

File No. 110147

Committee Item No. 1

Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date April 4, 2011

Board of Supervisors Meeting Date _____

Cmte Board

- | | | |
|-------------------------------------|--------------------------|--|
| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input type="checkbox"/> | <input type="checkbox"/> | Resolution |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input type="checkbox"/> | <input type="checkbox"/> | Budget Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Information Form |
| <input type="checkbox"/> | <input type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input type="checkbox"/> | <input type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

- | | | |
|---------------------------------------|--------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Planning Commission Resolution No. R-18259</u> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Final Mitigation Monitoring and Reporting Program</u> |
| * <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Mitigated Negative Declaration</u> |
| * <input checked="" type="checkbox"/> | <input type="checkbox"/> | <u>Addendum to Mitigated Negative Declaration</u> |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |
| <input type="checkbox"/> | <input type="checkbox"/> | _____ |

Completed by: Alisa Somera Date April 1, 2011

Completed by: _____ Date _____

An asterisked item represents the cover sheet to a document that exceeds 25 pages.
The complete document can be found in the file.

1 [General Plan Amendment - Mission District Streetscape Plan]

2
3 **Ordinance amending the San Francisco General Plan by amending Policy 5.3.7 of the**
4 **Mission Area Plan to reflect the adoption of the Mission District Streetscape Plan;**
5 **adopting findings, including environmental findings and findings of consistency with**
6 **the General Plan and Planning Code Section 101.1.**

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

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

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

13 A. Pursuant to San Francisco Charter Section 4.105 and Planning Code Section
14 340, any amendments to the General Plan shall first be considered by the Planning
15 Commission and thereafter recommended for approval or rejection by the Board of
16 Supervisors. On January 20, 2011, by Resolution No. R-18259, the
17 Commission conducted a duly noticed public hearing on the proposed General Plan
18 Amendments pursuant to Planning Code Section 340, adopted the General Plan
19 Amendments, and recommended them for approval to the Board of Supervisors. A copy of
20 Planning Commission Resolution No. R-18259 is on file with the Clerk of the Board of
21 Supervisors in File No. 110147.

22 B. The Board of Supervisors finds that this ordinance is in conformity with the
23 priority policies of Planning Code Section 101.1 and consistent with the General Plan as it is
24 proposed for amendments herein, and hereby adopts the findings set forth in Planning
25

1 Commission Resolution No. R-18259 and incorporates such findings herein by
2 reference.

3 C. Pursuant to the California Environmental Quality Act (California Public
4 Resources Code Section 21000 *et seq.*) (CEQA), Title 14 of the California Code of
5 Regulations Section 15000 *et seq.* (the CEQA Guidelines), and Chapter 31 of the San
6 Francisco Administrative Code, the Planning Department finalized a Mitigated Negative
7 Declaration (MND) on June 4, 2010, which was finalized on October 5, 2010, which
8 contemplated the actions included in this ordinance. This Board has reviewed the Final MND
9 and hereby adopts the Final MND as well as the Mitigation Monitoring and Reporting Program
10 (MMRP). Said Final MND and MMRP are on file with the Board of Supervisors in File No.
11 110147 and are incorporated herein by reference.

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

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

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

22 *Over time, the City should seek funding to build out the projects identified in the MDSP. As*
23 *City agencies and others maintain and repair Mission District streets and sidewalks, they should*
24 *improve and rebuild these streets according to the vision of the MDSP as feasible. Where significant*
25

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

3
4 APPROVED AS TO FORM:
5 DENNIS J. HERRERA, City Attorney

6
7 By:



8 MARLENA G. BYRNE
9 Deputy City Attorney
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25



SAN FRANCISCO PLANNING DEPARTMENT

January 31st, 2011

Ms. Angela Calvillo, Clerk
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

**Re: Transmittal of Planning Department Case Number 2010.0878EMR:
Mission District Streetscape Plan
BOS File No: 110147 (pending)
Planning Commission Recommendation: *Approval***

Dear Ms. Calvillo,

On January 20th, 2011 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the proposed Ordinance. The proposed ordinance initiated by the Planning Commission would amend the General Plan and Related Mission Area Plan policy 5.3.7 related to the Mission District Streetscape Plan:

1. Transportation Element Policy 5.3.7. calls for the City to :
"Develop a comprehensive public realm plan for the Mission that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale."

