does not include forest uses and is not zoned for such uses, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The Proposed Project would not conflict with existing zoning for agricultural uses or a Williamson Act contract. The Proposed Project also would not conflict with existing zoning for forest land or timberland or result in the rezoning of forest land or timberland. The Proposed Project also would not involve other changes in the existing environment, which could result in conversion of farmland to non-agricultural use or forest land to non-forest use. No impacts to farmlands of forest lands would occur.

Cumulative Impacts

All land in San Francisco, including the project area, is urban area and impacts related to agricultural and forest use of areas within the Proposed Project's vicinity are not applicable. The proposed project would have no impact on agricultural and forest resources, nor would other proposed cumulative projects in the vicinity. Therefore, the project would not contribute to cumulative impacts on agricultural and forest resources.

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

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

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

a. Environmental Quality. As described above, the Proposed Project would have less than significant impacts on the environmental topics discussed. The Proposed Project, however, could have potentially significant impacts to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources, which would be mitigated to less than significant levels through implementation of **Mitigation Measures M-AE-1: Tree Root Protection, pp.53; M-CUL-1: Archeological Resources: Accidental Discovery, pp. 67; M-CUL-2: Archeological Monitoring: Hispanic Period, pp.74; M-TR- 1: Provision of New Loading Space, pp. 78-79 ~~120~~; M-AQ-1: Dust Control Plans, p.120; M-BIO-1: Nesting Birds, pp. 151 ~~160~~;** and **M-HZ-1: Hazards and Hazardous Materials, pp. 161 – 164 ~~170~~,** prescribed above in the individual topic areas and described in detail in Section F below. Implementation of these mitigation measures would reduce the potential environmental impacts of the Proposed Project to less-than-significant levels to aesthetics, cultural, transportation and circulation, biological, and hazards and hazardous materials resources. As such, the Proposed Project would not have the potential to degrade the quality of the environment or have project-level impacts that would cause substantial adverse effects on human beings.

18b. Cumulative Impacts. The geographic context for cumulative impacts is the entire City of San Francisco. The CEQA Guidelines define cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or increase in environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time." (Guidelines, Section 15355(a)(b)).

Cumulative Impacts

This Initial Study for the BSP determined that the topics of Mineral and Energy Resources and Agriculture Resources are not applicable to the BSP; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less than significant impacts on Land Use and Land Use Planning, Population and Housing, Noise, Green House Gases, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Geology and Soils, and Hydrology and Water Quality; therefore, the Proposed Project would not contribute to cumulative impacts related to these environmental topics.

The Proposed Project would have less-than-significant impacts on the environment with the implementation of mitigation measures for the topics of Aesthetics, Cultural and Paleontological Resources, Transportation and Circulation, Air Quality, Biological Resources, and Hazards and Hazardous Materials. It is also determined that the BSP would not contribute to cumulative impacts related to these topics. Cumulative impacts for these topics are analyzed in each individual Check List topic in the body of this Initial Study and summarized below:

Cumulative Effects to Aesthetics. The Proposed Project would not contribute to any substantial degradation of the existing visual character along the Plan Area, because the City of San Francisco is an already developed urban area. The Proposed Project would not involve the construction of substantial above-ground structures within the public right-of-way. Implementation of the Proposed Project could result in the implementation of streetscape improvements in the public right-of-way that would likely require changes to sidewalks, crosswalks and roadways. These proposed changes would follow the City policies and ordinances applicable to any proposed project within the City boundaries, and therefore would not contribute to a cumulative impact to visual resources in the Plan Area.

Any removal of Landmark Trees or street trees required by the Proposed Project would be subject to compliance with the *Public Works Code* and DPW regulation. Any new signage required by the Proposed Project would comply with the *Planning Code* and thus would not contribute to any cumulative visual impacts beyond those already anticipated by the *Planning Code*. For these reasons and those discussed in Section E-2 Aesthetics, **pp.46**, the Proposed Project's impacts, individually or in combination with other projects, related to aesthetics would not be cumulatively considerable.

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

Cumulative Transportation and Circulation Impacts

The BSP would involve the adoption of a set of citywide streetscape and pedestrian policies and design guidelines. The proposed 12 standard streetscape improvements and 26 optional or case-by-case streetscape improvements would result in relatively minor changes to the overall vehicular circulation patterns in San Francisco and would not be expected to worsen traffic or transit conditions. Therefore, the cumulative traffic, transit and emergency access impacts of the BSP streetscape improvements would be less than significant. With respect to pedestrian

impacts, one of the goals of the BSP is to improve the pedestrian environment. As such, pedestrian cumulative impacts would also be less than significant. None of proposed streetscape improvements would result in potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility. Therefore, cumulative bicycle impacts would be less than significant. Overall the implementation of the streetscape improvements set forth in the BSP would not be expected to result in cumulative transportation impacts.

Cumulative Air Quality Impacts. The BSP could result in an increase in construction related air pollutants because the BSP calls for design elements that may incrementally increase construction duration or the amount of excavation required for individual streetscape projects. However, these design treatments are not anticipated to result in a substantial amount of air pollutants that would otherwise be emitted by streetscape improvement projects. Furthermore, the construction emissions associated with individual projects would be evaluated under CEQA, as future site-specific improvement projects are developed.

Implementation of the BSP would not result in any new automobile trips being added to the roadway network. A goal of the BSP is to create a pedestrian-friendly streetscape environment. Pedestrian activity has no associated emissions and the Proposed Project can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips, therefore the Proposed Project would not contribute to a cumulative air quality impact, or result in a cumulative affect to sensitive receptors. The Proposed Project would also not generate any new sources of odors. Therefore, the Proposed Project would result in a ***less than significant*** impact with respect to cumulative air quality.

Cumulative Biological Resource Impacts. Although activities resulting from the implementation of Plan-proposed guidelines in the Plan Area could affect nesting birds, the potential effects would be mitigated by implementation of **Mitigation Measure M-BIO-1: Nesting Birds. M-BIO-1** would require that biological surveys and timing of tree removal be performed in accordance with the CDFG regulations. These would ensure that effects on migratory bird species would not be cumulatively considerable. Additionally, the Proposed Project would not result in a loss of street trees; removal of street trees would be regulated by permits from the DPW and would include relocation or replacement at some other location. Therefore, the Proposed Project would not result in a significant cumulative impact on biological resources.

Cumulative Hazards and Hazardous Materials Impacts. Potential impacts with respect to hazards and hazardous materials would be limited to the construction phase of projects resulting from the implementation of the Plan-proposed guidelines, and therefore would not

accumulate overtime. Also, procedures in effect through the DPW, the Fire Department and the DPH would ensure that any potential impacts would be kept at less than significant levels. Therefore, the Proposed Project would not contribute to cumulative considerable significant effects related to hazards and hazardous materials.

c. Potential Effects on Human Beings. Construction activities associated with the project have the potential to result in impacts on aesthetics, cultural resources, biology, and hazards and hazardous materials. However, with implementation of **Mitigation Measures M-AE-1: Tree Root Protection, pp.53; M-CUL-1: Archeological Resources: Accidental Discovery, pp. 67; M-CUL-2: Archeological Monitoring: Hispanic Period, pp.74; M-TR- 1: Provision of New Loading Space, pp. 78-79 ~~120~~; M-AQ-1: Dust Control Plans, p.120; M-BIO-1: Nesting Birds, pp. 151 ~~160~~; and M-HZ-1: Hazards and Hazardous Materials, pp. 161 – 164 ~~170~~,** prescribed above in the individual topic areas and described in detail in Section F below, all potentially significant project-related impacts would be less than significant.

F. MITIGATION MEASURES & IMPROVEMENT MEASURES

The following mitigation measures have been adopted by the Project Sponsor and are necessary to avoid potential significant effects of the Proposed Project.

There are no improvement measures associated with this project.

AESTHETICS

Mitigation Measure M-AE-1: Tree Root Protection

If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine[119] (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.

CULTURAL AND PALEONTOLOGICAL RESOURCES

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

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

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils

[119] Motorized digging equipment produced by Vermeer or other brand name.

disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

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

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

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

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological

monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

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

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

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

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

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

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

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

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

The scope of the ADRP shall include the following elements:

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

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances

of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

TRANSPORTATION AND CIRCULATION

Mitigation Measure TR-1 - Provision of New Loading Space:
The following mitigation measure shall apply to any removal of truck loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed.

