

File No. 230853

Committee Item No. 1

Board Item No. \_\_\_\_\_

# COMMITTEE/BOARD OF SUPERVISORS

## AGENDA PACKET CONTENTS LIST

Committee: Land Use and Transportation

Date: October 2, 2023

Board of Supervisors Meeting: \_\_\_\_\_

Date: \_\_\_\_\_

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- General Plan Referral and CEQA Ex Det
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- \_\_\_\_\_
- \_\_\_\_\_
- \_\_\_\_\_

Prepared by: John Carroll

Date: September 28, 2023

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

1 [Park Code - John F. Shelley Drive - Road Closure]

2  
3 **Ordinance amending the Park Code to restrict private vehicles from a portion of John**  
4 **F. Shelley Drive, between the Upper Reservoir Parking Lot and Mansell Street, in**  
5 **McLaren Park.**

6 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
7 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
8 **Deletions to Codes** are in ~~*strikethrough italics Times New Roman font*~~.  
9 **Board amendment additions** are in double-underlined Arial font.  
10 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
11 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
12 subsections or parts of tables.

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

14 Section 1. Article 6 of the Park Code is hereby amended by adding Section 6.13.1, to  
15 read as follows:

16 **SEC. 6.13.1. RESTRICTING MOTOR VEHICLES ON JOHN F. SHELLEY DRIVE.**

17 (a) Findings and Purpose. In 2020, the Recreation and Park Department restricted private  
18 vehicles from certain portions of John F. Shelley Drive in McLaren Park due to the COVID-19  
19 pandemic. Based on this experience, the Board of Supervisors finds that it is appropriate to  
20 permanently restrict private vehicles from John F. Shelley Drive, between the Upper Reservoir Parking  
21 Lot and Mansell Street, because the street is no longer needed for private vehicle traffic; because of the  
22 need to ensure the safety and protection of persons who are to use the street; and because the  
23 restrictions would leave a sufficient portion of the streets in the surrounding area for other public uses  
24 including vehicular, pedestrian, and bicycle traffic.

25 (b) Restrictions on Private Vehicles. The Recreation and Park Department shall restrict  
private vehicles from John F. Shelley Drive, between the Upper Reservoir Parking Lot and Mansell

1 Street. The temporary closure of John F. Shelley Drive due to the COVID-19 pandemic starting in  
2 April 2020 is hereby ratified.

3 (c) **Public Notice and Engagement.** The Recreation and Park Department shall include on  
4 its website a map depicting the street segment subject to the street closure and traffic restriction  
5 authorized in subsection (b), and such other information as it may deem appropriate to assist the  
6 public.

7 (d) **Exempt Motor Vehicles.** The following motor vehicles are exempt from the restriction in  
8 subsection (b):

9 (1) Emergency vehicles, including but not limited to police and fire vehicles.

10 (2) Official City, State, or federal vehicles, or any other authorized vehicle, being used to  
11 perform official City, State, or federal business pertaining to McLaren Park or any property or facility  
12 therein, including but not limited to public transit vehicles, vehicles of the Recreation and Park  
13 Department, and construction vehicles authorized by the Recreation and Park Department.

14 (3) Authorized intra-park transit shuttle buses or similar authorized vehicles used to  
15 transport persons along the restricted segment of John F. Shelley Drive.

16 (4) Vehicles authorized by the Recreation and Park Department in connection with  
17 permitted events and activities.

18 (e) **Emergency Authority.** The General Manager of the Recreation and Park Department  
19 shall have the authority to allow vehicular traffic on street segments that would otherwise be closed to  
20 vehicles under this Section 6.13.1 in circumstances which in the General Manager's judgment  
21 constitute an emergency such that the benefit to the public from the vehicular street closure is  
22 outweighed by the traffic burden or public safety hazard created by the emergency circumstances.

23 (f) **Promotion of the General Welfare.** In enacting and implementing this Section 6.13.1, the  
24 City is assuming an undertaking only to promote the general welfare. It is not assuming, nor is it  
25

1 imposing on its officers and employees, an obligation for breach of which it is liable in money damages  
2 to any person who claims that such breach proximately caused injury.

3 (g) Severability. If any subsection, sentence, clause, phrase, or word of this Section 6.13.1 or  
4 any application thereof to any person or circumstance, is held to be invalid or unconstitutional by a  
5 decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining  
6 portions or applications of Section 6.13.1. The Board of Supervisors hereby declares it would have  
7 passed this Section and each and every subsection, sentence, clause, phrase, and word not declared  
8 invalid or unconstitutional without regard to whether any other portions of Section 6.13.1 or  
9 application thereof would be subsequently declared invalid or unconstitutional.

10  
11 Section 2. Effective Date.

12 This ordinance shall become effective 30 days after enactment. Enactment occurs  
13 when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not  
14 sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the  
15 Mayor’s veto of the ordinance.

16  
17  
18 APPROVED AS TO FORM:  
19 DAVID CHIU, City Attorney

20 By: /s/  
21 MANU PRADHAN  
22 Deputy City Attorney  
23 n:\legana\as2023\2300367\01692005.docx

## **LEGISLATIVE DIGEST**

[Park Code - John F. Shelley Drive - Road Closure]

**Ordinance amending the Park Code to restrict private vehicles from a portion of John F. Shelley Drive, between the Upper Reservoir Parking Lot and Mansell Street, in McLaren Park.**

### Existing Law

John F. Shelley Drive is a street that runs through McLaren Park. In 2020, due to the COVID-19 emergency, the Recreation and Park Department restricted private vehicles from certain portions of John F. Shelley Drive in McLaren Park.

### Amendments to Current Law

This ordinance would approve a permanent closure to private vehicles of John F. Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street, in order to create a promenade for walking, biking, and other non-vehicular access to improve accessibility and mobility.

### Background Information

On April 28, 2020, in response to the COVID-19 emergency and the City's Shelter-In-Place orders, the San Francisco Recreation and Park Department (RPD), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), established a car-free roadway within McLaren Park along a portion of John Shelley Drive in the northwest portion of the park.

During the temporary closure, RPD received significant feedback in support of the closure from neighbors and visitors. The community has voiced strong support for permanently closing John F. Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street, in order to create the Shelley Promenade for walking, biking, and other non-vehicular transport and recreation to improve accessibility and enjoyment of John McLaren Park.

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## GENERAL PLAN REFERRAL

May 30, 2023

**Case No.:** 2023-003285GPR  
**Block/Lot No.:** Block 6220/ Lot 002  
**Project Sponsor:** City and County of San Francisco – Recreation and Parks Department (SF RPD)  
**Applicant:** Brian Stokle – 415-370-5982  
Brian.stokle@sfgov.org  
49 South Van Ness, Suite 1220  
San Francisco, CA 94103

**Staff Contact:** Sarah Richardson – 628-652-7450  
Sarah.richardson@sfgov.org

**Recommended By:**   
Josh Switzky for Rich Hillis, Director of Planning

**Recommendation:** Finding the project, on balance, is **in conformity** with the General Plan

### Project Description

The Recreation and Park Department (RPD) proposes permanently converting a segment of John Shelley Drive into a promenade for walking, biking, and rolling (including use by wheelchairs and other non-motorized uses), thereby restricting private vehicle access.

John Shelley Drive is a roadway in John McLaren Park and fully within RPD's jurisdiction. During the pandemic, John Shelley Drive was temporarily closed to private vehicles to create space for social distancing. Pedestrian and bike counts performed during this time show that the roadway receives nearly the same number of visitors as a promenade (320 daily average) as it does as a roadway for vehicles (360 daily average).

The Project, Shelley Promenade, would enhance the park experience for visitors by offering a long, flat, car-free, and paved space with vista points and connections to Philosopher's Way on a roadway that did not previously have sidewalks. The Project would extend from the north entrance of the Upper Reservoir parking lot to approximately 350 feet northwest of the west intersection of John F. Shelley Drive with Mansell Street, approximately 2,100 feet (0.40 miles) in total. It would be a facility for a variety of active transportation

modes, including—but not limited to--bicyclists, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs, while maintaining access for emergency vehicles and other permitted vehicles. Parking access from the north parking lot, parking on street at the south end, and pathway and trail connections to the promenade, allow people who use a car and/or have a disability to access the space.

## Environmental Review

The project was determined to be categorically exempt under CEQA Guidelines Section 15304 on 5/31/2023 (Planning Case No. 2023-003285ENV).

## General Plan Compliance and Basis for Recommendation

As described below, the proposed change of use is consistent with the Eight Priority Policies of Planning Code Section 101.1 and is, on balance, in conformity with the Objectives and Policies of the General Plan.

### TRANSPORTATION ELEMENT

#### OBJECTIVE 1

MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

##### POLICY 1.2

Ensure the safety and comfort of pedestrians throughout the city.

##### POLICY 1.6

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

#### OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

##### POLICY 2.2

Reduce pollution, noise, and energy consumption.

#### OBJECTIVE 19

ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

##### POLICY 19.5

Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas.



**OBJECTIVE 28**

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

**POLICY 28.2**

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

**OBJECTIVE 29**

ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

**POLICY 29.9**

Identify and expand recreational bicycling opportunities.

*By restricting vehicle access and creating a dedicated space for people to walk, bike, and roll, the Project would prioritize and improve safety for clean, quiet, and energy-efficient non-auto modes. It would also provide a long, flat, and paved place away from cars for learning to bike, which is a key component to recreational bicycling and making bicycling accessible to all ages and abilities. Today, this section of roadway does not include sidewalks and car traffic segments the park's open space, compromising safety, park vistas, and the enjoyment of slow movement. The roadway is not serving as a required traffic carrier and during its temporary use as a promenade it was heavily visited. These factors make it a good candidate for closure and conversion to a promenade.*

**RECREATION AND OPEN SPACE ELEMENT****OBJECTIVE 1**

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM

**POLICY 1.4**

Prioritize the better utilization of McLaren Park, Ocean Beach, the Southeastern Waterfront and other underutilized significant open spaces.

**OBJECTIVE 3**

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE

**POLICY 3.1**

Creatively develop existing publicly-owned right-of-ways and streets into open space.

**POLICY 3.4**

Encourage non-auto modes of transportation – transit, bicycle, and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

*The Project would take advantage of an existing low-volume, publicly-owned street to create space for people to walk, bicycle, and roll as well as connect the open space in the park on either side of the street. The Project would lead to better utilization of McLaren Park by offering the unique amenity of a long, flat, and paved space, away from cars. The roadway's temporary use as a promenade during the pandemic showed the potential to draw additional visitors to the park. The Project would reduce automobile traffic and parking in the park and facilitate the movement of non-auto modes within the open space.*

### **Planning Code Section 101 Findings**

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;

*The Project would have no impact on neighborhood-serving retail uses because the location is in a park.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods;

*The Project would have no impact on existing housing and neighborhood character because the location is within a park.*

3. That the City's supply of affordable housing be preserved and enhanced;

*The Project would not impact or impede affordable housing supply because the location is within a park.*

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking;

*The project area does not include a Muni transit route and would not overburden streets or neighborhood parking as the street had very low parking occupancy based on previous parking surveys and had very low vehicular traffic volumes of fewer than 500 vehicles per day.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

*The Project would not affect industrial and service sectors as the Project would not include commercial office development and the location is within a park.*

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life

in an earthquake;

*The Project would not hinder possible preparedness to protect against injury and loss of life in an earthquake. The roadway is fully within a park and does not act as an emergency vehicle route.*

7. That the landmarks and historic buildings be preserved;

*No landmarks or historic buildings would be affected by the Project because the location is within a park.*

8. That our parks and open space and their access to sunlight and vistas be protected from development;

*The Project would maintain existing sunlight and creates new opportunities for people walking and biking to access vistas.*

**Recommendation: Finding the project, on balance, is in conformity with the General Plan**



## CEQA Exemption Determination

### PROPERTY INFORMATION/PROJECT DESCRIPTION

<b>Project Address</b>		<b>Block/Lot(s)</b>
REC & PARK: Shelley Promenade Project		6220002
<b>Case No.</b>		<b>Permit No.</b>
2023-003285ENV		
<input checked="" type="checkbox"/> <b>Addition/ Alteration</b>	<input type="checkbox"/> <b>Demolition (requires HRE for Category B Building)</b>	<input type="checkbox"/> <b>New Construction</b>
<p><b>Project description for Planning Department approval.</b></p> <p>The Shelley Promenade Project would create a car-free bicycle and pedestrian promenade by restricting private vehicle access along the western portion of John F. Shelley Drive. The Shelley Promenade would extend from the north entrance to the Upper Reservoir parking lot to approximately 350 feet northwest of the west intersection of John F. Shelley Drive with Mansell Street, a distance of approximately 2,100 feet (0.40 miles). The roadway would create a separated right-of-way for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles. The roadway would become a facility used for a variety of active transportation modes, including—but not limited to—bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs. No initial changes to the paving are planned and an emergency access aisle will exist unobstructed for the full length of the Shelley Promenade. The project would include addition of bollards and gates to prevent unauthorized vehicular access to the Shelley Promenade, and also include an accessible parking space with an accessible path of travel to the north end of the promenade, and a new paved multi-use path connecting the proposed Shelley Promenade with the Mansell Street multi-use path.</p>		