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

At the January 20th, 2011 hearing, the Commission voted to recommend approval of the proposed Ordinance. Please find attached documents relating to the Commission's action. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,

John Rahaim
Director of Planning

cc:
Supervisor Eric Mar
Supervisor David Campos
David Alumbaugh
AnMarie Rodgers

Attachments (one copy of the following):
Planning Commission Resolution No. 18259
Draft Ordinance (original sent via interoffice mail)



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. R-18259

HEARING DATE: JANUARY 20, 2011

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

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

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

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

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

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

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

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

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

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

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

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

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

TRANSPORTATION ELEMENT

- POLICY 1.2 Ensure the safety and comfort of pedestrians throughout the city.
- POLICY 1.3 Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.
- POLICY 1.6 Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.
- POLICY 14.1 Reduce road congestion on arterials through the implementation of traffic control strategies, such as traffic signal-light synchronization (consistent with posted speed limits) and turn controls that improve vehicular flow without impeding movement for pedestrians and bicyclists.
- POLICY 14.2 Ensure that traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multi-modal transportation system.
- OBJECTIVE 15 ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.
- POLICY 15.1 Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.
- POLICY 15.2 Consider partial closure of certain residential streets to automobile traffic where the nature and level of automobile traffic impairs livability and safety, provided that there is an abundance of alternative routes such that the closure will not create undue congestion on parallel streets.
- POLICY 18.4 Discourage high-speed through traffic on local streets in residential areas through traffic "calming" measures that are designed not to disrupt transit service or bicycle movement, including:
- Sidewalk bulbs and widenings at intersections and street entrances;
 - Lane off-sets and traffic bumps;
 - Narrowed traffic lanes with trees, landscaping and seating areas;
 - and
 - colored and/or textured sidewalks and crosswalks.
- POLICY 20.5 Place and maintain all sidewalk elements, including passenger shelters, benches, trees, newsracks, kiosks, toilets, and utilities at appropriate transit stops according to established guidelines.

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

- POLICY 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.
- OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
- POLICY 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.
- POLICY 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.
- POLICY 26.3 Encourage pedestrian serving uses on the sidewalk.

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

URBAN DESIGN ELEMENT

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.
- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.
- POLICY 1.10 Indicate the purposes of streets by means of a citywide plan for street landscaping.
- POLICY 1.11 Indicate the purposes of streets by means of a citywide plan for street lighting.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY
- POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.

- POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.
- POLICY 4.3 Provide adequate lighting in public areas.
- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.
- POLICY 4.14 Remove and obscure distracting and cluttering elements.

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

ENVIRONMENTAL PROTECTION ELEMENT

- OBJECTIVE 3 MAINTAIN AND IMPROVE THE QUALITY OF THE BAY, OCEAN, AND SHORELINE AREAS.
- POLICY 3.3 Implement plans to improve sewage treatment and halt pollution of the Bay and Ocean.
- OBJECTIVE 4 ASSURE THAT THE AMBIENT AIR OF SAN FRANCISCO AND THE BAY REGION IS CLEAN, PROVIDES MAXIMUM VISIBILITY, AND MEETS AIR QUALITY STANDARDS.
- OBJECTIVE 15 INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.
- POLICY 15.1 Increase the use of transportation alternatives to the automobile.

MISSION AREA PLAN

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

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

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

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

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

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

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

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

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

PLANNING CODE SECTION 101.1(b) PRIORITY POLICIES

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

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

3. The General Plan amendment will not decrease the City's supply of affordable housing.
4. The Project will not impede MUNI, and will improve the pedestrian qualities of streets and reduce neighborhood parking needs.
5. The General Plan amendment will not result in displacement of the City's industrial and service sectors for commercial office development.
6. The General Plan amendment will not negatively affect the City's preparedness for an earthquake.
7. The General Plan amendment will not affect Historic Resources.
8. The General Plan amendment will not affect any City parks or open spaces or their access to sunlight.