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

AIR QUALITY

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

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Biological Resources-Nesting Birds

To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: Hazardous Materials

Step 1: Determination of Presence of Contaminated Soils

The project site is located in an area of the city known to contain fill material form the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

The project sponsor shall submit the report on the soil testing for lead and a fee of $425 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan:

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 4: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor

modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Pursuant to *San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material*, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."

Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.

Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.

Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in *Public Works Code Article 2.4* would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List.

H. DETERMINATION

On the basis of this initial study:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, no further environmental documentation is required.

DATE: July 27, 2010

WILLIAM C. WYCKO
Environmental Review Officer
for
John Rahaim
Director of Planning

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on October 21, 2008 to interested persons, neighborhood organizations and responsible agencies. Two members of the public responded to the Neighborhood Notice, with one of those requesting copies of future environmental review documents without comments at this time. The other member of the public expressed concern about the Proposed Project as it relates to: transportation and public safety; potential traffic congestion impacts of the project, potential impacts on parking with proposed removal of existing on-street parking lanes; appropriate methods for transportation and transit analysis in the environmental review process. These issues are discussed in the appropriate sections of this Initial Study (See Transportation Topics).

The Proposed Project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the Proposed Project were not addressed and are more appropriately directed to the decision-makers. The decision to approve or disapprove a Proposed Project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the Proposed Project could have a significant effect on the environment.

H. INITIAL STUDY PREPARERS

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Planning Commission Draft Motion No. 18211

HEARING DATE: OCTOBER 28, 2010

Date:	October 14, 2010
Case No.:	2007.1238EMTRU
	Better Streets Plan and related actions
Project Address:	Citywide
Project Sponsor:	Planning Department, other agencies
Staff Contact:	Adam Varat – (415) 558-6405
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ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES RELATED TO THE SAN FRANCISCO BETTER STREETS PLAN AND ASSOCIATED GENERAL PLAN AND MUNICIPAL CODE AMENDMENTS, AND OTHER RELATED ACTIONS.

PREAMBLE

On October 17, 2007, an Environmental Evaluation Application was submitted to the Planning Department ("Department") for Case No. 2007.1238E: Draft San Francisco Better Streets Plan. A Notification of Project Receiving Environmental Review was sent on October 22, 2008 to potentially interested parties and members of the public.

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

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

The public process to legislate and adopt the Better Streets Plan has already been initiated. At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Administrative Code, Planning Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan, and an ordinance amending the Urban Design and Transportation Elements of the General Plan relating to the Better Streets Plan. The proposed amendments would require improvements to the public right-of-way to follow the policies and guidelines in the Better Streets Plan, make these codes

consistent with the content of the Plan, and establish requirements to implement street improvements.

On July 28, 2010, the Draft Initial Study/Mitigated Negative Declaration (IS/MND) for the Project was prepared and published for public review. The Draft IS/MND was available for public comment until 5:00 p.m. on August 17, 2010. The Final Mitigated Negative Declaration was published on September 15, 2010.

On October 28, 2010, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Case No. 2007.1238EMTRU.

On said date, the Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND).

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP) as part of the FMND, shown in Attachment 3, which material was made available to the public and this Commission for this Commission's review, consideration and action.

In a letter dated June 18, 2010, and included as part of Attachment 3, the San Francisco Municipal Transportation Agency indicated its consent to implement Mitigation Measure TR-1 – Provision of New Loading Space.

The Planning Department, Linda Avery, is the custodian of records, located in the File for Case No. 2007.1238EMTRU, at 1650 Mission Street, Fourth Floor, San Francisco, California.

FINDINGS

The Commission hereby approves the CEQA findings for Case No. 2007.1238EMTRU, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings. Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, on behalf of the applicant, Department staff, and other interested parties, this Commission finds, concludes, and determines as follows:

1. The recitals herein are accurate and constitute findings of this Commission.

2. **Project Description.** The Project comprises a citywide set of guidelines and policies, to govern the design of streetscape and pedestrian features in the public right-of-way, including such features as landscaping, lighting, site furnishing, sidewalk design, and traffic calming features in the public right-of-way.

DECISION

That based upon the Record, the submissions by the Project Sponsor(s), the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby finds that the contents of FMND and the procedures through which the FMND was prepared,

publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA). 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

The Planning Commission further finds that the FMND is adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the Draft IS/MND, and adopts the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Commission approves CEQA findings for the Better Streets Plan and related actions, subject to the following conditions attached hereto as "EXHIBIT A" which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the IS/MND and the record as a whole and finds that there is no substantial evidence that the Project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the MMRP attached hereto as Attachment 3 and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the IS/MND and contained in the MMRP are included as conditions of approval of the Better Street Plan and shall be incorporated into said Plan.

The Planning Commission further finds that since the MND was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the MND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the MND.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on October 28, 2010.

Linda D. Avery
Commission Secretary

AYES: Antonini, Borden, Miguel, Moore, Olague, Sugaya

NAYS:

ABSENT:

ADOPTED: October 28, 2010

Exhibit A

Conditions of Approval

Whenever "Project Sponsor" is used in the following conditions, the conditions shall also bind any successor to the Project or other persons having an interest in the Project or underlying property.

Mitigation Measures

1. Mitigation measures described in the MMRP attached as Attachment 3 are necessary to avoid potential significant effects of the proposed project and have been agreed to by the project sponsor(s). Their implementation is a condition of project approval, and shall be incorporated into the Better Streets Plan.

San Francisco Planning

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ABBREVIATED CEQA CHECKLIST FOR
Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

- [X] Project Description and scope of work
- [ ] *Existing* and *Proposed* Site plans
- [ ] Site photos
- [ ] Scope of work for: Air Quality Analysis Tech Memo (*if applicable*)[1]
- [ ] Green House Gas Emission Checklist[2] (*if applicable*)

I - PROJECT INFORMATION	
DATE	December 19, 2022
PROJECT NAME	Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs
LOCATION/ NEIGHBORHOOD	Citywide
CONSTRUCTION DURATION	January 2023 to June 2023
II - PROJECT CONTACT	
RESPONSIBLE AGENCY	San Francisco Public Works
NAME	Oliver Iberien
ADDRESS	49 South Van Ness, 9th flr
PHONE	(628) 271-2658
EMAIL	oliver.iberien@sfdpw.org
III - PROJECT CHARACTERISTICS	
STREET TYPE[3]	☐ Varies (See attachment _____) OR Provide a description:
STREET NAME	Citywide
[4]FROM (CROSS-STREET 1) TO (CROSS-STREET 2)	Citywide

[1] Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [**Contact EP planner for a copy of scope of work outline].**

[2] Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. [**Contact EP planner for a copy of GHG Checklist].**

[3] See Table 1 in PMND and verify final list of street types with the online version of the BSP.

[4] Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

PROJECT SCREENING PART I (*On the table below, please identify BSP's design elements that are part of the proposed project*)		
DETAILED DESIGNED ELEMENTS **STANDARD IMPROVEMENTS**		
BSP NUMBER/ NAME	**PROJECT ELEMENT**	**Requires Subsequent Environmental Review[5]** **(*EP PLANNER DETERMINATION ONLY*)**
SI-1 Accessible curb ramps	☒	☐
SI-2 Marked crosswalks	☐	☐
SI-3 Pedestrian signal timing	☐	☐
SI-4 Curb radii guidelines	☐	☐
SI-5 Corner curb extensions	☐	☐
SI-6 Street trees	☒	☐
SI-7 Tree basin furnishing	☐	☐
SI-8 Sidewalk planters	☐	☐
SI-9 Stormwater management tools	☐	☐
SI-10 Street lighting	☐	☐
SI-11 Special paving	☐	☐
SI-12 Site furnishings	☐	☐
CASE-BY-CASE IMPROVEMENTS		
CBC-1 High-visibility crosswalk	☐	☐
CBC-2 Special crosswalk	☐	☐
CBC-3 Vehicle turning movements	☐	☐
CBC-4 Removal or reduction of permanent crosswalk closures	☐	☐

[5] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	**PROJECT ELEMENT**	**REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[6]** (***DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY***)
CBC-5 Mid-block crosswalks	☐	☐
CBC-6 Raised crosswalks	☐	☐
CBC-7 Extended bulb-outs	☐	☐
CBC-8 Mid-block blub-out	☐	☐
CBC-9 Center or side medians	☐	☐
CBC-10 Pedestrian refugee islands	☐	☐
CBC-11 Transit bulb-out	☐	☐
CBC-12 Transit boarding islands	☐	☐
CBC-13 Perpendicular or angled parking	☐	☐
CBC-14 Flexible use of parking	☐	☐
CBC-15 Parking lane planters	☐	☐
CBC-16 Chicanes	☐	☐
CBC-17 Traffic calming circles	☐	☐
CBC-18 Roundabouts	☐	☐
CBC-19 Pocket parks	☐	☐
CBC-20 Reuse of 'pork chops'	☐	☐
CBC-21 Boulevard treatments	☐	☐

[6] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

PROJECT SCREENING PART I CONT.		
NUMBER/ NAME	**PROJECT ELEMENT**	**REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[7]** (***DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY***)
CBC-22 Shared public ways	☐	☐
CBC-23 Pedestrian-only streets	☐	☐
CBC-24 Public stairs	☐	☐
CBC-25 Multi-use paths	☐	☐
CBC-26 Above-ground landscaping	☐	☐
OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP) *(Not identified above)*		
DESIGN ELEMENT NAME	**BSP PAGE NUMBER**	
		☐
(EP PLANNER COMMENTS):		

[7] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

PROJECT SCREENING PART I CONT.