### STEP 1: EXEMPTION TYPE

<b>The project has been determined to be exempt under the California Environmental Quality Act (CEQA).</b>	
<input checked="" type="checkbox"/>	<b>Class 1 - Existing Facilities.</b> Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	<b>Class 3 - New Construction.</b> Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p><b>Class 32 - In-Fill Development.</b> New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p> <p><b>FOR ENVIRONMENTAL PLANNING USE ONLY</b></p>
<input checked="" type="checkbox"/>	<b>Other</b> _____ Class 4 (Minor Alterations to Land) pursuant to CEQA Guidelines section 15304
<input type="checkbox"/>	<b>Common Sense Exemption (CEQA Guidelines section 15061(b)(3)).</b> It can be seen with certainty that there is no possibility of a significant effect on the environment. <b>FOR ENVIRONMENTAL PLANNING USE ONLY</b>

**STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT**

**TO BE COMPLETED BY PROJECT PLANNER**

<input type="checkbox"/>	<p><b>Air Quality:</b> Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? (refer to <i>The Environmental Information tab on the <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>)</p>
<input type="checkbox"/>	<p><b>Hazardous Materials:</b> If the project site is located on the Maher map or is suspected of containing hazardous materials (based on a previous use such as gas station, auto repair, dry cleaners, or heavy manufacturing, or a site with underground storage tanks): Would the project involve 50 cubic yards or more of soil disturbance - or a change of use from industrial to residential?</p> <p><b>Note that a categorical exemption shall not be issued for a project located on the Cortese List if box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant. (refer to <i>The Environmental Information tab on the <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>)</b></p>
<input type="checkbox"/>	<p><b>Transportation:</b> Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities?</p>
<input checked="" type="checkbox"/>	<p><b>Archeological Resources:</b> Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p><b>Subdivision/Lot Line Adjustment:</b> Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? (refer to <i>The Environmental Information tab on the <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Average Slope of Parcel = or &gt; 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area:</b> Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? (refer to <i>The Environmental Planning tab on the <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</b></p>
<input type="checkbox"/>	<p><b>Seismic Hazard:</b> <input type="checkbox"/> <b>Landslide or</b> <input type="checkbox"/> <b>Liquefaction Hazard Zone:</b></p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? (refer to <i>The Environmental tab on the <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a></i>) <b>If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</b></p>
<p><b>Comments and Planner Signature (optional):</b> PLEASE SEE ATTACHED</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE  
TO BE COMPLETED BY PROJECT PLANNER**

<b>PROPERTY IS ONE OF THE FOLLOWING:</b> (refer to Property Information Map)	
<input checked="" type="checkbox"/>	<b>Category A:</b> Known Historical Resource. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	<b>Category B:</b> Potential Historical Resource (over 45 years of age). <b>GO TO STEP 4.</b>
<input type="checkbox"/>	<b>Category C:</b> Not a Historical Resource or Not Age Eligible (under 45 years of age). <b>GO TO STEP 6.</b>

**STEP 4: PROPOSED WORK CHECKLIST  
TO BE COMPLETED BY PROJECT PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Change of use and new construction.</b> Tenant improvements not included.
<input type="checkbox"/>	2. <b>Regular maintenance or repair</b> to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. <b>Window replacement</b> that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. <b>Garage work.</b> A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. <b>Deck, terrace construction, or fences</b> not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. <b>Mechanical equipment installation</b> that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. <b>Dormer installation</b> that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. <b>Addition(s)</b> that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
<b>Note: Project Planner must check box below before proceeding.</b>	
<input checked="" type="checkbox"/>	Project is not listed. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project <b>does not conform</b> to the scopes of work. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>four or more</b> work descriptions. <b>GO TO STEP 5.</b>
<input type="checkbox"/>	Project involves <b>less than four</b> work descriptions. <b>GO TO STEP 6.</b>

**STEP 5: ADVANCED HISTORICAL REVIEW  
TO BE COMPLETED BY PRESERVATION PLANNER**

<b>Check all that apply to the project.</b>	
<input type="checkbox"/>	1. <b>Reclassification of property status.</b> (Attach HRER Part I)  <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify):  <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a <b>known historical resource (CEQA Category A)</b> as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. <b>Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.</b>
<input type="checkbox"/>	4. <b>Window replacement</b> of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. <b>Façade/storefront alterations</b> that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. <b>Raising the building</b> in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. <b>Restoration</b> based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input checked="" type="checkbox"/>	8. <b>Work consistent</b> with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> : PLEASE SEE ATTACHED
<input type="checkbox"/>	9. <b>Work compatible</b> with a historic district (Analysis required):
<input type="checkbox"/>	10. <b>Work that would not materially impair</b> a historic resource (Attach HRER Part II).
<b>Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.</b>	
<input checked="" type="checkbox"/>	<b>Project can proceed with exemption review.</b> The project has been reviewed by the Preservation Planner and can proceed with exemption review. <b>GO TO STEP 6.</b>
<b>Comments (optional):</b>	
<b>Preservation Planner Signature:</b> Richard Sucre	

**STEP 6: EXEMPTION DETERMINATION**  
**TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	<b>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</b>	
	<b>Project Approval Action:</b> San Francisco Recreation and Parks Commission Approval	<b>Signature:</b> Lauren Bihl 05/31/2023
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at <a href="https://sfplanninggis.org/pim/">https://sfplanninggis.org/pim/</a> . Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the SF Admin Code. Per Chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the Approval Action occurs at a noticed public hearing, or within 30 days after posting on the Planning Department's website a written decision or written notice of the Approval Action, if the approval is not made at a noticed public hearing.	

## **Step 2: Environmental Screening Comments**

Archeological Resources: The department's staff archeologist conducted preliminary archeological review of the proposed project on May 26, 2023 and determined that the project's ground disturbing activities would have low potential to adversely affect significant archeological resources. The project sponsor, the San Francisco Recreation and Parks Department (SFRPD) will implement the project in accordance with its standard construction measures, including Archeological Measure I (Accidental Discovery) which would ensure there would be no significant impacts to archeological resources in the unlikely event that such resources are encountered (See Attachment A).

SFRPD is required to comply with all local, state, and federal requirements for surveys, analysis, and protection of biological resources (e.g., Migratory Bird Treaty Act, federal and State Endangered Species Acts, etc.). SFRPD Natural Resources staff have screened the proposed project site and surrounding areas and have determined that significant biological resources are not present. Proximity to residences and regular human activity have discouraged wildlife activity in the area.

## **Step 5: #8 Work Consistent With the Secretary of the Interior Standards for the Treatment of Historic Properties Analysis**

The proposed work to John Shelley Promenade would not have impacts on any adjacent historic resources. The specific aspects of the street network are not character-defining features of the broader historic district. The addition of bollards, gates and other transportation improvements are not impactful to adjacent character-defining features.



## STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

### TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional environmental review pursuant to CEQA.

### MODIFIED PROJECT DESCRIPTION

Modified Project Description:

### DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- |                          |  |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code;   |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312;  |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)?   |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

**If at least one of the above boxes is checked, further environmental review is required**

### DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- |                          |   |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can be filed to the Environmental Review Officer within 10 days of posting of this determination.

**Planner Name:**

**Date:**

# Shelley Promenade Project Information

## Project Summary

The Shelley Promenade Project would create a car-free bicycle and pedestrian promenade by restricting private vehicle access along the western portion of John F. Shelley Drive. The Shelley Promenade would extend from the north entrance to the Upper Reservoir parking lot to approximately 350 feet northwest of the west intersection of John F. Shelley Drive with Mansell Street, a distance of approximately 2,100 feet (0.40 miles). The roadway would create a separated right-of-way for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles<sup>1</sup>. The roadway would become a facility used for a variety of active transportation modes, including—but not limited to—bicycles, walkers, runners, scooter riders, skateboarders, and motorized wheelchairs. No initial changes to the paving are planned and an emergency access aisle will exist unobstructed for the full length of the Shelley Promenade. The project would include addition of bollards and gates to prevent unauthorized vehicular access to the Shelley Promenade, and also include an accessible parking space with an accessible path of travel to the north end of the promenade, and a new paved multi-use path connecting the proposed Shelley Promenade with the Mansell Street multi-use path, all as described below.

The location of the project is shown in Map 1.

## Approval Action

The San Francisco Recreation and Parks Commission approval of legislation for the Shelley Promenade would constitute the Approval Action for the project for the purposes of CEQA, pursuant to San Francisco Administrative Code section 31.04(h). Legislative approval is anticipated in May 2023.

## Project Background

John F. Shelley Drive, which is wholly located within John McLaren Park, has been under the jurisdiction of the Recreation and Park Commission since the 1920s when John McLaren Park was created. John F. Shelley Drive is a two-lane vehicular roadway with parallel parking located on both sides of the street. John F. Shelley Drive is a roughly inverted “U”-shaped roadway that intersects Mansell Street in two locations. The segment of Shelley that intersects Mansell Street further west is called “Shelley West;” the segment that intersects Mansell Street further east is called “Shelley East.” In between these segments is “Shelley North,” which extends from Cambridge Street to the Upper Reservoir parking lot. There are existing swing gates located at the intersection of Shelley West and Mansell Street. There are also gates on Shelley North, just west of Cambridge Street. Currently, these gates are used to block vehicular access to the areas of the park accessed from Shelley North and Shelley West when the park is closed from sunset to sunrise.

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<sup>1</sup> Examples of permitted vehicles include official City, State, or Federal vehicles being used to perform official City business (e.g., park maintenance, street cleaning, etc, and others as defined by the legislation.

In April 2020, the roadway was closed to private vehicles between Cambridge Street and Mansell Street at Shelley West by the Recreation and Parks Department (RPD) General Manager under an emergency ordinance. This was in response to the COVID-19-related shelter-in-place order to provide people more space outdoors while social distancing. On September 4, 2021, the closed portion was shortened by 2,600 feet to allow private vehicles access to the Upper Reservoir parking lot, the renovated Group Picnic site, and the new Redwood Grove Playground.

John F. Shelley Drive from the Upper Reservoir parking lot east to Cambridge (Shelley North) is currently open to vehicular traffic. John F. Shelley Drive from Cambridge Street east to Mansell Street (Shelley East) is also currently open to vehicular traffic. John F. Shelley Drive from the Upper Reservoir parking lot westerly to Mansell Drive (Shelley West) remains closed to vehicular traffic. On February 28, 2023 the State of California declared the COVID-19 emergency over, however, the Recreation and Park Department proposes to retain the vehicular restrictions of Shelley West.

The San Francisco County Recreation and Park Department conducted extensive outreach to direct the spending of 2012 Neighborhood Parks Bond Funding, and published the McLaren Park Vision Plan in 2018. The Vision Plan included examining ways to improve pedestrian and bike access to the park's roadways. This project would fulfill the goals of the report, enhancing overall connectivity and increasing the length of designated multi-use pathways to support pedestrian, bicycle, and other modes of travel. Rec and Park has received favorable comments from neighbors and visitors on the temporary closure, and at a virtual community meeting on February 23, 2023—attended by 40 members of the public—there was unanimous support for permanently closing John F. Shelley Drive to private vehicles, and making it the Shelley Promenade.

### **Physical Changes:**

To create the promenade facility, the project would install the following:

- Along the east edge of Shelley North, north of the Upper Reservoir Parking lot entrance, an accessible blue zone parking space, and an associated accessible path of travel connecting this new ADA parking space to the promenade.
- At the north end of the Shelley Promenade, a series of bollards.
- At the Upper Reservoir parking lot's southern entrance, a barrier to prevent vehicles from accessing the promenade.
- At the south end of the proposed Shelley Promenade, one new swing gate and a series of bollards
- On existing and new poles and gates, new signage to warn park users of where vehicular access is restricted, what uses are allowed on the promenade (walking and biking), required signage from the accessible parking space, and any other required traffic signage.
- At the north and south ends of the promenade where vehicular access ends, painted text, arrows, and other traffic oriented roadway paint would be placed on the roadway directing vehicles to make u-turns or to enter the Upper Reservoir parking lot.
- Create a paved multi-use path connecting the Mansell Street multi-use path between Shelley Drive West and Brazil Street, to the proposed John Shelley Promenade.