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

ENVIRONMENTAL FINDINGS

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

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

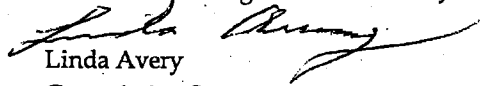
Resolution No. R-18259
January 20, 2011

CASE NO. 2010.0878EMR
Amendment to the General Plan
related to the Mission Streetscape Plan

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

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

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on January 20, 2011.


Linda Avery
Commission Secretary

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

NOES:

ABSENT: Miguel

ADOPTED: January 20, 2011

I:\Citywide\City Design\Mission Public Realm
Plan\Commission\Adoption_2011_0120\2010.0878EMR_MDSP_RESOLUTION_18259.doc

RECEIVED
BOARD OF SUPERVISORS
SAN FRANCISCO

File No. 2008.1075E
Mission District Streetscape Project

2011 MAR -4 PM 4:51 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES

Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
-----------------------------------	----------	----------------------------------	-----------------------

MITIGATION MEASURES AGREED BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS THAN SIGNIFICANT FOR THE MISSION DISTRICT STREETScape PLAN

Aesthetics Mitigation Measures

<p>AE-1: Tree Root Protection Trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine¹ (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.</p>	<p>Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan</p>	<p>During construction</p>	<p>Each project sponsor to provide the San Francisco Planning Department (Planning Department) with a monthly monitoring report during the construction phase</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction</p>
--	--	----------------------------	---	--

Cultural Resources Mitigation Measures

<p>HIST-1: Secretary of the Interior's Standards for the Treatment of Historic Properties, Dolores Street Median In order to avoid substantial impact to the Dolores Street center median strip, the project shall be designed in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). Prior to the design development stage of the project design, personnel who meet the Secretary of the Interior's Professional Qualifications Standards shall produce: updated and complete historic property documentation for the Dolores Street center median strip on California Departments of Parks and Recreation (DPR) forms, including a Primary Record (DPR 523A form), a Building, Structure, and Object Record form (DPR 523B form), and a Linear Record (DPR 523E form) if necessary, that evaluates the Dolores Street center median strip as a potential individually significant historic property based on the most current information and evaluative methodology that is available (unless such documentation has been completed within five years of the date of project review); a report that assesses the physical condition of specific segments of the Dolores Street central median strip that are potentially affected by the project, including inventory of historic and altered features; and recommendations for project design that comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). The MDSP final project design shall incorporate such recommendations so as to be in accordance with the Standards. Compliance with the Standards shall be addressed during the project's design phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of</p>	<p>Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan</p>	<p>During the project design phase</p>	<p>Each project sponsor to provide the Planning Department with a monthly monitoring report during the project design phase</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction</p>
---	--	--	---	--

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>Phase by submittal of project plans and materials to the Department for review and approval by personnel who meet the Secretary of the Interior's Professional Qualifications Standards prior to the finalization of the project design. A project-level design consistent with the <i>Standards</i> will take into account the materials, style, and placement of proposed new construction in accordance with the existing historic character of the roadway that is California Historical Landmark No. 784, El Camino Real.</p>				
<p>Archeological Resources Mitigation Measures</p> <p>Archeo-1: Archeological Monitoring Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged archeological resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p>	<p>Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan</p>	<p>Prior to any soil disturbing activities</p>	<p>Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction</p>
<p>Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context; 				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<ul style="list-style-type: none"> ▪ The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; ▪ The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; ▪ The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; ▪ If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. <p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant,</p>				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> ▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. ▪ <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. ▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. ▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. ▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ <i>Final Report.</i> Description of proposed report format and distribution of results. ▪ <i>Curator.</i> 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. <p><i>Human Remains, Associated, or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely</p>				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES				
Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed	
<p>Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archaeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p>Archeo-2: Accidental Discovery</p> <p>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 archaeological 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</p>	<p>Project sponsor of each future streetscape improvement project in the Mission District Streetscape Plan</p>	<p>Prior to any soil disturbing activities</p>	<p>Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)</p>	<p>Considered complete upon receipt of final monitoring report at completion of construction</p>