(*On the table below, please identify BSP's design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.*)

IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT

	Project Element	**Requires Subsequent Environmental Review**[8] **(FOR EP PLANNER DETERMINATION ONLY)**
Permeable Paving	☐	☐
Bioretention Facilities	☐	☐
Swales	☐	☐
Infiltration Boardwalks	☐	☐
Infiltration and Soakage Trench	☐	☐
Channels and Runnels	☐	☐
Vegetated Buffer Strip	☐	☐
Vegetated Gutter	☐	☐
Other (describe stormwater improvements)	☐	☐
If none of the above BSP design elements apply, please indicate so by checking this box ☐		

(EP PLANNER COMMENTS):

[8] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

PROJECT SCREENING PART II (*If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.* *Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.*)	
TRANSPORTATION/CIRCULATION	
Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes ☒
Does the project include removal of crosswalk closures?	Yes ☐
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes ☐
Does the project include roundabouts?	Yes ☐
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes ☐
Does the project include multi-use paths?[9]	Yes ☐
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes ☐
PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:[10] *(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).*	
HISTORICAL/ARCHEO RESOURCES *(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)*	
Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? **Please state the name of the historic district or historic landmark:**_____	Yes ☒
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? **Please identify the historic elements that are part of the proposed project:** _____	Yes ☒
Does the proposed project involve removal of trees adjacent to historic resources?	Yes ☒
If none of the above BSP design elements apply, please indicate so by checking this box ☐	

[9] The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

[10] EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

PROJECT SCREENING PART III *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
CEQA Topic	**Sub-topic**	**Meet criteria/threshold:[11] Yes/No or N/A**	**Requires mitigation measure: Yes/No**	**Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.**	**Project Sponsor Agrees to Implement Mitigation Measures**
Aesthetics					
Does the proposed project involve removal of significant trees? Yes ☐ No ☒	Significant trees	**N/A**			☐
Does the project involve tree root trimming? Yes ☒ No ☐ If so, is tree root trimming greater than two inches? Yes ☒ No ☐		**N/A**	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		☒
☐ None of the above CEQA topics apply to the project					
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes ☒ No ☐	Accidental discovery	**N/A**	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		☒
Does the project occur in an area within the Hispanic Period Archeological District?[12] Yes ☒ No ☐	Hispanic Period District	**N/A**	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		☒
☐ None of the above CEQA topics apply to the project					
Transportation and Circulation					
Does the project include removal of loading spaces? Yes ☒ No ☐	Loading	**YES**	Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		☒

[11] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[12] **<u>TO BE EVALUATED BY EP PLANNER</u>. The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.**

PROJECT SCREENING PART III CONT. *Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.*					
Air Quality					
	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to **ALL** projects (p.120).		
Biological Resources					
Does the project include tree removal? Yes ☐ No ☐	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Biological Resources (Cont.)					
What is the expected duration period of construction? _____	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur? _____	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area?[13] Yes ☐ No ☐	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		
(EP PLANNER COMMENTS):					

[13] www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

PROJECT NAME: Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs

This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.

☒	Project was screened for potential impacts to archeological resources pursuant to EP practice.
☐	Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
☒	Applicable Mitigation Measures are applied to the project.
☐	Green House Gas analysis performed and approved by EP.
☐	Air Quality Memo approved by EP.
☐	The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
☐	PMND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

☒ Note to file, contingent upon regulatory agency approval or other information, as follows:

- ☒ Note to file (no additional documentation required)
- ☐ Addendum
- ☐ Supplemental EIR or MND

Notes:

Sponsor agrees to implement mitigation measures: M-AE-1, Tree Root Protection; Cul-1, Archeological Resources - Accidental Discovery; Cul-2, Archeological Monitoring - Hispanic Period Archeological District; and other applicable mitigation where required.

Sponsor agrees that projects that could have an effect on historic resources would be reviewed by a preservation technical specialist.

Planner Signature

Signee (print name): Ryan Shum

Date: December 19, 2022

Albert Ko, PE, City Engineer & Deputy Director | Infrastructure Design & Construction
albert.j.ko@sfdpw.org | T. 628.271.2772 | 49 South Van Ness Ave. Suite 1600, San Francisco, CA 94103

DIRECTIVE

Directive Topic:	Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs
Issued By:	Albert Ko, City Engineer FOR
Issue Date:	December 19, 2022
Effective Dates:	July 2022 - June 2023
Affected parties:	All Design and Engineering Division Staff

1. Directive

On January 30, 2017, the City Engineer issued a directive describing the program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law, and an accompanying internal process of mitigation-measure implementation and historic-resource screening. This directive was issued a CEQA determination by the San Francisco Planning Department on February 8, 2017. The directive and the CEQA documentation are attached.

2. Extension

The directive, which was issued with an effective date of February 2017 to June 2022, will now be extended to June 2023.

3. Superseding by New Document

By June 2023, I expect that this directive will be superseded by a wider program of describing Public Works' repair, maintenance, and improvement activities, to be analyzed under CEQA in an Initial Study with Mitigated Negative Declaration currently in preparation by the San Francisco Planning Department, and so no subsequent extensions will be necessary. In the event that the Initial Study with Mitigated Negative Declaration is approved prior to June 2023, it will take precedence over this directive, which will then be retired.

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DIRECTIVE

Directive Topic:	Extension of Directive of January 30, 2017 Re: Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs
Issued By:	Albert Ko, City Engineer
Issue Date:	June 13, 2022
Effective Date:	July 2022 - December 2022
Affected parties:	All Design and Engineering Division Staff

1. Directive

On January 30, 2017, the City Engineer issued a directive describing the program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law, and an accompanying internal process of mitigation-measure implementation and historic-resource screening. This directive was issued a CEQA determination by the San Francisco Planning Department on February 8, 2017. The directive and the CEQA documentation are attached.

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SAN FRANCISCO
PLANNING DEPARTMENT

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ABBREVIATED CEQA CHECKLIST
For Better Streets Plan Related Improvement Projects

Please include the following supporting materials enclosed with this checklist:

1. Project description: **San Francisco Public Works Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs**. See attached project description
2. **Existing and Proposed** site plans: N/A
3. Site photos: N/A
4. Scope of work for Air Quality Analysis Tech Memo[1] N/A
5. Green House Gas Emission Checklist[2] N/A

I- Basic Project Information		
Project Name:	**Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs**	
Responsible Agency:	**San Francisco Public Works**	**Date: 1/30/17**
Project Contact: (Address/phone/email)	Oliver Iberien	
Project Location	Throughout San Francisco in the public right-of-way	
Timeline for the proposed project	Through June 2022	
II- Project Characteristics		
Street Type[3] All types	**Street Name** Multiple streets	[4]**From (Cross-street 1) To (Cross-street 2)**

[1] Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [**Contact EP planner for a copy of scope of work outline].**

[2] Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's PMND. [**Contact EP planner for a copy of GHG Checklist].**

[3] See Table 1 in PMND and verify final list of street types with the online version of the BSP.