The Project would maintain private vehicle access on John Shelley Drive in three locations (see map in attachment),

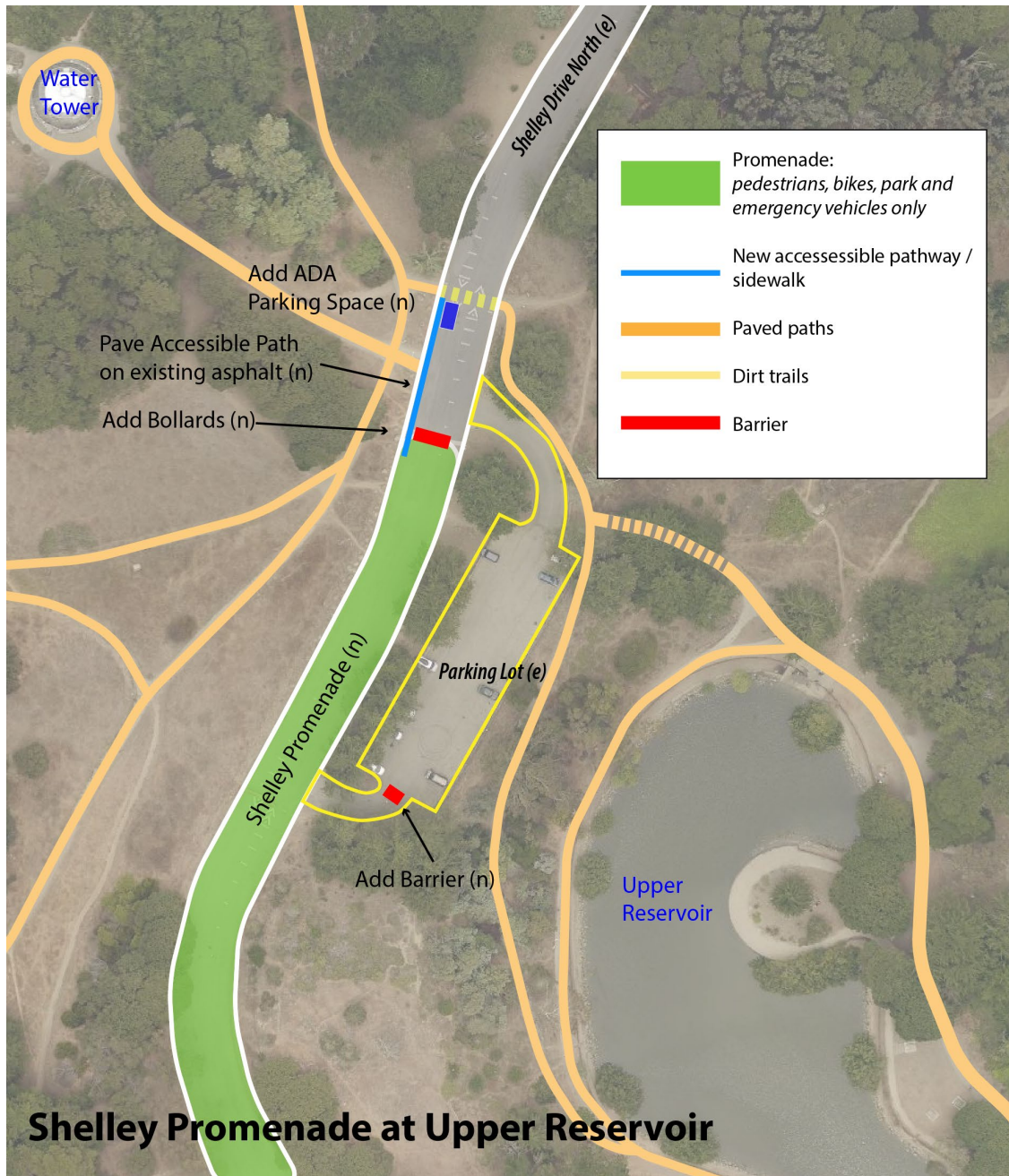
1. Shelley East –from Mansell Street north to Cambridge Street
2. Shelley North –from Cambridge Street west to the Upper Reservoir parking lot
3. Southern segment of Shelley West – extending approximately 350 feet northwest from the intersection of Mansell Street and Shelley West.

The Project would not change any of the adjacent park areas nor affect the designated Natural Resource Management Areas within McLaren Park.

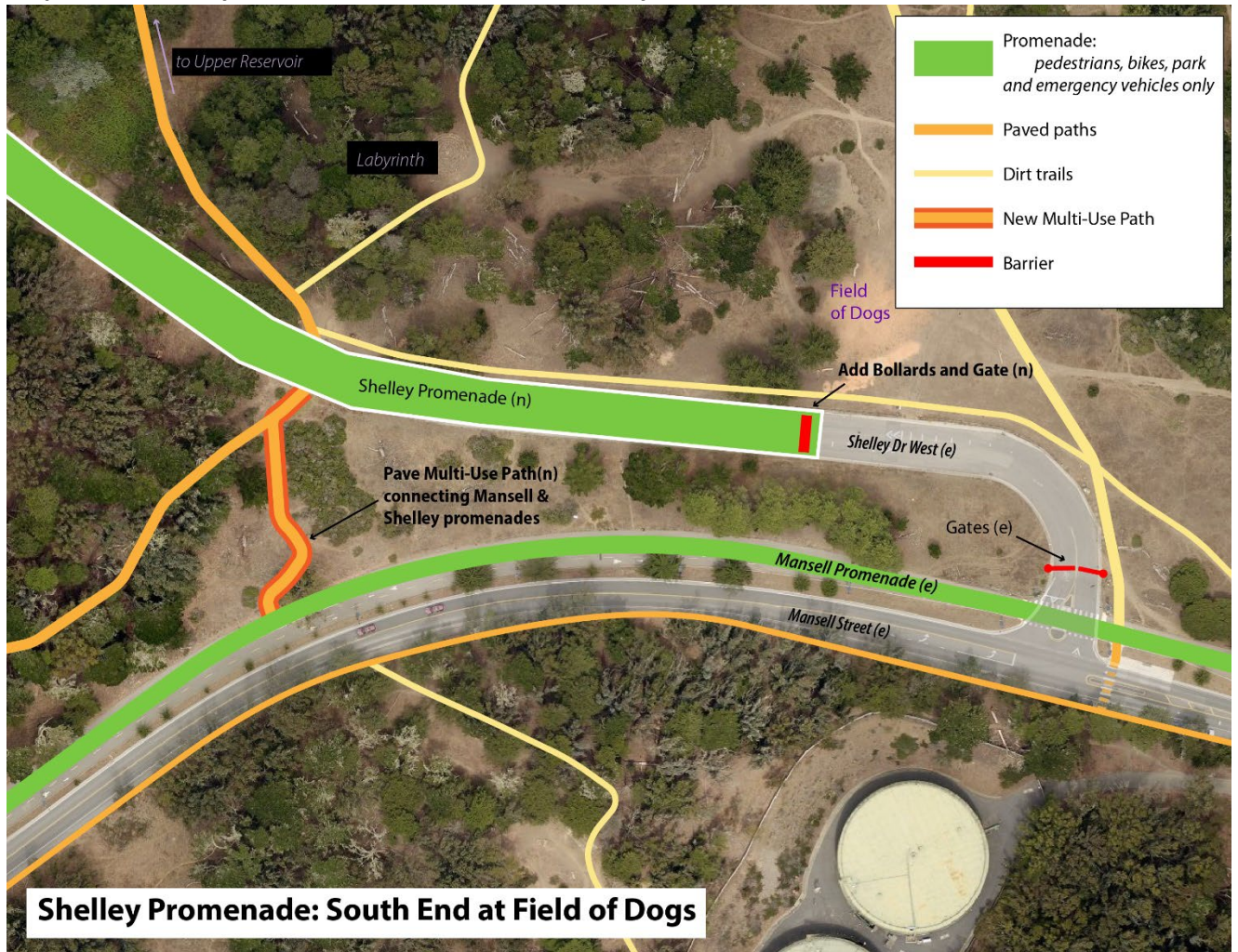
**Map 1: John Shelley Promenade Location and John McLaren Park**



**Map 2: Upper Reservoir Parking Lot and North End of Shelley Promenade**

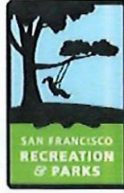


**Map 3: John Shelley Drive West and South End of Shelley Promenade**




**ATTACHMENTS**

- A. RPD Standard Construction Measures
- B. Construction Dust Control Measures
- C. Clean Construction Measures
- D. Shelley Promenade - Archeological Correspondence
- E. Recreation and Park Department Standard Construction Measure #5 Archeological Assessment Process
- F. Recreation and Park Department Archeological Measure I (Archeological Discovery)
- G. Recreation and Park Department Archeological Measure II (Archeological Monitoring)
- H. Recreation and Park Department Archeological Measure III (Archeological Testing/Data Recovery)
- I. Archeological Alert Sheet



London N. Breed, Mayor  
Philip A. Ginsburg, General Manager

**General Manager Directive 19-03**  
**Adopting Standard Construction Measures**  
**December 17, 2019**

**To:** RPD Capital and Planning Division  
**From:** Philip Ginsburg, General Manager   
**cc:** Toks Ajike, Director of Capital and Planning  
Stacy Radine Bradley, Deputy Director of Planning  
**Re:** Adopting Standard Construction Measures

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With this GM Directive, RPD Capital and Planning Division staff are directed to use the attached *Standard Construction Measures* ("Measures") for all capital projects. These Measures ensure compliance with environmental laws and best practices. The following measures are included in these standards:

- Air Quality
- Water Quality
- Biological Resources
- Visual and Aesthetic Considerations, Project Site
- Cultural Resources, Archaeology and Historic Resources

During project planning the PM should use the measures to identify and address specific environmental concerns. In addition to complying with all applicable Local, State, and Federal laws and regulations, these Measures are to be followed as a standard practice in the execution of every capital RPD project. These measures align with Public Works standard construction measures. Public Works typically manages the bidding process for RPD capital improvements.

For projects that undergo full CEQA review (Mitigated Negative Declaration or Environmental Impact Report), these Measures may be superseded and/or amplified with more detailed, project-specific mitigation measures or conditions stipulated in the project CEQA document and/or permits. The PM is responsible for ensuring the Standard Construction Measures are integrated into their project.

For assistance with these measures, contact the RPD Planning Unit staff.



## San Francisco Recreation and Park Department Standard Construction Measures

1. **AIR QUALITY:** All San Francisco Recreation and Park Department (RPD) projects will comply with the Construction Dust Control Ordinance (see Attachment A). Major construction projects that are estimated to require 20 or more days of cumulative days of work within the Air Pollutant Exposure Zone must comply with the additional clean construction requirements of the Clean Construction Ordinance<sup>1</sup> (see Attachment B).
2. **WATER QUALITY:** All RPD projects will implement erosion and sedimentation controls, as necessary, tailored to the project site, such as fiber rolls and/or gravel bags around storm drain inlets, installation of silt fences, and other such measures sufficient to prevent discharges of sediment and other pollutants to storm drains and all surface waterways, such as San Francisco Bay, the Pacific Ocean, water supply reservoirs, wetlands, swales, and streams. As required, based on project location and size, a Stormwater Control Plan (in most areas of San Francisco) or a Stormwater Pollution Prevention Plan (SWPPP) (in certain areas of San Francisco) will be prepared. If uncontaminated groundwater is encountered during excavation activities, it will be discharged in compliance with applicable water quality standards and discharge permit requirements.
3. **BIOLOGICAL RESOURCES:** The RPD will comply with all local, State, and federal requirements for surveys, analysis, and protection of biological resources (e.g., Migratory Bird Treaty Act, federal and State Endangered Species Acts, etc.). RPD will screen all RPD project sites and the immediately surrounding area to determine whether significant biological resources may be affected by construction. If significant biological resources are present, a qualified biologist will carry out a survey of the project site to note the presence of general biological resources and to identify whether habitat for special-status species and/or migratory birds is present. If necessary, measures will be implemented to protect biological resources, such as installing wildlife exclusion fencing, establishing work buffer zones, installing bird deterrents, monitoring by a qualified biologist, and other such measures. If tree removal is required, RPD would comply with any applicable tree protection ordinance and policy.
4. **VISUAL AND AESTHETIC CONSIDERATIONS, PROJECT SITE:** RPD will maintain all project sites in a clean and orderly state. Construction staging areas will be sited away from public view, and on currently paved or previously disturbed areas, where possible. Nighttime lighting will be directed away from residential areas and have shields to prevent light spillover effects. Upon project completion, project sites on City-owned lands will be returned to their general pre-project condition, including re-grading of the site and re-vegetation or re-paving of disturbed

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<sup>1</sup> [https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf), accessed December 16, 2019.



areas to the extent this is consistent with the Park Code and San Francisco Administrative Code and Charter.