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>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.</p> <p>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.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>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.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the</p>				

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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

FINAL MITIGATION MONITORING AND REPORTING PROGRAM

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



SAN FRANCISCO PLANNING DEPARTMENT



Mitigated Negative Declaration

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

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

Reception:
415.558.6378

RECEIVED
 BOARD OF SUPERVISORS
 SAN FRANCISCO
 2011 MAR - 4 PM 4: 51
 415.558.6409
 Reception:
 415.558.6377

PROJECT DESCRIPTION:

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

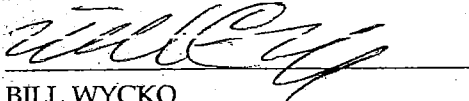
FINDING:

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

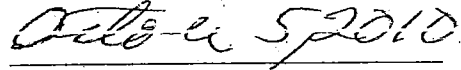
www.sfplanning.org

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

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



BILL WYCKO
Environmental Review Officer



Date of Adoption of Final Mitigated
Negative Declaration

cc: Adam Varat, Neighborhood Planner



SAN FRANCISCO PLANNING DEPARTMENT



Addendum to Mitigated Negative Declaration

Addendum Date: March 24, 2010
Case No.: 2008.1075E
Project Title: **Mission District Streetscape Plan**
Original: 2008.1075, Mitigated Negative Declaration
Project Sponsor: Daniel Provence, San Francisco Municipal Transportation Agency
(415) 701-4448 &
Kris Oproek, San Francisco Department of Public Works
(415) 558-4045
Lead Agency: San Francisco Planning Department
Staff Contact: Monica Pereira
(415) 575-9107
Monica.Pereira@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Background

The project sponsors, the Department of Public Works (DPW) and San Francisco Municipal Transportation Agency (MTA) propose to implement a road diet (travel lane reduction) on Folsom Street between 13th and 14th Streets, plant trees on both sides of Folsom Street between 19th Street and Cesar Chavez, install two bike lanes on Folsom Street in the southbound direction from 13th Street to 24th Street and in the northbound direction from 14th Street to 24th Street, and install sharrows, or shared lane markings, in both directions on Folsom Street from 24th Street to Cesar Chavez Street (hereafter "Revised Project").

Road diet and streetscape improvements on Folsom Street were proposed in the *Mission District Streetscape Project Mitigated Negative Declaration* (MND, Case No. 2008.1075E), referred to as Project SI-6.2.13. The final MND was adopted on July 6, 2010. The project analyzed in the MND is part of an overall streetscape vision for the Mission District presented in the *Mission Streetscape Plan* (Plan). The Plan includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. For more information about the Plan, please visit the Plan's Website at: [http://www.sfgov.org/site/uploadedfiles/planning/City Design Group/CDG_mission streetscape.htm](http://www.sfgov.org/site/uploadedfiles/planning/City%20Design%20Group/CDG_mission_streetscape.htm)

Project Location

The proposed Revised Project is located along Folsom Street between 13th and Cesar Chavez Streets in the Mission District Neighborhood (see attached plans, Location Map).

Proposed Revisions to Project

Subsequent to the adoption of the MND, the design for project A-6.2.13 of the MDSP was refined. The refined project design differs from that analyzed in the MND regarding implementation of a road diet between 13th and 14th Streets; installation of a Class 2 bicycle facility along southbound Folsom Street from

13th Street to 24th Street and northbound Folsom Street from 14th Street to 24th Street; installation of sharrow in both directions on Folsom Street from 24th Street to Cesar Chavez Street; and tree planting on sidewalks along Folsom Street between 19th and Cesar Chavez streets. The original document analyzed a reduction in the number of travel lanes on Folsom Street, but did not include a road diet on Folsom Street between 13th and 14th streets nor tree planting or the installation of bicycle lanes and sharrow along Folsom Street.

Section 31.19(c)(1) of the San Francisco Administrative Code states that a modified project must be reevaluated and that, "If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefore shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter."