[4] Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

III- Project Screening Part 1 (On the table below, please identify BSP's design elements that are part of the proposed project.			
Detailed Design Elements			
Number	**Name**	**Project Element**	**Requires Subsequent Environmental Review[5]** **(EP PLANNER DETERMINATION ONLY)**
Standard Improvements			
SI-1	Accessible curb ramps	☒	☐
SI-2	Marked crosswalks	☐	☐
SI-3	Pedestrian signal timing	☐	☐
SI-4	Curb radii guidelines	☐	☐
SI-5	Corner curb extensions	☐	☐
SI-6	Street trees	☒	☐
SI-7	Tree basin furnishing	☐	☐
SI-8	Sidewalk planters	☐	☐
SI-9	Stormwater management tools	☐	☐
SI-10	Street lighting	☐	☐
SI-11	Special paving	☐	☐
SI-12	Site furnishings	☐	☐

[5] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Cont.

Number	Name	Project Element	Requires Subsequent Environmental Review[6] (DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY)
Case-by-Case Improvements			
CBC-1	High-visibility crosswalk	☐	☐
CBC-2	Special crosswalk	☐	☐
CBC-3	Vehicle turning movements	☐	☐
CBC-4	Removal or reduction of permanent crosswalk closures	☐	☐
CBC-5	Mid-block crosswalks	☐	☐
CBC-6	Raised crosswalks	☐	☐
CBC-7	Extended bulb-outs	☐	☐
CBC-8	Mid-block blub-out	☐	☐
CBC-9	Center or side medians	☐	☐
CBC-10	Pedestrian refugee islands	☐	☐
CBC-11	Transit bulb-out	☐	☐
CBC-12	Transit boarding islands	☐	☐
CBC-13	Perpendicular or angled parking	☐	☐
CBC-14	Flexible use of parking	☐	☐
CBC-15	Parking lane planters	☐	☐
CBC-16	Chicanes	☐	☐

[6] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Cont.

Number	Name	Project Element	Requires Subsequent Environmental Review[7] (FOR EP PLANNER DETERMINATION ONLY)
CBC-17	Traffic calming circles	☐	☐
CBC-18	Roundabouts	☐	☐
CBC-19	Pocket parks	☐	☐
CBC-20	Reuse of 'pork chops'	☐	☐
CBC-21	Boulevard treatments	☐	☐
CBC-22	Shared public ways	☐	☐
CBC-23	Pedestrian-only streets	☐	☐
CBC-24	Public stairs	☐	☐
CBC-25	Multi-use paths	☐	☐
CBC-26	Above-ground landscaping	☐	☐
Other Design Improvements in the Better Streets Plan (BSP) but not identified above			
Design Element Name	**BSP Page Number**	☐	☐
(EP PLANNER COMMENTS): **Project can proceed with review. No subsequent environmental review is required.**			

[7] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Cont.

III – Identify Storm Water Facilities that are part of the project			
	Yes	**No**	**Requires Subsequent Environmental Review[8]** **(FOR EP PLANNER DETERMINATION ONLY)**
Permeable Paving	☐	☒	☐
Bioretention Facilities	☐	☒	☐
Swales	☐	☒	☐
Infiltration Boardwalks	☐	☒	☐
Infiltration and Soakage Trench	☐	☒	☐
Channels and Runnels	☐	☒	☐
Vegetated Buffer Strip	☐	☒	☐
Vegetated Gutter	☐	☒	☐
Other (describe stormwater improvements)	☐	☒	☐
(EP PLANNER COMMENTS): **Project can proceed with review. The proposed project does not include any of the items listed above.**			

[8] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

IV- Project Screening Part 2 (If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, an Environmental Evaluation application must be filled.	
Transportation/Circulation	
Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes___ No_x_
Does the project include removal of crosswalk closures?	Yes___ No_x_
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes___ No_x_
Does the project include roundabouts?	Yes___ No_x_
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes___ No_x_
Does the project include multi-use paths?[9]	Yes___ No_x_
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes___ No_x_
V- Project elements that will require Tech Spec Evaluation:[10] (If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).	
Historical/Archeo Resources	
All applications need preliminary review for potential impacts to archeological and historic resources pursuant to EP practice.	
Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark? **Please state the name of the historic district or historic landmark:__To be determined**_____	Yes_ x No_
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials? **Please identify the historic elements that are part of the proposed project: To be determined.** _____	Yes x _ No_ _
Does the proposed project involve removal of trees adjacent to historic resources?	Yes_X_ No_x_

[9] The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

[10] EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

VI- Project Screening Part 3 – Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.					
CEQA Topic	**Sub-topic**	**Meet criteria/threshold:[11] Yes/No or N/A**	**Requires mitigation measure: Yes/No**	**Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.**	**Comments and PMND reference page.**
Aesthetics					
Does the proposed project involve removal of significant trees?___no___	Significant trees	**N/A**			
Does the project involve tree root trimming?__yes_ Is tree root trimming greater than two inches?____yes__		**Yes**	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		FMND page 53
Historical/Archeological Resources					
Could the project have an effect on individual historic resources or historic districts?	Historic resources	**Yes**	No; however page 59 of the FMND states :Streetscape improvements in [historic] areas would be reviewed on a case-by-case basis by a preservation technical specialist at the Planning Department		FMND page 59
Does the project require excavation depth greater than two (2) feet? _yes___	Accidental discovery	**Yes**	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		FMND page 64
Does the project occur in an area within the Hispanic Period Archeological District?[12] ___yes___	Hispanic Period District	**Yes**	Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64).		FMND page 64
Transportation and Circulation					
Does the project include removal of loading spaces?__TBD___	Loading		Provision of New Loading Space, Mitigation Measure TR-1 (p.78).		
Air Quality					

[11] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[12] **<u>TO BE EVALUATED BY EP PLANNER</u>. The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.**

	Construction impacts		Dust Control Plan, Mitigation Measure AQ-1 applies to **ALL** projects (p.120).		Compliance with Dust Control Ordinance supersedes Mitigation Measure AQ-1.
Biological Resources					
Does the project include tree removal? no	Nesting birds	N/A	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
CEQA Topic	**Sub-topic**	**Meet criteria/threshold:[13] Yes/No or N/A**	**Requires mitigation measure: Yes/No**	**Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.**	**Comments and PMND reference page.**
Biological Resources (Cont.)					
What is the expected duration period of construction?__TBD__	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Which months would construction occur?__TBD____	Nesting birds	**N/A**	Nesting Birds Mitigation Measure M-Bio-1 (p.151).		
Hazardous Materials					
Does the project occur in an area within the Maher-designated area?[14] ____Yes__	Determination of contaminated soil	N/A	Hazardous Materials Mitigation Measure M-HAZ-1 (p.161).		Maher compliance is mandatory for all SFPW projects
(EP PLANNER COMMENTS): **Project can proceed with review. The project sponsor agrees to implement the applicable Mitigation Measures listed above (MM-TR-1).**					

Mitigation Measure M-AE-1: Tree Root Protection.

Mitigation Measure Cul-1: Archeological Resources – Accidental Discovery

Mitigation Measure Cul-2: Archeological Monitoring: Hispanic Period Archeological District

Sponsor agrees that projects that could have an effect on historic resources would be reviewed by a preservation technical specialist.

[13] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[14] www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

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This section is to be filled by EP Planner. Use "N/A" next to check boxes for topics that are not applicable to this submittal.

☒		Project was screened for potential impacts to archeological resources pursuant to EP practice.
☒		Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
☐	NA	Applicable Mitigation Measures are applied to the project.
☐	NA	Green House Gas analysis performed and approved by EP.
☐	NA	Air Quality Memo approved by EP.
☐	NA	The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only).
☐		PMND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

☐ Note to file, contingent upon regulatory agency approval or other information, as follows:

☒ Note to file (no additional documentation required)
☐ Addendum
☐ Supplemental EIR or MND

Notes:
See SFPW directive, which includes agreement to implement mitigation measures and historic resource screening.

EP Signature

Signee:__Jeanie Poling_____	Date: _____2/8/17_____

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DIRECTIVE

Directive Topic:	Roadway Resurfacing, As-Needed Sidewalk Repair, and Curb Ramp Programs
Issued By:	John Thomas, Acting City Engineer
Issue Date:	January 30, 2017
Effective Date:	February 2017 - June 2022
Affected parties:	All Design and Engineering Division Staff

1. Purpose

San Francisco Public Works has responsibility for the City of San Francisco's ("City") approximately 1,260 miles of streets and sidewalks. In order to maintain transportation and pedestrian usability, safety, and access on the City's streets and sidewalks, maintenance and repair must be performed on an ongoing basis. Roadway repair triggers federally mandated upgrades of any sidewalk curb ramps that may be touched by resurfacing to meet current Americans with Disabilities Act ("ADA") standards, and installation of new curb ramps. Curb-ramp installation or upgrade is also required under the ADA Transition Plan as a result of citizen requests or as a function of San Francisco Public Works stewardship of the public right-of-way.