5. CULTURAL RESOURCES: RPD will screen all projects that will alter a building or structure, produce vibrations, or include soil disturbance<sup>2</sup> to assess whether cultural resources are or may be present and could be affected, in coordination with San Francisco Planning Department Environmental Planning (EP) staff as detailed below.

*Archeological Resources.* No archeological review is required for a project that will not entail soil disturbance. Projects involving soil disturbance will initially be screened by RPD staff to identify whether there is demonstrable evidence of prior soil disturbance at the project site to the maximum vertical and horizontal extent of the current project's planned disturbance. RPD will complete the RPD Preliminary Archeological Checklist (PAC), Part I only (see Attachment C). For projects where prior complete soil disturbance has occurred throughout areas of planned work, RPD will provide evidence of the previous disturbance in the environmental application to be reviewed by EP Archeological staff.

- 1) For projects that are on previously undisturbed sites or where the depth/extent of prior soil disturbance cannot be documented, or where the planned project-related soil disturbance will extend beyond the depth/extent of prior soil disturbance, additional screening will be carried out as detailed below and shown on the flow chart titled "RPD Standard Construction Measure #5 Archeological Assessment Process" (see Attachment D). The EP Archeologist will complete the Preliminary Archeological Checklist, Part II (PAC) for the project, which will include recommendations for one of three Standard Archeological Measures (I - Discovery, II - Monitoring, or III - Testing/Data Recovery) to be implemented by RPD to protect and/or treat significant archeological resources identified as being present within the site and potentially affected by the project (see Attachments E, F, and G). Additional research and documentation, such as an Archeological Research Design and Treatment Plan (ARDTP), Archeological Sensitivity Study (ASA), Archeological Sensitivity Assessment Testing (ASAT), or an archeological field survey, may also be requested by EP Archeological staff. These documents will be completed by a qualified consultant from the EP Archeological Resources Consultant Pool and will be scoped, reviewed, and approved by EP Archeological staff.
- 2) RPD will implement the PAC recommendations prior to and/or during project construction consistent with Standard Archeological Measures I, II, and III, and will consult with the EP Archeologist in selecting a qualified archeological consultant from

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<sup>2</sup> Soil is defined as native earthen deposits or introduced earthen fills. Soil does not include materials that were previously introduced as part of elevated planter beds or materials that were previously introduced as part of a parking lot or structure or roadway pavement section, including asphalt concrete-wearing surface, roadway base, and sub-base.

the EP Archeological Resources Consultant Pool, as needed, to implement these measures.

- 3) RPD will not begin soil-disturbing activities in archeologically sensitive areas, as identified through the above screening, until required preconstruction archeological measures of the PAC (e.g., preparation of an Archeological Monitoring Plan, Archeological Treatment Plan, and/or an Archeological Research Design and Data Recovery Plan) have been implemented.

*Historic (Built Environment) Resources.* RPD will consult with Planning Department Preservation staff to determine if projects that would modify an existing building, structure, or landscape feature require preservation review and if a Historic Resource Evaluation (HRE) or Cultural Landscape Report (CLR) will be required. The HRE or CLR will be prepared by a qualified architectural historian and will be scoped with Planning Department Preservation staff. Where the potential for the project to have adverse effects on an historical resource is identified by Planning Department Preservation staff, the Planning Department Preservation Planner will consult with RPD to determine if the project can be conducted as planned or if the project design can be revised to avoid the significant impact. If these options are not feasible, the project will need to undergo further environmental review with the Planning Department and mitigation may be required. If so, the project would not qualify for a Categorical Exemption from CEQA review.

Where construction will take place in proximity to a building, structure, landscape, or monument identified as a significant historical resource but would not otherwise directly affect it, RPD will implement protective measures, such as but not limited to, the erection of temporary construction barriers to ensure that inadvertent impacts to such elements are avoided. RPD will develop these measures prior to construction and document them in a Construction Best Practices for Historical Resources Plan and a plan outlining the Construction Monitoring for Historical Resources Program to be reviewed and approved by Planning Department Preservation staff prior to construction.

If a project includes or is directly adjacent to historic buildings, structures, or monument susceptible to vibration (such as but not limited to unreinforced masonry, earthen construction, lathe and plaster, statues, or fragile architectural ornamentation) as determined in consultation with Planning Department Preservation staff, the Planning Department will determine if vibrations associated with proposed construction activities has the potential to cause damage to such buildings or structures. Generally, vibration below 0.12 inches per second peak particle velocity does not have the potential to damage sensitive buildings or structures. A vibration study may be necessary to determine if such vibration levels will occur. If RPD determines in consultation with Planning Department Preservation staff that vibration damage may occur, RPD will engage a qualified historic architect or historic preservation professional to document and photograph the pre-construction condition of the building, structure, or monument and prepare a plan for monitoring the building, structure, or monument during construction. RPD

will submit the monitoring plan to the Planning Department Preservation Planner for review and approval prior to the beginning of construction. The monitoring plan will identify how often monitoring will occur, who will undertake the monitoring, reporting requirements on vibration levels, reporting requirements on damage to adjacent historical resources during construction, reporting procedures to follow if such damage occurs, and the scope of the preconstruction survey and post-construction conditions assessment. RPD will implement the approved monitoring plan during construction.

If any damage to a historic building, structure, or monument occurs, RPD will immediately notify the Planning Department Preservation Planner and modify activities to minimize further vibration. If the event of damage, RPD will repair the building following the Secretary of the Interior's Standards for the Treatment of Historic Properties under the guidance of a qualified historic architect or historic preservation professional in consultation with a Planning Department Preservation Planner.

*Reporting.* RPD will follow the reporting requirements specified in the applicable Standard Archeological Measures (see Attachments E—G). If Construction Best Practices for Historical Resources Plan and/or a plan outlining the Construction Monitoring for Historical Resources Program, as discussed above are required, RPD will follow reporting requirements outlined in those approved plans. RDP will provide monthly project updates to Planning Department staff.

## **Attachment B: San Francisco Recreation & Parks Department (RPD) Dust-Control Measures**

For the purposes of this document, “sensitive receptor” means residence, school, childcare center, hospital or other health-care facility or group living quarters, and “visible dust” means dust comprising visible emissions as defined in Bay Area Air Quality Management Board Regulation 6 – Particulate Matter.

For all projects, RPD will institute through its construction specifications the following dust-control measures to achieve a goal of no visible dust emissions:

- Clean up spillage on City streets, whether directly or indirectly caused by construction operations.
- Remove demolition debris from the Site no later than the end of each workday. Any hazardous materials and/or suspected hazardous materials stored on site shall be stored in accordance with all applicable Cal EPA regulations, including being stored in proper containers and being protected from exposure from the elements. Any such materials shall be removed from the site as soon as possible for disposal/recycling in accordance with all applicable statutes and regulations.
- Keep the Site and adjacent areas clean and perform wet sweeping at the end of each shift.
- Perform continuous water spraying during dust generating activities. Mist or spraying shall be conducted in such a way as to prevent puddling or generation of runoff. Mist any immediate area of demolition with a water spray to prevent airborne dust particles.
- Wet all exposed soil surfaces at least three times daily during dry weather or more frequently if dust is blowing or if required by the City. Any serpentine residuals on the street shall be wet swept immediately.
- Use dust enclosures, curtains, and dust collectors as necessary to control dust.
- Load haul trucks, hauling debris, soils, sand or other such materials so that the material does not extend above the walls or back of the truck bed. Wet before covering and tightly cover the surface of each load before the haul truck leaves the loading area.
- Limit vehicle speed limit on unpaved roads to 15 miles per hour (mph).
- Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques.
- Reclaimed water will be used for all dust-control operations to the extent feasible (without resorting to extraordinary means and measures) and allowed by law.

If the project grades or excavates more than one half acre surface area at any given time, and the project is within 1,000 feet of a sensitive receptor as defined above, RPD or its contractor shall prepare a Site-Specific Dust Control Plan for the review and approval of the Department of Public Health. The site-specific dust control plan shall contain mapping identifying locations of sensitive receptors and contain additional site-specific dust monitoring and control measures that will apply to the project. These site-specific measures may include the following or equivalent measures, which accomplish the goal of minimizing visible dust:

- Wetting down areas around soil improvement operations, visibly dry disturbed soil surface areas, and visibly dry disturbed unpaved driveways at least three times per shift per day.
- Analysis of the wind direction.
- Placement of upwind and downwind particulate dust monitors.
- Recordkeeping for particulate monitoring results.
- Hiring of an independent third party to conduct inspections for visible dust and keeping records of those inspections.
- Requirements for when dust generating operations have to be shut down due to dust crossing the property boundary or if dust is contained within the property boundary but not controlled after a specified number of minutes.
- Establishing a hotline for surrounding community members to call and report visible dust problems so that RPD or its contractor can promptly fix those problems; posting signs around the site with the hotline number and making sure that the number is given to adjacent residents, schools and businesses.
- Limiting the area subject to excavation, grading, and other demolition or construction activities at any one time.
- Minimizing the amount of excavated material or waste materials stored at the site.
- Installing dust curtains, plastic tarps or windbreaks, or planting tree windbreaks on the property line on windward and down windward sides of construction areas, as necessary.
- Paving, applying water three times daily, or applying non-toxic soil stabilizers on all unpaved access roads, parking areas and staging areas at the construction site. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code, Article 22. If not required, reclaimed water should be used whenever possible.
- Establishing speed limits so that vehicles entering or exiting construction areas shall travel at a speed that minimizes dust emissions. This speed shall be no more than 15 mph.
- Installing wheel washers to clean all trucks and equipment leaving the construction site. If wheel washers cannot be installed, tires or tracks and spoil trucks shall be brushed off before they re-enter City streets to minimize deposition of dust-causing materials.
- Terminating excavation, grading, and other construction activities when winds speeds exceed 25 mph.
- Hydroseeding inactive construction areas, including previously graded areas inactive for at least 10 calendar days, or applying non-toxic soil stabilizers.
- Sweeping of surrounding streets during demolition, excavation and construction at least once per day to reduce particulate emissions.

**SECTION 01 35 48****ADDITIONAL CLEAN CONSTRUCTION REQUIREMENTS ON MAJOR  
CONSTRUCTION PROJECTS****PART 1 – GENERAL****1.01 SUMMARY**

- A. This Section 01 35 48 incorporates additional requirements of the San Francisco Clean Construction Ordinance (“Ordinance”) for projects that meet the requirements of Environment Code Section 2504(a), which are located in the Air Pollutant Exposure Zone and which are within 1,000 feet of a Sensitive Use, as set forth in Chapter 25 of the Environment Code and Section 6.25 of the Administrative Code.
- B. For projects that meet Environment Code Section 2504(b), which are located outside the Air Pollutant Exposure Zone, or which are in the Air Pollutant Exposure Zone but are not within 1,000 feet of a Sensitive Use, refer to Section 00 73 73, Article "CLEAN CONSTRUCTION REQUIREMENTS ON MAJOR CONSTRUCTION PROJECTS."
- C. The Department of the Environment is responsible for administering the Ordinance. For more information about the Ordinance and its implementation, please visit the Department of Public Health website at:  
<https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp> and  
[https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San\\_Francisco\\_Clean\\_Construction\\_Ordinance\\_2015.pdf](https://www.sfdph.org/dph/files/EHSdocs/AirQuality/San_Francisco_Clean_Construction_Ordinance_2015.pdf).

**1.02 DEFINITIONS**

- A. "Air Pollutant Exposure Zone" means a zone having a substantially greater than average concentration of air pollutants as defined in Health Code Section 3804.
- B. "Alternative Fuels" means any transportation fuel that is less polluting than gasoline or petroleum diesel fuel, as determined by the California Air Resource Board and that is shown to have lower lifecycle carbon emissions than gasoline or petroleum diesel. Alternative Fuels may include, but are not limited to: natural gas; propane; biofuels from low carbon, sustainable and preferably local sources; hydrogen produced from low carbon and/or renewable sources; and electricity.
- C. "Alternative Sources of Power" means utility-based electric power or other power sources other than diesel engines.
- D. "ARB" means the California Air Resources Board.