Analysis of Potential Environmental Effects

Installation of the bicycle lanes would result in minor differences to the lane configuration that was analyzed in the MDSP. Specifically, standard left-turn pockets would not be constructed in the segment of Folsom Street between 19th and 25th streets. Instead, "informal" left-turn pockets would be provided in this section, which are more narrow width. The reduced width of the left-turn pockets would provide sufficient space for installation of bicycle lanes.

North of 19th Street, the sidewalks are narrower, and the roadway has sufficient width for installation of both standard left-turn pockets and bike lanes. Therefore, from 15th to 19th streets, the installation of the bike lane would not affect intersection geometries compared to the original analysis.

While SFMTA has indicated that the informal left-turn pockets would be able to function similar to a typical left-turn pocket, to conduct a more conservative traffic analysis, it was assumed that no left-turn pockets would be provided. Table 1 compares the revised intersection Level of Service (LOS) results with the results presented in the original Mitigated Negative Declaration.

**TABLE 1: LEVEL OF SERVICE RESULTS
 FOLSOM STREET INTERSECTIONS, PM PEAK HOUR**

Intersection	Existing Conditions Delay (sec/veh)/LOS			Cumulative 2030 Conditions Delay (sec/veh)/LOS		
	No Project	Original Project	Revised Project	No Project	Original Project	Revised Project
	14 th St	20 / C	20 / C	18 / B	25 / C	30 / C
16 th St	15 / B	16 / B	16 / B	19 / B	22 / C	22 / C
24 th St ¹	11 / B	12 / B	13 / B	12 / B	13 / B	14 / B
26 th St ^{2,3}	13 / B (NB)	26 / D (NB)	13 / B (NB)	16 / C (NB)	>50 / F (NB)	16 / C (NB)

1. The data for this intersection is representative of 17th through 24th Streets and 15th Street.

2. The data for this intersection is representative for 25th and 26th Streets.

LOS presented in average seconds of delay per vehicle. For unsignalized intersections, delay presented is the average of all vehicles at the intersection. For unsignalized intersections, delay presented is the worst approach of the intersection, followed by the approach direction (e.g., SB = southbound).

Bold denoted unacceptable intersection operation.

Source: San Francisco Planning Department, 2010.

In addition to the bicycle lanes, under the Original Project, the lane reduction would have created an impact at 26th Street under cumulative conditions, as shown in the table. In the Mitigated Negative Declaration, a mitigation was proposed (install a traffic signal), which would have removed the impact. Under the Revised Project, the lane reduction is not being proposed at 26th or 25th streets. The street would remain two lanes each way for this segment, similar to existing conditions, except sharrows would be installed on this section (which do not affect roadway capacity). This is the reason the revised LOS is improved compared to the original LOS. Consequently, under the Revised Project, no traffic signal installation would be required as mitigation.

The Revised Project also includes a revised design of the intersection at 14th Street: two northbound lanes and two eastbound-left lanes would be provided (similar to existing conditions), rather than one lane for each movement which was originally proposed.

Lastly, the Revised Project would include tree planting along Folsom Street from 19th to Cesar Chavez Street. Tree planning would occur on the sidewalk level, and therefore would not have an impact on traffic. Street tree planting was analyzed in the MND for similar streets in the Mission District and their addition to the neighborhood urban landscape was found to be less-than-significant to the environment.

Conclusion

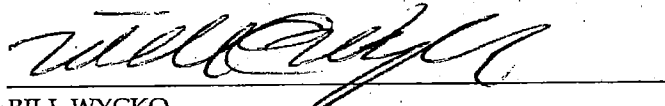
Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final Mitigated Negative Declaration adopted on July 6, 2010 remain valid. The proposed revisions to the project would not cause new significant impacts not identified in the Mitigated Negative Declaration, and

no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

Date of Determination:

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

March 28, 2011


BILL WYCKO
Environmental Review Officer

cc: Ross Mirkarimi, San Francisco Board of Supervisors Bulletin Board / Master Decision File
Adam Varat, Ilaria Salvadori, Debra Dwyer, and Daniel Provence, SF MTA & Kris Opbroek, SF DPW
Amnon Ben-Pazi, San Francisco Planning Department