This Directive addresses Public Works' Resurfacing and Curb Ramp Programs for roadway resurfacing and curb ramp construction activities. Upon the effective date of this Directive, Public Works staff and their contractors are authorized to carry out the resurfacing and curb ramp programs as described herein during the period from February 2017 to June 2022.

2. Project Description: Public Works Resurfacing and Curb Ramp Programs

The maintenance and repair work described in this Directive will continue a program of construction activities necessary to maintain City streets and sidewalks in good repair and maintain ADA standards for street facilities as required by law. These activities are as follows:

Resurfacing of Existing Streets

Street resurfacing will take place within the existing right-of-way, and is conducted for street segments of varying length. Work packages are typically between approximately 120 and approximately 360 days in duration, with specific construction at locations requiring three to fourteen days of work for preparation, placement, and curing (pending on the type of resurfacing method applied).

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

Street resurfacing activities range in scale from processes which simply apply a new layer of material to the existing street surface (micro-surfacing) to full rehabilitation of the street section; descriptions of the work are provided below.

- Surface Sealing: This is the application of a thin layer of material composed of small rocks, emulsions and additives to the roadway surface; examples of industry-standard surface-seal techniques include micro-surfacing. Before surface sealing a roadway, weeds from cracks are removed, the cracks are sealed, existing pavement markings removed, utility castings protected and the roadway swept. This method is typically performed on streets showing minimal signs of surface distress.
- Grinding and Paving with Localized Base Repairs: Street base failures are identified and saw cut in a rectangular fashion, the street dug out to the subgrade, the subgrade compacted, and the new street base placed. The top layer of asphalt is then cold planed (ground down) for the entire roadway and then topped with a new asphalt wearing surface, typically placed by a paving machine. This method is typically performed on streets showing moderate signs of surface distress.
- Complete Reconstruction: The entire roadway and roadway base are removed. The subbase is compacted, and a new concrete street base is placed and topped with an asphalt wearing surface. The asphalt wearing surface is typically placed by a paving machine. This method is typically performed on streets showing signs of heavy surface distress.

For all resurfacing methods, utility castings such as manhole covers, catch basins, and similar street iron will be protected and will be adjusted to meet the new resurfaced street surface. The removal of rail lines is not covered by this directive. After resurfacing, pavement markings will be reapplied.

Curb Ramp Installation

Existing curb ramps or existing sidewalk and curbs at street crosswalks will be demolished, and new ADA-compliant curb ramps will be constructed or reconstructed, with new curb, gutter, sidewalk and minimally regraded roadway (to meet ADA requirements for traversability) as needed. Maximum depth of excavation for curb ramps alone is approximately eight inches. In some cases catch basins must be moved short distances horizontally (<10') or vertically (<1'), which also involves adjustment or replacement of the laterals into which they feed. Approximate depth of excavation in these cases is five feet and the maximum depth of excavation is the depth of sewer mains, approximately 12 feet. Work may extend horizontally up to eight feet into the street from the edge of the curb line. Other facilities in the immediate area of curb-ramp work, such as utility vaults, electrical cabinets, etc., may need to be adjusted vertically (< 6") or moved horizontally short distances (< 2'). Maximum depth of excavation for these adjustments is approximately two feet.

Sidewalk Repair

Sidewalk repair is provided through two programs (the As-Needed Sidewalk Inspection and Repair Program (SIRP) and the As-Needed Sidewalk Repair for Accelerated Sidewalk

Abatement Program (ASAP)) on an as-needed, work order basis at various locations throughout the City. Work comprises repair and reconstruction of existing concrete sidewalk, including curbs and curb ramps, to Public Works standard specifications. Work also includes the repair or replacement of small in-sidewalk facilities such as utility-boxes and utility-box covers, and may include tree and hedge trimming in order to facilitate repairs. Maximum depth of soil disturbance for these activities is two feet.

Emergency Subsidewalk Basement Repair

Work at locations where subsidewalk basements have previously been identified is excluded from this directive. Public Works will conduct due-diligence reviews to prevent, to the extent practicable, that any work be done under this directive that impacts subsidewalk basements. These reviews will include:

- Record requests to Department of Building Inspection
- Review of Sanborn maps
- Review of Bureau of Street Use and Mapping mapping, which identifies known subsidewalk basements and suspected-subsidewalk basement locations
- Mail distribution of surveys
- Engineering inspection of existing sidewalks for indicators of the presence of subsidewalk basements,which may include vaults, vents, changes in sidewalk grade, light prisms, and elevators

In the event that previously unidentified subsidewalk basements are inadvertently breached during construction, or if it is discovered during the course of construction that a structurally unsafe condition exists under the sidewalk or roadway as a consequence of the presence of subsidewalk basements, this will be repaired and work will proceed to its conclusion. This emergency-repair work will comprise construction of new subsurface structural support for replacement sidewalk and/or roadway surface and repair as needed of the basement ceiling.

Sidewalk Planting Areas/Tree Protection

Installation of curb ramps may require the use of small areas of existing landscaped areas adjacent to the construction area. No trees may be removed under this directive, and no more than the minimum of landscaped area needed to construct an ADA-compliant curb ramp will be used for construction.

If trimming of roots greater than 2-inches in diameter is necessary during the course of construction, a licensed arborist possessing a valid specialty class C61-D49 Contractor's License shall supervise the trimming of such roots. Pruning of trees shall be performed in conformance with the City of San Francisco Pruning Standards for Trees (June 27, 2006) (available at http://sfdpw.org/sites/default/files/FileCenter/Documents/234-SF_Pruning_Stds_6.27approved.pdf) and under the supervision of the qualified arborist. This is consistent with Mitigation Measure M-AE-1, Tree Root Protection, of the Better Streets Mitigated Negative Declaration (see Attachment A).

Archaeological Resources

The Accidental Discovery archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs), except within the Hispanic Period Archeological District (see Attachment B), where the Archeological Monitoring mitigation measure shall apply (see Attachment A).

Historic Resources

Projects shall aim to avoid damaging or the removal of historic or potentially historic sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates. Attachment C identifies Article 10 and 11 landmark and conservation historic districts in San Francisco. For any work in this area involving sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates , the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. For some projects an Administrative Certificate of Appropriateness or a Minor Permit to Alter may be required and will be determined as part of the screening process. For those locations, historic materials will either be salvaged and re-installed or replaced in-kind to match the existing color, texture, material, and character of the existing condition. These locations and specific strategies will be determined during the design development phase. For projects in the remaining areas of the City, sidewalk elements such as brick surfacing, brick gutters, granite curbs, cobblestones and non-standard sidewalk scoring, streetlights, sidewalk lights, sidewalk elevators and chutes, benches, and utility plates should be protected from project activities or salvaged and reinstalled. If replacement in kind or removal is required the project manager must coordinate with the Design and Engineering Regulatory Affairs Section Manager to submit Attachment D, the Historic Resources Screening Request. Removal of any features without replacement is explicitly not covered by this directive.

Hazardous Materials

Attachment E identifies areas of known contamination in San Francisco ("Maher Zone"). Any project involving disturbance of 50 cubic yards or more of soil is subject to Health Code Section 22A (the "Maher Ordinance"). See Attachment F, and submit the Maher Ordinance Screening Request to the Public Works Site Assessment & Remediation Regulatory Affairs Manager. Small areas of soil disturbance are associated with each location for curb ramp construction. Areas of temporary excavation will be backfilled with excavated native material. Small amounts of surplus material may be generated by locations where no ramps currently exist. The project will be screened by San Francisco, and construction specifications provided as needed for compliance.

3. Roles & Responsibilities

The responsibility to implement the measures specified by this Directive rests with each Project Manager in the Resurfacing and Curb Ramp Programs. The following Public Works staff have responsibility for ensuring compliance with this Directive:

- The Resurfacing and Curb Ramp Program Managers, the Central Operations Assistant Manager, and Project Managers for the four programs are responsible, through regular coordination with the Design and Engineering Regulatory Affairs Section Manager, for ensuring that current regulatory- and environmental-compliance information necessary for the implementation of Measures is conveyed to Public Works staff.
- The Streets and Highways Section Manager and the Central Operations Manager are responsible for assuring that his or her staff are aware of this Directive and that the final design and construction of all projects addressed by this Directive incorporates the Measures.
- The Design and Engineering Regulatory Affairs Section Manager is responsible for ongoing evaluation of the general work program and task-specific or site-specific conditions to identify applicable regulatory and environmental requirements; and, through the existing Public Works Quality Control/Quality Assurance process, ensure that the Measures are properly incorporated into final designs.