- E. "Clean Construction" means the performance of all work required to be performed under a Public Works contract meeting the requirements in Sections 2504, 2505 and 2506 of the Environment Code, as applicable.
- F. "Construction" means building, demolition, excavation, grading or foundation work, whether or not the work requires a City permit.
- G. "Construction Activities" means the performance of all work involved in or required for Construction, except for the issuance or obtaining of a site permit for a project.
- H. "Construction Phase" means a particular construction activity over a certain period of time. Construction phases may include, but are not limited to, demolition, site preparation, grading, building construction, architectural coatings, and paving. Multiple Construction Phases of a single project may take place at the same time.
- I. "Equipment" means off-road and on-road equipment.
- J. "Equipment Type" means a category of off-road equipment. Types of off-road equipment include bore/drill rigs, cranes, crawler tractors, excavators, graders, off-highway tractors, off-highway trucks, other construction equipment, pavers, paving equipment, rollers, rough terrain forklifts, rubber-tired dozers, rubber-tired loaders, scrapers, skid steer loaders, surfacing equipment, tractors/loaders/backhoes, and trenchers.
- K. "Major Construction Project" means a public work to be performed within the geographic limits of the City that uses off-road equipment and that is estimated to require 20 or more cumulative days of work, including non-consecutive days, to complete.
- L. "Most Effective Verified Diesel Emission Control Strategy" means a device, system or strategy that is verified, pursuant to Division 3, Chapter 14, of Title 13 of the California Code of Regulations, to achieve the highest level of pollution control from an off-road vehicle.
- M. "Off-Road Engine" means a non-road engine as defined in Title 40 of the Code of Federal Regulations, Section 89.2.
- N. "Off-Road Equipment" means equipment with an off-road engine having greater than 25 horsepower and operating for more than 20 total hours over the entire duration of Construction Activities.
- O. "On-Road Equipment" means a heavy-duty vehicle as defined in Title 40 of the Code of Federal Regulations, Section 86.1803-01.
- P. "Portable Diesel Engine" means a diesel engine that is portable as defined in 71 California Code of Regulations, Section 93116.2(bb).

- Q. "Sensitive Use" means a category of building use identified as a "Sensitive Use" in Health Code Section 3804.
- R. "Tier 2 Off-Road Emission Standards" means the Tier 2 new engine emission standards in Title 13, California Code of Regulations, Section 2423(b)(1)(A) and/or Title 40, Code of Federal Regulations, Part 89.112(a).
- S. "VDECS" means a verified diesel emission control strategy, designed primarily for the reduction of diesel particulate matter emissions, which has been verified by ARB pursuant to "Verification Procedures, Warranty and In-Use Strategies to Control Emissions from Diesel Engines," Title 13, California Code of Regulations, Sections 2700-2710. VDECS can be verified to achieve Level 1 diesel particulate matter reductions (at least 25 percent), Level 2 diesel particulate matter reductions (at least 50 percent), or Level 3 diesel particulate matter reductions (at least 85 percent).

### **1.03 SUBMITTALS**

- A. Construction Emissions Minimization Plan:
1. Contractor shall submit its initial Construction Emissions Minimization Plan no less than 28 days prior to mobilization. (See Subsection 1.04B.)
  2. Contractor shall submit an updated Construction Emissions Plan on a quarterly basis in compliance with Subsection 1.04B.5.a, and submit each quarterly report within seven business days of the end of each quarter.
  3. Contractor shall submit a final Construction Emissions Minimization Plan report summarizing construction activities within two weeks of achieving Substantial Completion in compliance with Subsection 1.04B.5.b.
- B. Clean Construction Emissions Plan Certification Statement: Contractor shall submit this statement with its Construction Emissions Minimization Plan. (See Subsection 1.04B.3.)
- C. Waiver Request: Contractor shall submit a waiver request to the Department Head no less than two weeks prior to the planned use of a specific piece of off-road equipment. (See Subsection 1.05A.)

### **1.04 REQUIREMENTS FOR MAJOR CONSTRUCTION PROJECTS WITHIN THE AIR POLLUTANT EXPOSURE ZONE**

- A. For all Major Construction Projects that meet the requirements of Environment Code Section 2504(a) and which are located in the Air Pollutant Exposure Zone and within 1,000 feet of a Sensitive Use, the following requirements apply:
1. All off-road equipment shall have engines that (a) meet or exceed either United States Environmental Protection Agency or ARB Tier 2 off-road



emission standards, and (b) have been retrofitted with an ARB Level 3 VDECS. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. See Section 1.05A regarding the procedure for requesting a waiver to this requirement.

2. Where access to alternative sources of power is available, use of portable diesel engines to perform work on the project shall be prohibited. See Section 1.05B regarding the waiver procedure for this requirement.
  3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes at any location, except as allowed for in applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs, in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the idling limit. Refer to the following link for the Clean Construction Sign Template:  
<https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp>.
  4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.
- B. Construction Emissions Minimization Plan: All Major Construction Projects that meet the requirements of Environment Code Section 2504(a), which are located in the Air Pollutant Exposure Zone and are within 1,000 feet of a Sensitive Use, also must comply with the following requirements:
1. Before starting on-site Construction Activities, the Contractor shall submit a Construction Emissions Minimization Plan ("Emissions Plan") to the City Representative for review and approval. The Emissions Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section 2505 of the Environment Code.
  2. The Emissions Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for each Construction Phase.
    - a. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation.
    - b. For the VDECS installed, the description may include, but is not limited to: technology type, serial number, make, model,

- manufacturer, ARB verification number level, and installation date and hour meter reading on installation date.
- c. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel.
  - d. Contractor may use the Clean Construction Equipment Inventory Template to satisfy the Emissions Plan requirements. Refer to the following link for that template:  
<https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp>.
3. The Contractor agrees to comply fully with the Emissions Plan and acknowledges that a significant violation of the Emissions Plan shall constitute a material breach of the Agreement. Contractor must submit a signed Clean Construction Emissions Plan Certification Statement to the City Representative. Refer to the following link for the Emissions Plan Certification Statement Template:  
<https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp>.
4. After City review and approval, the Contractor shall make the Emissions Plan available to the public for review onsite during working hours.
- a. The Contractor shall post at the construction site a legible and visible sign summarizing the Emissions Plan. Refer to the following link for the Clean Construction Sign Template:  
<https://www.sfdph.org/dph/EH/Air/CleanConstruction.asp>.
  - b. The sign shall also state that the public may ask to inspect the Emissions Plan for the project at any time during working hours, and shall explain how to request to inspect the Emissions Plan.
  - c. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.
5. Reporting:
- a. After Construction Activities begin, the Contractor shall update the Emissions Plan on a quarterly basis documenting changes from the original plan and demonstrating compliance with the Emissions Plan. The report shall be submitted to the City Representative quarterly and a copy shall also be maintained at the construction site.
  - b. Prior to receiving a Notice of Final Completion, or within six months of completion of Construction Activities if a final certificate of acceptance is not required, the Contractor shall submit to the City Representative a final report summarizing Construction Activities, including the start and end dates and duration of each Construction Phase, and the specific information required in the Emissions Plan.

**1.05 WAIVERS**

A. Waivers Under Subsection 1.04A.

1. The Contractor may request to waive the equipment requirements of Paragraph 1.04A.1 if: (a) a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; (b) the equipment would not produce desired emissions reduction due to expected operating modes; (c) installation of the equipment would create a safety hazard or impaired visibility for the operator; or, (d) there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS.
2. Contractor shall submit a waiver request to the Department Head, or designee, no less than two weeks prior to the planned use of a specific piece of off-road equipment.
3. If the Department Head, or designee, grants the waiver specified in Section 1.05A.1, the Contractor must use the next cleanest piece of off-road equipment, according to Table 1, below.

<i>Table 1</i> <b>Off-Road Equipment Compliance Step Down Schedule*</b>		
<b>Compliance Alternative</b>	<b>Engine Emission Standard</b>	<b>Emissions Control</b>
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel**
* If the City determines that the equipment requirements cannot be met, the Contractor must meet Compliance Alternative 1. If the City determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the City determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.		
** Alternative fuels are not a VDECS		

B. Waivers Under Subsection 1.04A.2.

1. The Department Head, or designee, may waive the alternative source of power requirement set forth in Subsection 1.04A.2 if an alternative source of power is limited or infeasible at the project site. If the City grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection 1.04A.1, above.

- C. All Other Waivers: The Department Head or designee also may waive the requirements of the Ordinance on the grounds set forth in Section 2507 of the Environment Code.
- D. For any waiver granted in this Subsection 1.05, the City Representative will within two business days prepare a written notice of the waiver and a written memorandum explaining the basis for the waiver and the steps that will be taken to safeguard public and City employee health during the noncomplying work. The memorandum will also state the steps that the City and the Contractor will take to minimize the use of noncomplying equipment or engines during the noncomplying work.

## **1.06 NONCOMPLIANCE AND PENALTIES**

- A. Liquidated Damages: By entering into the Agreement, Contractor and City agree that if Contractor uses off-road equipment and/or off-road engines in violation of the Clean Construction requirements set forth in Administrative Code Section 6.25 and Chapter 25 of the Environment Code, the City will suffer actual damages that will be impractical or extremely difficult to determine. Accordingly, Contractor and the City agree that Contractor shall pay the City the amount of \$100 per day per each piece of off-road equipment and each off-road engine used to complete Work on the Project in violation of the Ordinance. Such amount shall not be considered a penalty, but rather agreed monetary damages sustained by City because of Contractor's failure to comply with the Clean Construction requirements.
- B. False Representations: False representations by the Contractor, in connection with the bidding, execution or performance of any City contract, regarding the nature or character of the off-road equipment and/or off-road engines to be utilized, on the contract, or to the City about the nature or character of the off-road equipment and/or off-road engines actually used may subject the Contractor to the consequences of noncompliance specified in Section 2510 of the Environment Code, including but not limited to the penalties prescribed therein. The assessment of penalties for noncompliance shall not preclude the City from exercising any other rights or remedies to which it is entitled.

**END OF SECTION**

# ATTACHMENT C: ARCHEO CORRESPONDENCE

## **Bihl, Lauren (CPC)**

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**From:** CPC.Archeology  
**Sent:** Thursday, May 25, 2023 4:42 PM  
**To:** Bihl, Lauren (CPC); CPC.Archeology  
**Subject:** RE: Shelley Promenade - construction via contracted labor or MTA/DPW?

Lauren

**Shelley Promenade Project (McLaren Park) 2023-003285ENV** has been reviewed and it has been determined that this project does not require a PAR memo. Staff has updated the PAR log.

Based on review of the Native American archaeological sensitivity model and review of historical maps, the proposed project has low to moderate sensitivity for Native American and historic-period archaeological resources. Based on the proposed soil disturbance, review of archaeological records and the Citywide Prehistoric Resources Sensitivity Model, staff has determined that SCM 1 will reduce impacts to potential archaeological resources from this project. If any additional information is needed please let me know.

Thank you for your assistance

**Alicia C. Gonzales, Senior Planner (Archaeologist)**  
**Environmental Planning Division**  
San Francisco Planning Department  
49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103  
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[San Francisco Property Information Map](#)

Pronunciation: /ah.lee.see.ah/gon.sal.es/  
Pronouns: she/her

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**From:** Bihl, Lauren (CPC) <lauren.bihl@sfgov.org>  
**Sent:** Wednesday, May 24, 2023 1:30 PM  
**To:** CPC.Archeology <CPC.Archeology@sfgov.org>  
**Subject:** FW: Shelley Promenade - construction via contracted labor or MTA/DPW?

Hi archeo team,

Regarding the RPD Shelley Promenade project (case no. 2023-003285ENV): see the below email, the highlighted red areas on the satellite images are the only places where excavation for the Shelley Promenade gate posts and bollards would occur. Although, there would also be some possible additional sign poles on the sides of existing ROW in some locations not marked.

I'm signed up for office hours tomorrow (5/25) to discuss this further if needed. We are still trying to wrap up this catex before June if possible.

Thank you,

**Lauren Bihl (she/her)**  
San Francisco Planning  
Direct: 628.652.7498 | [www.sfplanning.org](http://www.sfplanning.org)

**From:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>

**Sent:** Tuesday, May 23, 2023 1:48 PM

**To:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>

**Cc:** Chavez, Lauren (REC) <[lauren.chavez@sfgov.org](mailto:lauren.chavez@sfgov.org)>; Kalchmayr, Kerstin (REC) <[kerstin.kalchmayr@sfgov.org](mailto:kerstin.kalchmayr@sfgov.org)>

**Subject:** RE: Shelley Promenade - construction via contracted labor or MTA/DPW?

I don't have an EXACT location yet – as we still need to go through accessibility details and site feasibility for where to place the bollards/gates/etc. but here are the approximate areas:

Let me know if this works.

-Brian

North area – beside Upper Reservoir Parking Lot



South area – beside Field of Dogs



**BRIAN STOKLE**  
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49 South Van Ness Ave  
Suite 1220  
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94102



**From:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>

**Sent:** Tuesday, May 23, 2023 12:09 PM

**To:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>

**Cc:** Chavez, Lauren (REC) <[lauren.chavez@sfgov.org](mailto:lauren.chavez@sfgov.org)>; Kalchmayr, Kerstin (REC) <[kerstin.kalchmayr@sfgov.org](mailto:kerstin.kalchmayr@sfgov.org)>

**Subject:** RE: Shelley Promenade - construction via contracted labor or MTA/DPW?

Hi Brian,

Would your team be able to provide the exact locations of where the bollards, signage posts, and gate posts would be located?