ATTACHMENT A – MITIGATION MEASURES

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 (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.

Mitigation Measure Cul-1: Archeological Resources - Accidental Discovery
The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils 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 Environmental Planning division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, ERO and MLD shall make all reasonable efforts to develop an

agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

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

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

Based on the reasonable potential that archeological resources thay 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 artif actual/ecof actual 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.

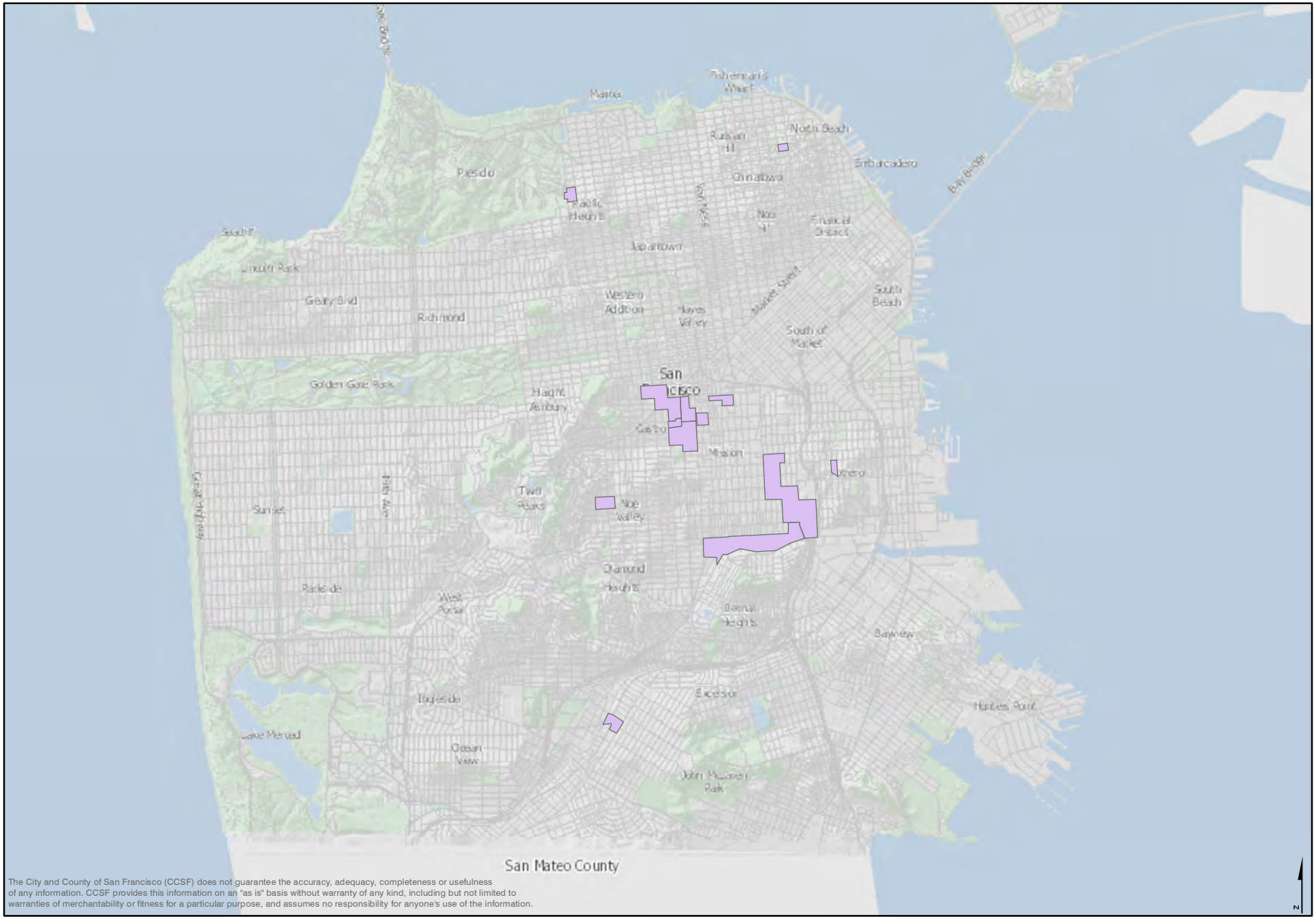
Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the of the Draft FARR 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 Environmental Planning 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 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, ERO, 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 Environmental Planning 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.

Attachment B - Hispanic Period Archeological District

SAN FRANCISCO
PLANNING DEPARTMENT

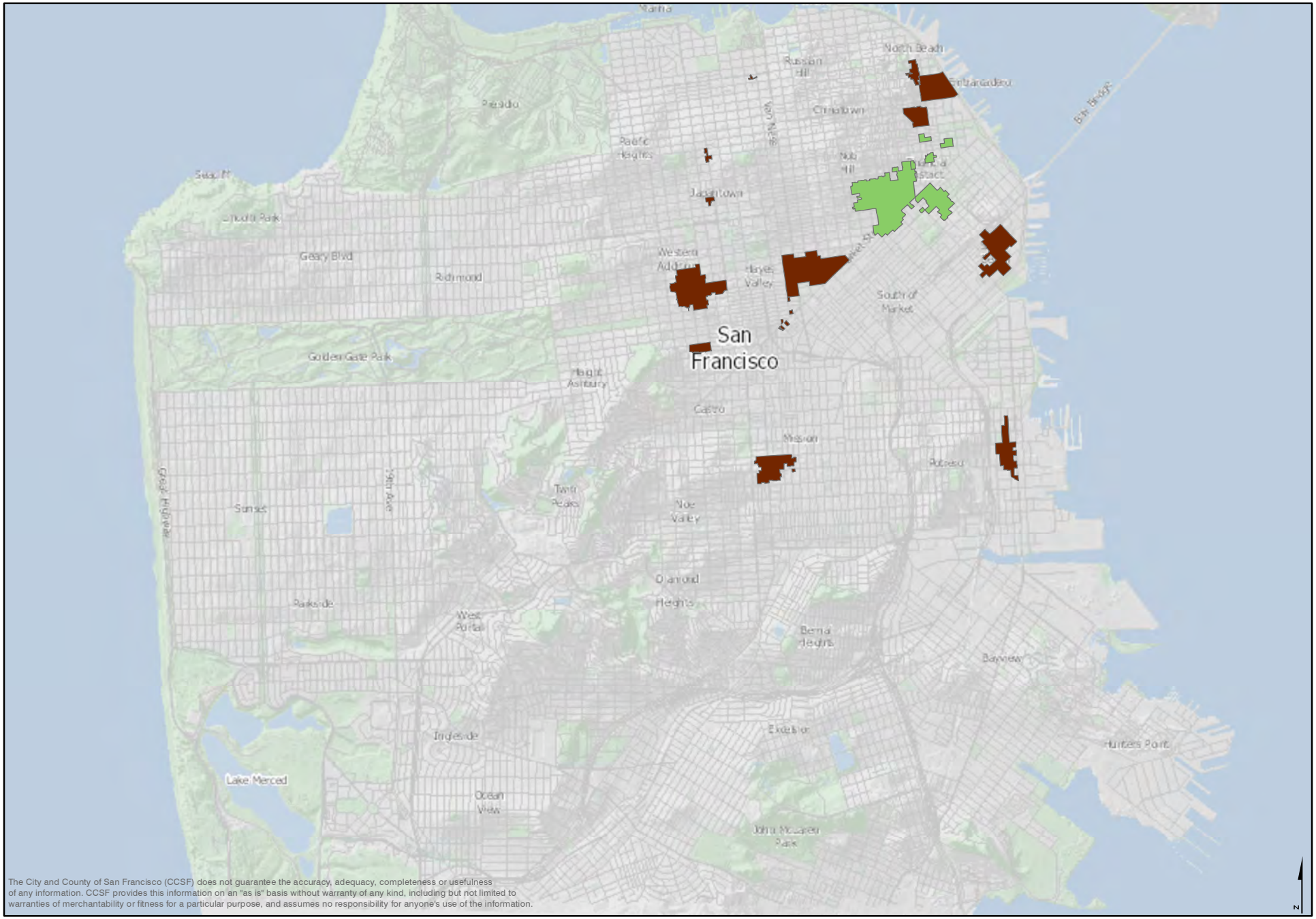


0 2,625 5,250 10,500 Feet

Printed: 8 February, 2017

Attachment C - Historic Districts

SAN FRANCISCO
PLANNING DEPARTMENT



0 2,200 4,400 8,800 Feet

Printed: 8 February, 2017

Attachment D - Historic Resource Screening Request

From San Francisco Public Works to San Francisco Planning Department

Date:

Public Works Project Manager:

Project Name or Address:

PROJECT INFORMATION

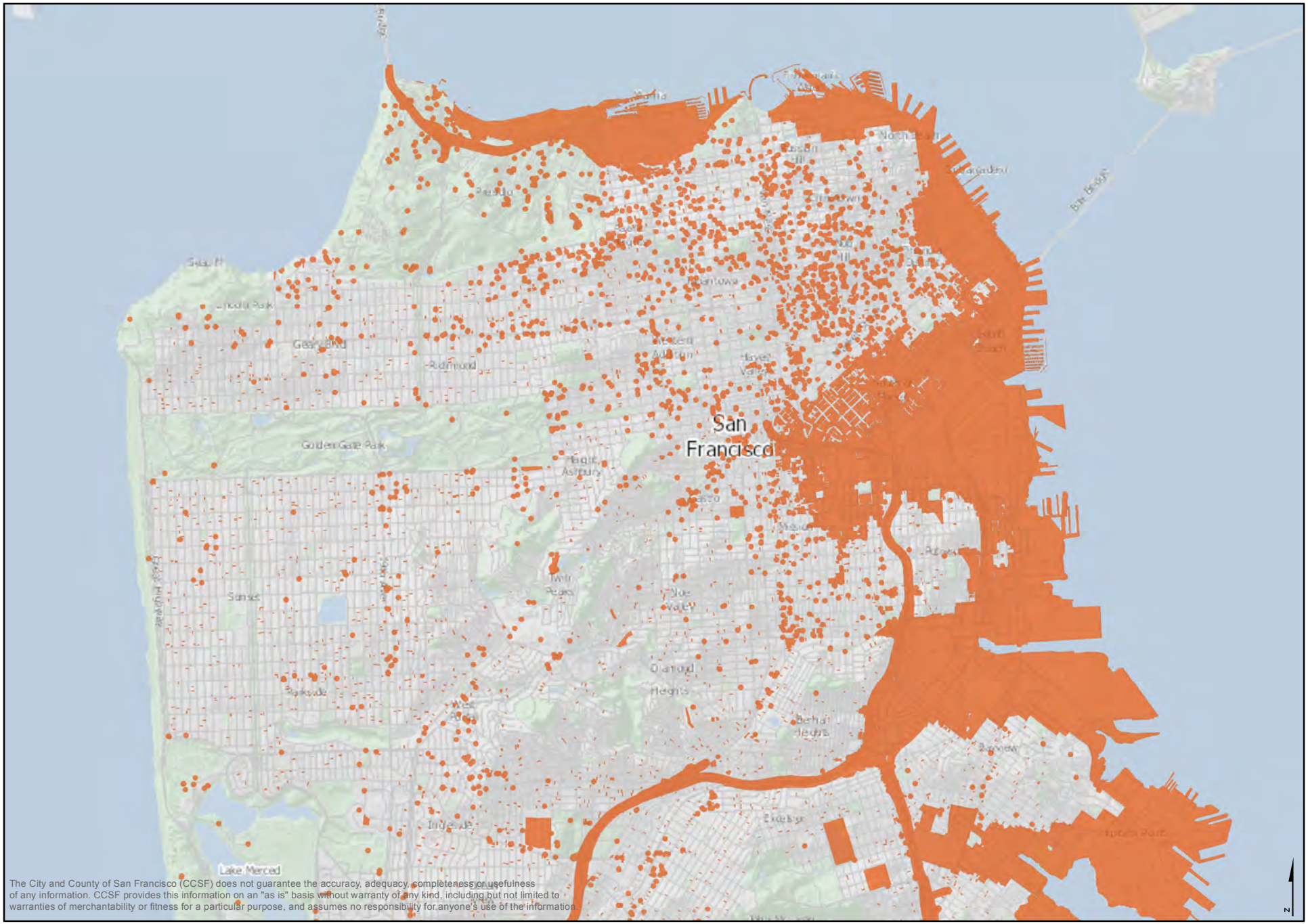
Please include the following:

- Detailed plans clearly indicating what is being retained, salvaged and restored, or replaced in kind. Whenever possible, including details showing existing and replacement items.
- Short project description identifying items that are being salvaged and restored, including any information on a salvage plan, and identification of items that are being replaced with detailed description on if they are being replaced in kind or not.
- Identification of known historical resources within or adjacent to project areas.

SAN FRANCISCO PLANNING DEPARTMENT PRESERVATION PLANNER CONCLUSIONS AND RECOMMENDATIONS

Attachment E - Areas of Known Contamination ("Maher Zone")

SAN FRANCISCO
PLANNING DEPARTMENT



0 2,300 4,600 9,200 Feet

Printed: 20, January 2017

Attachment F

Maher Ordinance Screening Request

For a project to which you have been assigned as a Public Works project manager, complete the top of this form and submit to SAR, with plan showing the limits of excavation and of known Maher locations in the work area.

Project Name: _____ JO#_____ Date submitted:_____

Submitted by: _____ Date requested by (minimum of 20 working days): _____

Describe the general project scope, and give details of ground-disturbing activities:
Describe the project location(s). For work in parcels, provide street addresses. For work in the public right-of-way, provide street addresses for the beginning and ends of each street segment in which work will be done:
Estimated volume of excavated native material or earthen fill that the project will generate: _____ yd^3 Does the project require a building or grading permit from DBI? Yes ☐ No ☐

FOR SITE ASSESSMENT & REMEDIATION USE

SA&R: Complete this section, initial, and forward to Project Manager and Regulatory Affairs Manager:

Date returned to PM:_____ Initial:_____ Date forwarded to RA:_____ Initial:_____

☐ Project does not meet excavation-volume threshold and/or intersect with a known Maher site. Maher does not apply.

☐ Project does not require a building or grading permit from the Department of Building Inspection. This includes all projects for the repair and replacement ("R&R") of existing structures in the public right-of-way for end-of-life replacement and/or to address structural inadequacies found during regular inspection. Per Health Code §22A.3 and Building Code §106A.2.4, the Maher Ordinance does not apply.

☐ Project does not require a building or grading permit and Maher does not apply, but the project will require construction specifications for protection for workers and the public, and for hazardous-materials handling and disposal to meet state and federal regulatory requirements. Please budget an estimated $_____ for specification development.

☐ Project requires a building permit and/or grading permit and will bring to the surface 50 or more cubic yards of native material or earthen fill. A Maher application is required. Please budget an initial $_____ in SFPH fees. We anticipate that the following will also be required:

- ☐ Site history (Phase I ESA).
- ☐ Phase II / Phase II workplan.
  - ☐ With site mitigation plan.
  - ☐ With site mitigation report/ Environmental inspection.

Recommended by:

Signature Print Name Date

To complete this form, you will need the following information:

You will need to know that approximate total amount of excavated earth and earthen fill your project will bring to the surface, both permanent excavation and excavation that later will be backfilled. The key to whether or not activities add to your Maher total is whether or not the material brought up is earth or earthen fill -- roadway base, for example, does not count -- and whether or not it is brought to the surface -- pile driving does not count, but the spoils of holes drilled for piles will.

The easiest way to arrive at an approximate total is to classify excavations by type. For example, your project may have 12 pole footings, and two linear trenches. Each footing requires excavation of an area approximately 5' x 5' to a depth of 5'. There are 12 of these, so 5' x 5' x 5' x 12 = 1,500 ft^3. For the trenches, one is 10' deep, 5' wide, and 40' long, and the other is 8' deep, 5' wide, and 20' long. This would be (10' x 5' x 40') + (8' x 5' x 20') = 2,800 ft^3. Together, the total excavation for Maher is about 150 yd3, which would go over the 50 yd^3 limit that triggers Maher screening.