Thank you,

**Lauren Bihl** (she/her)

San Francisco Planning

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[San Francisco Property Information Map](#)

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**From:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>

**Sent:** Monday, May 22, 2023 9:32 PM

**To:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>

**Cc:** Chavez, Lauren (REC) <[lauren.chavez@sfgov.org](mailto:lauren.chavez@sfgov.org)>; Kalchmayr, Kerstin (REC) <[kerstin.kalchmayr@sfgov.org](mailto:kerstin.kalchmayr@sfgov.org)>

**Subject:** Re: Shelley Promenade - construction via contracted labor or MTA/DPW?

Thanks for the update Lauren.

FYI - I'm working with Ammon regarding the General Plan Referral that I submitted last week.

Let me know if you need any additional information.

Would you give me an update either way Tuesday. Thanks!

-Brian



**BRIAN STOKLE**  
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[sfrecpark.org](http://sfrecpark.org)

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94102



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**From:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>

**Sent:** Monday, May 15, 2023 4:58 PM

**To:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>

**Cc:** Chavez, Lauren (REC) <[lauren.chavez@sfgov.org](mailto:lauren.chavez@sfgov.org)>; Kalchmayr, Kerstin (REC) <[kerstin.kalchmayr@sfgov.org](mailto:kerstin.kalchmayr@sfgov.org)>

**Subject:** RE: Shelley Promenade - construction via contracted labor or MTA/DPW?

Hi Brian,

Thank you for the approximate depths. They've been forwarded to our archeo team, but I will also check in with them during their office hours this Thursday.

Additionally, I connected with preservation to get their sign-off since the park is a historic resource.

At this point, I think we can achieve CEQA clearance before June 1. I will have a better sense of our review timeline once I've heard back from these two technical teams later this week. I'll keep you posted.



Thank you,

**Lauren Bihl** (she/her)

San Francisco Planning

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[San Francisco Property Information Map](#)

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**From:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>

**Sent:** Wednesday, May 10, 2023 10:25 PM

**To:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>

**Cc:** Chavez, Lauren (REC) <[lauren.chavez@sfgov.org](mailto:lauren.chavez@sfgov.org)>; Kalchmayr, Kerstin (REC) <[kerstin.kalchmayr@sfgov.org](mailto:kerstin.kalchmayr@sfgov.org)>

**Subject:** Re: Shelley Promenade - construction via contracted labor or MTA/DPW?

Hi Lauren,

Here are the approximate depths for the features you asked for.

Bollards: 36"

Gate posts: 48"

Posts for signs: 24"

Please confirm you've received this and the timeline you think we can move on this. As mentioned before we're looking for a CatEx.

We're scheduled to go to our Rec Park Commission's Operations Committee on June 1st, so having the CatEx completed by then would work very well.

Thanks.

-Brian



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**From:** Bihl, Lauren (CPC) <[lauren.bihl@sfgov.org](mailto:lauren.bihl@sfgov.org)>  
**Sent:** Thursday, May 4, 2023 12:43 PM  
**To:** Stokle, Brian (REC) <[brian.stokle@sfgov.org](mailto:brian.stokle@sfgov.org)>  
**Subject:** Shelley Promenade - construction via contracted labor or MTA/DPW?

Hi Brian,

I hope you're doing well. I've been assigned as the environmental coordinator for the Shelley Promenade Project. I'm excited to work with you and put our project management skills to the test!

To kick off my environmental review, could you please confirm whether the project would be constructed through contracted labor or through SFMTA and/or DPW?

If MTA and/or DPW would construct the project, then this project would qualify for an SB 922 statutory exemption. The statex option would require minimal review (mostly to ensure accuracy of the project description) because the project would be statutorily exempt as a pedestrian/bicycle project under Public Resources Code Section 21080.25(b). We would not need to review for environmental impacts. If the project would be constructed through contracted labor, then in order to still use the SB 922 statex, the entity contracted to perform the project would be required to have entered into a project labor agreement that will bind the entity and all its subcontractors at every tier performing the project to use a skilled and trained workforce. For more info on the labor requirements see Public Resources Code Section 21080.25(f).

If the project would be constructed by a contractor who has not entered a project labor agreement (as noted above) then the project would likely qualify as a Class 1 categorical exemption. In this case we would need to review for any environmental impacts (such as archeo impacts, which can occur at shallow depths in parkland).

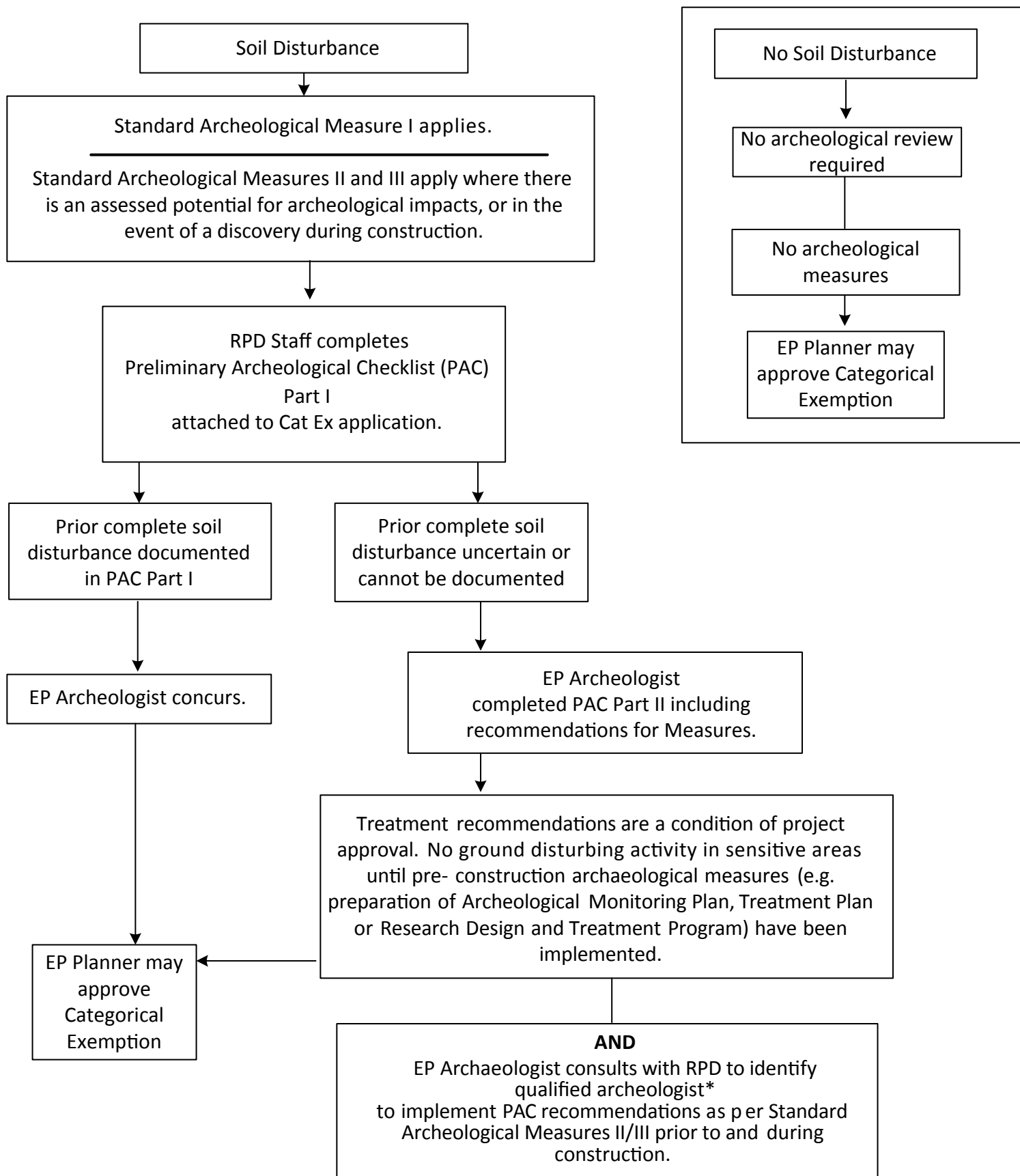
Please let me know if you have any questions or would like to discuss. I'm always happy to hop on a call.

Thank you,

**Lauren Bihl, Planner** (she/her)  
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Attachment D:

RPD Standard Construction Measure #5 Archeological Assessment Process



\* Archeologist or archeological consultant who meets the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61) as defined in Standard Archeological Measure I.

## Attachment E: Archeological Measure I (Archeological Discovery)

The following requirements are applicable to:

- All projects that will include soil disturbance,
- Any discovery of a potential historical resource or of human remains, with or without an archeological monitor present.

*Prior to ground disturbing activities:*

A. Alert Sheet. RPD shall, prior to any soils disturbing activities, distribute the Planning Department archeological resource "ALERT" sheet to each project contractor or vendor involved in project-related soils disturbing activities; ensure that each contractor circulates it to all field personnel; and provide the Environmental Review Officer (ERO) with a signed affidavit from each contractor confirming distribution to all field personnel.

*Upon making a discovery:*

B. Work Suspension. Should a potential archeological resource be encountered during project soils disturbing activity, with or without an archeological monitor present, the project Head Foreman shall immediately suspend soils-disturbing activities within 50 feet (15 meters) of the discovery in order to protect the find from further disturbance, and notify the RPD Project Manager (PM), who shall immediately notify the ERO for further consultation.

C. Qualified Archeologist. All archeological work conducted under this measure shall be performed by an archeologist who meets the Secretary of the Interior's Professional Qualifications Standards (36-CFR 61); consultants will be selected in consultation with the ERO and meeting the criteria or specialization required for the resource type as identified by the ERO in a manner consistent with RPD contracting requirements.

D. Assessment and Additional Measures. If the ERO determines that the discovery is a potential archeological/historical resource, the qualified archeologist, in consultation with the ERO, shall document the find, evaluate based on available information whether it qualifies as a significant historical resource under the CEQA criteria, and provide recommendations for additional treatment as warranted. The ERO will consult with RPD and the qualified archeologist on these recommendations and may require implementation of additional measures as set forth below in Archeological Measures II and III, such as preparation and implementation of an Archeological Monitoring Plan, an Archeological Testing Plan, and/or an Archeological Data Recovery Plan, and including associated research designs, descendant group consultation, other reporting, curation, and public interpretation of results.

E. Report Reviews. All plans and reports prepared by an archeological consultant, as specified herein, shall be submitted first and directly to the ERO for review and comment with a copy to RPD and shall be considered draft reports subject to revision until final approval by the ERO.

F. Draft and Final Archeological Resources Reports. For projects in which a significant archeological resource is encountered and treated during project implementation (see Archeological Measures II and III), 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, research questions addressed, and research results. Information that may put at risk any archeological resource shall be provided in a separate, removable insert within the draft final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: two copies to the applicable California Historic Information System Information Center (CHRIS), one copy to each descendant group involved in the project, and documentation to the San Francisco Planning Department of transmittal of the above copies. In addition, the Planning Department shall be provided one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR, which shall include copies of any formal site recordation forms (CA DPR 523 series) and/or National Register of Historic Places/California Register of Historical Resources nominations.

G. Other Reports. In instances of high public interest or interpretive value, the ERO may require different or additional final report content, format, and distribution than that presented above.

H. Human Remains, Associated or Unassociated Funerary Objects. RPD shall ensure that human remains and associated or unassociated funerary objects discovered during any soils disturbing activity are treated in compliance with applicable State and federal laws. In the event of the discovery of potential human remains, the construction contractor shall ensure that construction activity within 50 feet of the find is halted and the RPD PM, ERO, and the County Coroner are notified immediately. If the Coroner determines that the remains are of Native American origin, he/she will notify the California State Native American Heritage Commission. Subsequent consultation on and treatment of the remains shall be conducted consistent with Public Resources Code Section 5097.98 and CEQA Guidelines Section 15064.5(d), in consultation with the ERO.

I. Consultation with Descendant Communities. Consistent with AB 52 requirements, if requested, RPD shall provide opportunities for Native American descendant groups to provide input during project planning for projects that may affect potential Tribal Cultural Resources. In addition, on discovery during construction of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other descendant group, an appropriate representative of the descendant group shall be contacted by RPD at the direction of the ERO. RPD will offer this representative the opportunity to monitor archeological field investigations of the site and to consult with the ERO regarding the appropriate treatment and, if applicable, interpretation of the site and the recovered materials.

J. Construction Delays. Archeological monitoring and/or data recovery programs required by this measure may 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 this is the only feasible means to reduce potential effects on a significant archeological find to a less-than-significant level.