You'll need to provide a brief description of your project. Provide a general scope of your project (whether it is a streetscape project, a building-rehabilitation project, etc.) and provide details on the construction activities that will disturb the soil. For example, discuss the pole footings and the excavation that will accompany their construction. Provide identifiable project location(s). If your project is on a parcel, give the project address. If the project is in the public right-of-way, give, at a minimum, the street addresses at the beginning and end of each street segment. If the project is on a large public parcel (such as a park/open space), give enough information so that the location can clearly be identified.

You will need to provide mapping of your excavations with the Maher mapping overlain in order to facilitate SAR's presentation of your project information to San Francisco Public Health (SFPH), who oversee Maher compliance. Present the layers of your plans that contain the bulk of your excavation activities, and overlay the Maher Map. Maher mapping in GIS and DWG form can be found on the Public Works GIS server at \\dpwhyd1\boe5m\sfGeology\MaherSitesAndBlocks. (You may have \\dpwhyd1\boe5m mapped as the K: drive.)

Email this mapping along with the filled-out (top section only) digital version of the PDF form to the Site Assessment and Remediation (SAR) section. SAR will respond (after a minimum of 20 working days) with an assessment of whether or not your project requires further action, and what this action will be.

SAR: Stanley DeSouza <stanley.desouza@sfdpw.org>
Regulatory Affairs: Boris Deunert <boris.deunert@sfdpw.org>

San Francisco Water Power Sewer
Services of the San Francisco Public Utilities Commission

Environmental Management
525 Golden Gate Avenue, 6th Floor
San Francisco, CA 94102
T 415.934.5700
F 415.934.5750
TTY 415.554.3488

STATUTORY EXEMPTION REQUEST

The San Francisco Public Utilities Commission (SFPUC) requests Environmental Planning (EP) review of the following proposed project under the California Environmental Quality Act (CEQA). The SFPUC recommends the proposed project is statutorily exempt from environmental review under Public Resources Code (PRC) Section 21080.21 and CEQA Guidelines Section 15282(k).[1] To facilitate EP's review, relevant project details are summarized below.

Submittal Date: June 9, 2022

Project Name: Various Locations No. 59 Sewer Replacement

Project Type: Sewer Replacement

Project Location: Various locations in San Francisco (see Project Summary Table)

Total Linear Feet: Approximately 3,835 linear feet (see Project Summary Table for linear feet by location)

Brief Description of Work: A project of less than 1 mile in length within the existing public right-of-way

Project Summary Table

Project Location	Brief Description of Work	Length (linear feet)	No. of Manholes
19th Street between Yukon Street and Douglass Street	Replacement of approximately 768 feet of 8-inch (ironstone pipe) ISP with 12-inch vitrified clay pipe (VCP) and 12-inch ISP with 15-inch VCP	768	8
	Replacement of approximately 69 feet of 10-inch culvert with 10-inch culvert.	69	3
Collingwood Street between 19th Street and18th Street	Replacement of approximately 43 feet of 18-inch VCP with 18-inch VCP	43	0
Ord Street between 17th Street and Ord Court	Replacement of approximately 214 feet of 12-inch ISP with 12-inch VCP and 18-inch VCP	214	0
Corbett Avenue between Clayton Street and Mars Street	Replacement of approximately 826 feet of 14-inch ISP with 12-inch VCP	826	7
Graystone Terrace	Replacement of approximately 20 feet of 8-	20	0

[1] PRC Section 21080.21 provides an exemption for the installation of new pipeline or maintenance, repair, restoration, reconditioning, relocation, replacement, removal or demolition of an existing pipeline as long as the project does not exceed one mile in length. Section 21080.21, Subsection (a) defines "pipeline" for purposes of this section as subsurface facilities but does not include any surface facility related to the operation of the underground facility.

between Copper Alley and Corbett Avenue	inch VCP with 8-inch VCP		
Burnett Avenue between Twin Peaks Boulevard and Gardenside Drive	Replacement of approximately 12 feet of 12-inch VCP with 12-inch VCP	12	0
Burnett Avenue between Hopkins Avenue and Gardenside Drive	Replacement of approximately 10 feet of 8-inch VCP with 8-inch VCP	10	0
Burnett Avenue between Dawnview Way and Crestline Drive	Replacement of approximately 10 feet of 12-inch VCP with 12-inch VCP	10	0
Phelps Street between Newcomb Avenue and La Salle Avenue	Replacement of approximately 296 feet of 12-inch VCP with 12-inch VCP and 18-inch VCP	296	1
	Replacement of approximately 330 feet of 12-inch VCP with 12-inch VCP, 15-inch VCP, and 18-inch VCP	330	0
McKinnon Avenue between Phelps Street and Newhall Street	Replacement of approximately 35 feet of 12-inch VCP with 12-inch VCP	35	0
Oakdale Avenue between Phelps Street and 3rd Street	Replacement of approximately 573 feet of 12-inch VCP with 15-inch VCP	573	4
	Replacement of approximately 25 feet of 6-inch or 8-inch lateral with 6-inch or 8-inch VCP lateral	25	0
Underwood Avenue between Jennings Street and Ingalls Street	Replacement of approximately 604 feet of 8-inch and 12-inch ISP with 15-inch VCP	604	2

If you have any questions regarding the proposed project, please contact Scott MacPherson, Senior Environmental Project Manager, Environmental Management, at smacpherson@sfwater.org.

Scott MacPherson

Scott MacPherson, Senior Environmental Project Manager
SFPUC Environmental Management

6/9/22
Date

EP Signature of Approval:

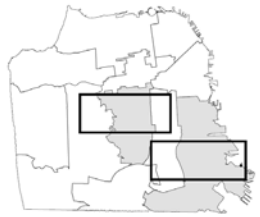
Chris Kern

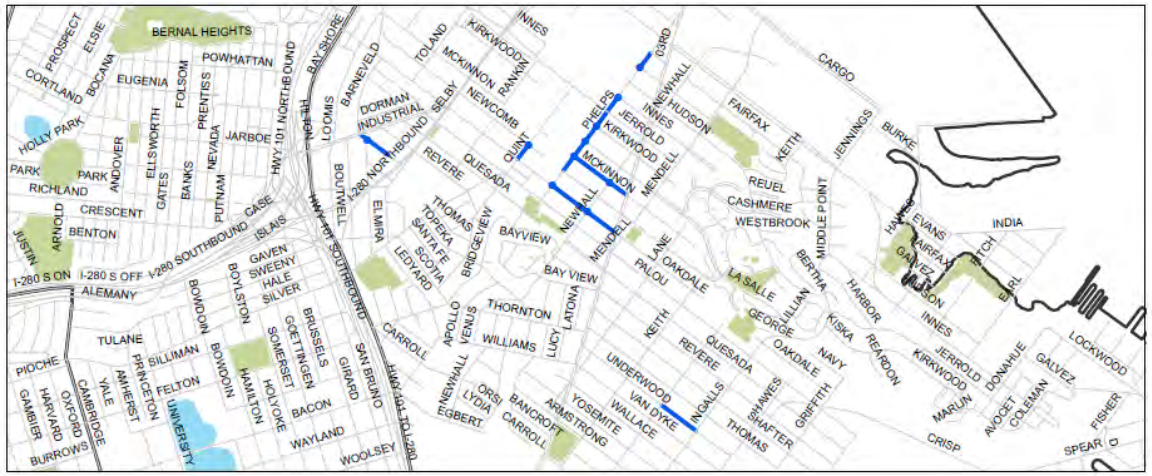
6/29/22

Chris Kern, Principal Planner
Date
EP Division, San Francisco Planning Department

Planning Department Case No.: 2022-005485ENV

Locations of Work





15th St – Market St to Church St
19th St – Castro St to Yukon St
Burnett Ave – Twin Peaks Blvd to Dawnview Way
Collingwood St – 18th St to 19th St
Corbett Ave – Mars St to Clayton St
Douglass St – 21st St to 22nd St
Graystone Ter – Villa Ter to 22nd St
Levant St – States St to Vulcan Stwy
McKinnon Ave – 3rd St to Phelps St
Oakdale Ave – 3rd St to Phelps St
Ord St – Vulcan Stwy to Corbett Ave
Phelps St – Fairfax Ave to Sam Jordans Way and Innes Ave to Newcomb Ave
Quint St – Newcomb Ave to Oakdale Ave
Shafter Ave – End to Industrial Ave
States St – Castro St to Levant St
Underwood Ave – Ingalls St to Jennings St