## Attachment F. RPD Archeological Measure II (Archeological Monitoring)

A. Archeological Monitoring Plan (AMP). Where an archeological field investigation to identify expected buried or submerged resources cannot reasonably be carried out during project planning/ environmental review (for example, where definitive determination would require extensive street opening prior to construction), prior to any project-related soils-disturbing activities the qualified archeologist identified under Archeological Measure I.C. shall consult with RPD and the ERO to develop an Archeological Monitoring Plan (AMP). The AMP which will be implemented in conjunction with soil-disturbing activities during construction. Preparation and implementation of an AMP also may be required based on the results of pre-construction archeological testing or upon a discovery during construction.

The AMP shall include the following elements, at minimum:

- Historical context and research design for assessment of resource types likely to be encountered;
- Project activities to be archeologically monitored and intensity of monitoring of each type and location of project construction activity; and
- Procedures for the documentation, significance and integrity assessment, treatment, curation, interpretation and reporting of the types of resources likely to be encountered.

B. Reporting. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO at the end of construction (See Archeological Measure I.E [Report Reviews] and I.F. [Draft and Final Archeological Research Report]).

C. Monitoring Authorities

- The archeological monitor will have the authority to halt construction activity at the location of a suspected resource for inspection, documentation, and assessment of the need for further measures as set forth in Archeological Measure III.
- The Archeological Monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis.
- The Archeological Monitor(s) shall be present on the project site according to a schedule identified in the AMP, subject to modification upon ERO concurrence, based on findings.

D. Testing/Data Recovery. In the event of a discovery during construction, if the ERO and archeological consultant determine that the discovery is a significant resource (that is, a

resource that meets the eligibility criteria of the California Register of Historic Resources or qualifies as a unique archeological resource) that will be adversely affected (that is, where the project would result in loss of data potential) or that additional investigation is required to make this determination, all applicable elements of Archeological Measure III (Archeological Testing/Data Recovery) also shall be implemented.



## Attachment G. RPD Archeological Measure III (Testing / Data Recovery)

The following provisions apply prior to or during construction when a significant archeological resource (as defined in Measure II.D) or an archeological resource of undetermined significance is expected to be present in the work area and the ERO, in consultation with the qualified archeologist, determines that an archeological field investigation is needed to determine: a) the presence of an archeological resource, b) whether it retains depositional integrity, and c) whether it qualifies as a legally significant resource under CEQA criteria. All archeological work under this Measure will be carried out by a qualified archeologist as identified in Archeological Measure I.C. Per Archeological Measure I.J, implementation of this measure shall not exceed four weeks except at the direction of the ERO and only if this is the only feasible means to reduce potential effects on a significant archeological find to a less-than-significant level.

A. Archeological Testing Program. If an archeological investigation is required in order to verify resource location and/ or assess the significance of the resource, the archeological consultant shall consult with the ERO to prepare and implement an Archeological Testing Plan (ATP) that identifies:

- Key research questions and associated data needs,
- Testing/ sampling methods, and
- Testing locations.

Results of testing shall be presented to ERO in a written report following Measure I.E. If, based on the archeological testing program, the archeological consultant finds and the ERO concurs that significant archeological resources may be present, Measures III.B and/or III.C below will be implemented.

B. Treatment. If the project could adversely affect a significant (CRHR-eligible) archeological resource, preservation in place is the preferred manner of mitigating impacts, as detailed in CEQA Guidelines 15126.6(b) (3)(a) and (b).

If preservation in place is determined to be infeasible, the RPD at its discretion shall either:

- Re-design the proposed project so as to reduce the adverse effect to a less-than-significant level through preservation in place or other feasible measures; and/or
- For a resource important for its association with an important event or person, or which is of demonstrable public interest for both its scientific and historical values (e.g., a submerged ship), and where feasible, preserve the resource in place with appropriate documentation; or, if not feasible to preserve in place,

systematically document and/or recover for interpretive use, at the discretion of the ERO, and/or;

- For an archeological resource significant primarily for its data potential, design and implement an archeological data recovery program, as detailed under Measure III.D, below.

C. Archeological Data Recovery Plan (ADRP). For resources for which the elected treatment is archeological data recovery, the archeological consultant, in consultation with the ERO, shall prepare and implement an ADRP. It will identify how the significant information the archeological resource is expected to contain will be recovered and preserved. Data recovery results will be reported in the FARR, as detailed in Measure I.F. The ADRP shall include the following elements:

- Historic context and research design
- Field methods and procedures, including sampling strategy
- Archeological monitoring recommendations for ongoing construction
- Cataloguing and laboratory analysis
- Discard, deaccession, and curation policy
- Interpretive program
- Security measures

# ALERT!

This project site is in an **archeologically sensitive area**. If you uncover a concentration of historic-era materials (such as bottles or ceramics); wood floors and brick foundations; soils containing shells or bones; or human bones or suspected human bones, you are required to:

1. Immediately stop soil disturbance at the discovery location.
2. Protect the find in place.
3. Call a Planning Department archeologist. Either Allison Vanderslice (415) 575-9075, Sally Morgan (415) 575-9024 or Kari Lentz (415) 558-9023.
4. Ensure that ground-disturbing work around the discovery location does not resume until the archeologist has evaluated the find and any necessary treatment has been implemented.

Material that may indicate the presence of an archeological site include:

- Concentrations of shells or bones
- Dark, greasy soils, with ash, charcoal, burnt earth
- Native American artifacts such as arrowheads and mortar bowls
- Building foundation, wall or floor remains, clay roof/floor tiles
- Trash pits, privy (outhouse) pits, wells
- Concentration of bottles, ceramics, animal bones, hardware, etc.
- Evidence of 1906 Earthquake and Fire (layer of burned building debris, charcoal, fused glass, etc.)
- Wood structural remains (building, pipelines, ship, wharf, etc.)
- Rails, rail ties, rail cars or carts
- Gravestones, carved or cut granite, limestone or marble



Native American tools including obsidian and bone



Shell deposit, often in dark soil



Close-up of shell deposit



Brick foundation



Outhouse pit



Refuse pit

**RECREATION AND PARK COMMISSION**  
**City and County of San Francisco**  
**Resolution Number 2306-009**

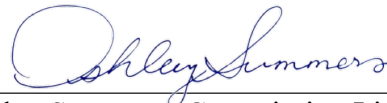
**MCLAREN PARK – SHELLEY PROMENADE**

**RESOLVED**, This Commission does recommend that the Board of Supervisors restrict private vehicles on a 2,100 foot (0.4 mile) long segment in the western portion of John Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street in order to create a promenade for walking, biking, and other non-vehicular access to improve accessibility and mobility.

Adopted by the following vote

Ayes	5
Noes	1
Absent	1

I hereby certify that the foregoing resolution was adopted at the Recreation and Park Commission meeting held on June 15, 2023.



---

Ashley Summers, Commission Liaison



London N. Breed, Mayor  
Philip A. Ginsburg, General Manager

**Date:** June 15, 2023

**To:** Recreation and Parks Commission

**Through:** Philip A. Ginsburg, General Manager  
Stacy Radine Bradley, Director of Capital and Planning  
Yael Golan, Deputy Director of Planning

**From:** Brian Stokle, Planner

**Subject:** McLaren Park – Shelley Promenade

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### **Agenda Language**

*Discussion and possible action to recommend that the Board of Supervisors restrict private vehicles on a 2,100 foot (0.4 mile) long segment in the western portion of John Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street, in order to create a promenade for walking, biking, and other non-vehicular transport and recreation to improve accessibility and enjoyment of John McLaren Park.*

### **Strategic Plan**

**Strategy 1: Inspire Place:** Keep today's parks safe, clean, and fun; promote our parks' historic and cultural heritage; and build the great parks of tomorrow

**Objective: 1.1.:** Develop more open space and improve access to existing facilities to address population growth in high-need and emerging neighborhoods

**Objective: 1.2.:** Strengthen the quality of existing Parks & Facilities

**Strategy 2: Inspire Play:** Promote active living, well-being and community for San Francisco's diverse and growing population

**Objective: 2.2.:** Strengthen and promote the safety, health, and well-being of San Francisco's youth and seniors

**Strategy 4: Inspire Stewardship:** Strengthen the City's climate resiliency by protecting and enhancing San Francisco's precious natural resources through conservation, education, and sustainable land and facility management practices.

**Objective 4.2** Increase biodiversity and interconnectivity on City parkland



## **Executive Summary**

- The Department proposes to restrict private vehicles on a 0.4-mile-long section of the John Shelley Drive roadway in John McLaren Park to enhance the park experience and improve safety and comfort for vulnerable street users. This section of the road has been closed to private vehicles since early in the COVID-19 pandemic to create a safe space for recreation.
- The proposed conversion of a section of the roadway into a promenade is supported by multiple city policies and program recommendations to improve accessibility, equity, and mobility within John McLaren Park.
- San Francisco Municipal Transportation Agency (SFMTA) policies and analysis support the proposed action. (see Attachment D)
- The closure will require approval from the Board of Supervisors.
- Recreation and Park Department staff (RPD) propose that the Recreation and Park Commission recommend that the Board of Supervisors approve the conversion of a section of John Shelley Drive from a vehicular roadway to a permanent pedestrian and bicycle promenade. The Board of Supervisors action would be the Approval Action for the program for purposes of Chapter 31 under the California Environmental Quality Act.

## **Purpose**

Adopting a Resolution to urge the Board of Supervisors to restrict private vehicles on the above-mentioned segment of John Shelley Drive in John McLaren Park to implement slow streets, to enhance the park experience, and to improve safety and comfort for vulnerable street users, creating a primarily flat paved promenade for people to walk, roll and bike, and enjoy more engagement with nature away from motor vehicles, while remaining accessible to people with disabilities.

## **Background**

John F. Shelley Drive, which is wholly located within John McLaren Park, has been under the jurisdiction of the Recreation and Park Commission (RPC) since the 1920s, when John McLaren Park was created. John F. Shelley Drive is a two-lane vehicular roadway with parallel parking located on both sides of the street. The road contains no sidewalk nor any built bicycle facilities. John F. Shelley Drive is a roughly inverted “U”-shaped roadway that intersects Mansell Street in two locations: the segment of Shelley that intersects Mansell Street further west is called “Shelley West;” and the segment that intersects Mansell Street further east is called “Shelley East”. In between these segments is the section known as “Shelley North”, which extends from Cambridge Street to the northern edge of the Upper Reservoir parking lot (see Map 1 and Map 2 below).

**Map 1: John McLaren Park and Street Network**



Existing conditions on John Shelley Drive include swing gates located at the intersection of Shelley West & Mansell Street, and additional gates on Shelley North, just west of Cambridge Street. Currently, these gates are being used to block vehicular access to the areas of the park accessed from Shelley North and Shelley West when the park is closed (from sunset to sunrise).

On April 28, 2020, in response to the COVID-19 emergency and the City’s Shelter-In-Place orders, the San Francisco Recreation and Park Department (RPD), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), established a 0.9-mile car-free roadway within McLaren Park along the western and northern portions of John Shelley Drive from Cambridge Street to Mansell Street at Shelley West. The closure was intended to provide more outdoor space for residents while allowing social distancing in consideration of the COVID-19 pandemic. The car-free segment restricted private vehicles on a portion of John Shelley Drive, with exceptions made for RPD vehicles, and emergency response vehicles. The new “Shelley Promenade” created a daily, full-time, nearly one-mile car-free route in the northwest portion of the park. On September 4, 2021, the promenade portion was shortened by 0.5 miles (2,600 feet) to allow private vehicle access to the Upper Reservoir parking lot, and the newly

renovated Group Picnic site and new Redwood Grove Playground, creating a 0.4-mile promenade, in the same segment now proposed for permanent closure.

John F. Shelley Drive is currently open to vehicular traffic from the Upper Reservoir parking lot east to Cambridge (Shelley North) and from Cambridge Street east to Mansell Street (Shelley East). The section between the Upper Reservoir parking lot and Mansell Drive (Shelley West) remains closed to vehicular traffic. (See Map 1 above)

The street segment closed to private vehicles for social distancing, Shelley West, previously carried an estimated 350 daily vehicle visits on weekdays, based on pre-pandemic traffic counts performed by SFMTA in October 2015. Based on pedestrian and bike counts performed during its temporary promenade configuration, Shelley Promenade received nearly 300 daily visits from Monday to Friday, and approximately 380 daily visits on weekends. The segment of roadway proposed for conversion into a promenade is a relatively flat area, offering pedestrians, cyclists, wheelchair users and other users a wide, flat space to walk, bike or learn how to bike without conflict with private vehicles. The proposed promenade segment also is not home to any of the park's main attractions and points of interest, and its closure to vehicles would in fact allow for more active use and more visits in this northwestern portion of the park. SFMTA has noted in their analysis (see Attachment D), that "the restriction of vehicle access will have no significant impacts on local vehicle or transit circulation while serving to promote walking and biking in the park. As such, SFMTA staff do not object to the creation of the Shelley Promenade in John McLaren Park."

### **Proposed Physical Changes**

No changes to the paving are currently planned and an emergency access aisle will remain unobstructed for the full length of the Shelley Promenade. The project will include the addition of bollards and gates to prevent unauthorized vehicular access to the Shelley Promenade once funding is identified. The project will also include an accessible parking space with an accessible path of travel to the north end of the promenade and an accessible path connecting the 29-Sunset bus stop on Mansell Street to the Promenade; all as described below in Maps 3 and 4.

### **Public Outreach**

RPD conducted extensive outreach to direct the spending of the 2012 Neighborhood Parks Bond McLaren Park Program funding and adopted the McLaren Park Vision Plan in 2018. The Vision Plan called for examining ways to improve pedestrian and bike access to the park's roadways. The Shelley Promenade would fulfill the Vision Plan's goals of enhancing overall connectivity and increasing the length of designated multi-use pathways in the park to support pedestrian, bicycle, and other modes of travel.

During the temporary closure, RPD received significant feedback in support of the closure from neighbors and visitors. At a community meeting held virtually on February 23, 2023—attended by 40 members of the public— participants voiced unanimous support for permanently closing John F. Shelley Drive to private vehicles and converting it to the Shelley Promenade.



The Shelley Promenade proposal has been shared at a McLaren Collaborative meeting in 2022. A Change.org petition<sup>1</sup> has over 425 signatures supporting a car-free Shelley Drive in nearly the same location as proposed. To date, RPD has received more than 10 letters of support for the proposed promenade, and one letter against.

RPD and SFMTA staff evaluated these proposed closures and concluded that closing the above portions of Shelley Drive to private vehicle access would be consistent with the California Vehicle Code. For the reasons articulated in this staff report and public feedback, staff conclude:

- The restricted portions of the street are no longer needed for vehicular access and the closures and traffic restrictions leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian and bicycle traffic.
- The closure or traffic restriction is necessary for the safety and protection of persons who are to use that part of the street during the closure or traffic restriction.
- The City has met or will meet the remaining requirements under the Vehicle Code. Staff have done outreach and engagement for all abutting residents and property owners and the community surrounding John McLaren Park and posted notices of the proposed promenade hearing.
- The City maintains a publicly available [website](#) with information about John McLaren Park in general and, specifically, the proposed Shelley Promenade, that identifies the road being considered and provides instructions for participating in the public engagement process.

Prior to implementing Shelley Promenade, the City will provide advance notice of the closure or traffic restrictions to residents and owners of property abutting those streets and will clearly designate the street closure or traffic restrictions with appropriate signage consistent with the California Manual on Uniform Traffic Control Devices.

### **Access to and at the Site: Trails, Paths, Parking, and Traffic**

Park visitors walking and biking will be able to access the promenade at the south end from the Mansell Promenade and connecting trails to Brazil Street, the High Point, Labyrinth Path, and Field of Dogs paths. Access from the north end will be provided from the trails to Upper Reservoir, La Grande Water Tower, Philosopher's Way, and paths to Excelsior and La Grande Avenue.

Park visitors arriving by vehicle may reach the proposed promenade in the following ways:

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<sup>1</sup> Change.org petition on car-free Shelley Drive: [https://www.change.org/p/san-francisco-recreation-parks-keep-a-portion-of-shelley-drive-closed-in-mclaren-park?recruiter=95396115&recruited\\_by\\_id=4d546090-dcba-11e3-b637-cf8b66ba48a6&utm\\_source=share\\_petition&utm\\_medium=copypink&utm\\_campaign=petition\\_dashboard](https://www.change.org/p/san-francisco-recreation-parks-keep-a-portion-of-shelley-drive-closed-in-mclaren-park?recruiter=95396115&recruited_by_id=4d546090-dcba-11e3-b637-cf8b66ba48a6&utm_source=share_petition&utm_medium=copypink&utm_campaign=petition_dashboard)

- The North: Entering the park via Cambridge Street and taking Shelley North to the Upper Reservoir Lot, or if going to the Field of Dogs, taking Shelley East then Mansell Street to the Shelley West entrance to the parking at the Field of Dogs.
- The South, East and West: Entering the park from Mansell Street in the east, Persia Street in the west, and Visitation or Sunnysdale avenues from the south. Access to the north end of the promenade would be via Shelley East then Shelley North to the Upper Reservoir Parking Lot, and via Mansell Street to the Shelley West entrance to the parking area at Field of Dogs.

Park visitors arriving by transit may reach the promenade via the SF Muni bus stop on Mansell Street at Shelley West, traveling west on the Mansell promenade (adjacent to Mansell Street) and then traveling north on a new connector pathway to the southern portion of the Shelley Promenade.

In creating the promenade, a designated pedestrian, bike and accessible facility will be added where none existed before. In addition, a series of barriers, bollards and gates will be added at each end of the promenade. Bollards will be spaced wide enough to allow for people to walk, bike or roll a wheelchair through at each end, while also incorporating a bollard that allows emergency vehicle access. One end will have a gate installed to allow RPD vehicles to service the promenade. A barrier will also be placed at the south exit to the Upper Reservoir Parking lot to prevent vehicles from entering the promenade, but with sufficient space on either side for accessibility, walking and biking.

The approximately 45 parking space Upper Reservoir Parking Lot will provide the primary location to access the promenade for people arriving in a vehicle. A new accessible blue zone parking space will be added on Shelley West near the parking lot. At the south end, near Mansell Street at the Field of Dogs, vehicular parking will be restored as parallel parking along the approximate 350-foot distance between the Mansell Street gate and the beginning of the promenade.

Approximately 200 parking spaces of parallel parking will be removed on Shelley West due to the creation of the proposed promenade. Analysis of parking occupancy in this segment for the McLaren Park Vision Plan found that fewer than 20% of the Shelley West spaces were used during weekday and weekend peak periods.

### **Alternatives Considered**

Alternatives considered in the outreach process included variations to where the promenade segments would end and begin at each end. For the north end, alternatives considered included starting the promenade at the north entrance of the Upper Reservoir Parking Lot, and at its south entrance. For the south end, near Mansell Street, an option was considered to maintain the promenade all the way to Mansell Street, however, based on public input, it was decided to keep a short section of the road near Mansell open to vehicles to provide better access to the Field of Dogs.

### **Other Promenade Alignment Alternatives Vetted by Staff**

*John Shelley Drive from Group Picnic to Field of Dogs near Mansell.* This alternative would provide vehicular access to the popular Group Picnic and Redwood Grove children’s play area but would not provide access to the Upper Reservoir Parking Lot, nor provide access to accessible parking at a flat portion of the proposed promenade. In addition, a turnaround on John Shelley Drive North would require most vehicles to make a three-point turn.

*John Shelley Drive from Cambridge Street to Mansell Street at John Shelley West.* This alternative would reduce vehicular access to key destinations including Group Picnic and Redwood Grove children’s play area and Upper Reservoir Parking Lot, while removing accessible vehicle access to these sites. In addition, this option would remove a significant portion of parking in the park, especially important for large events held at Jerry Garcia Amphitheater. On the south end at Mansell, this option would prevent vehicular parking access to the Field of Dogs dog play area, as no parking is available on nearby Mansell Street. Although this alignment was the initial “road closure” in place from April 2020 to September 2021, it cut off vehicular access to the key destinations listed above.

### **No Program**

If no change is made, the roadway would remain as a two-lane, two-way, roadway with parking on each side, and no pedestrian or bicycle facilities on this segment, as it was prior to 2020. But there is very little vehicular traffic on Shelley West, and significant public support for the Promenade.

### **Environmental Review**

The Commission action of recommendation to the Board of Supervisors is not an approval of the Program for purposes of the California Environmental Quality Act (CEQA). Environmental review, consistent with CEQA, has been conducted on the Shelley Promenade and will be reviewed by and relied upon by the Board of Supervisors if and when it considers the Project. Categorical Exemption 2023-003285ENV under CEQA was received on May 31, 2023, and is attached so that the public, and RPC, have the full information available at this time.

### **Funding Impact**

If the proposed promenade is adopted by the Board of Supervisors, the total cost of implementation for the street restrictions is anticipated not to exceed \$100,000, primarily for paint, signs, and barrier procurement and installation. The new ADA blue zone parking space, path of travel at the north end, and the new path between the Mansell Promenade and the south end of the Shelley Promenade will be constructed as soon as possible and total costs are anticipated not to exceed \$150,000. Determining exact funding sources for these elements is ongoing.

### **Summary**

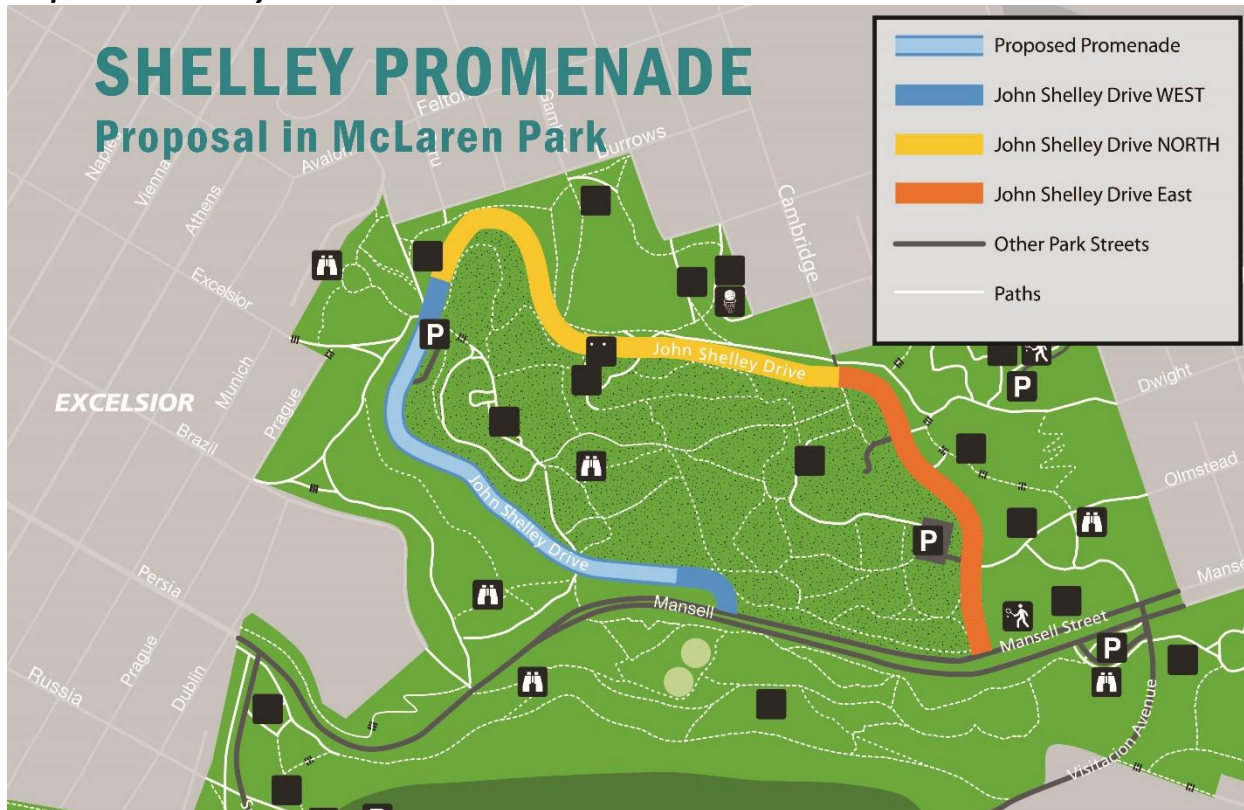
Create the Shelley Promenade as a car-free bicycle and pedestrian promenade by restricting private vehicle access along the western portion of John F. Shelley Drive. The Shelley

Promenade will extend from the north entrance of the Upper Reservoir parking lot to approximately 350 feet northwest of the west intersection of John F. Shelley Drive with Mansell Street, approximately 2,100 feet (0.40 miles) in length. Construction of permanent barriers will occur soon after formal approval action is taken. After further design, an accessible blue zone parking space with an accessible route connecting to the Shelley Promenade will be added on Shelley West near the Upper Reservoir Parking Lot, and a new pathway will be created to provide pedestrian access to the Shelley Promenade from the nearest SF Muni bus stop. The roadway would create a separated right-of-way for the exclusive use of pedestrians, bicyclists, emergency vehicles, and other permitted vehicles<sup>2</sup>. The roadway would become a facility used for a variety of active transportation modes, including—, but not limited to-- bicycles, walkers, runners, scooter riders, skateboarders, and wheelchairs.

### Staff Recommendation

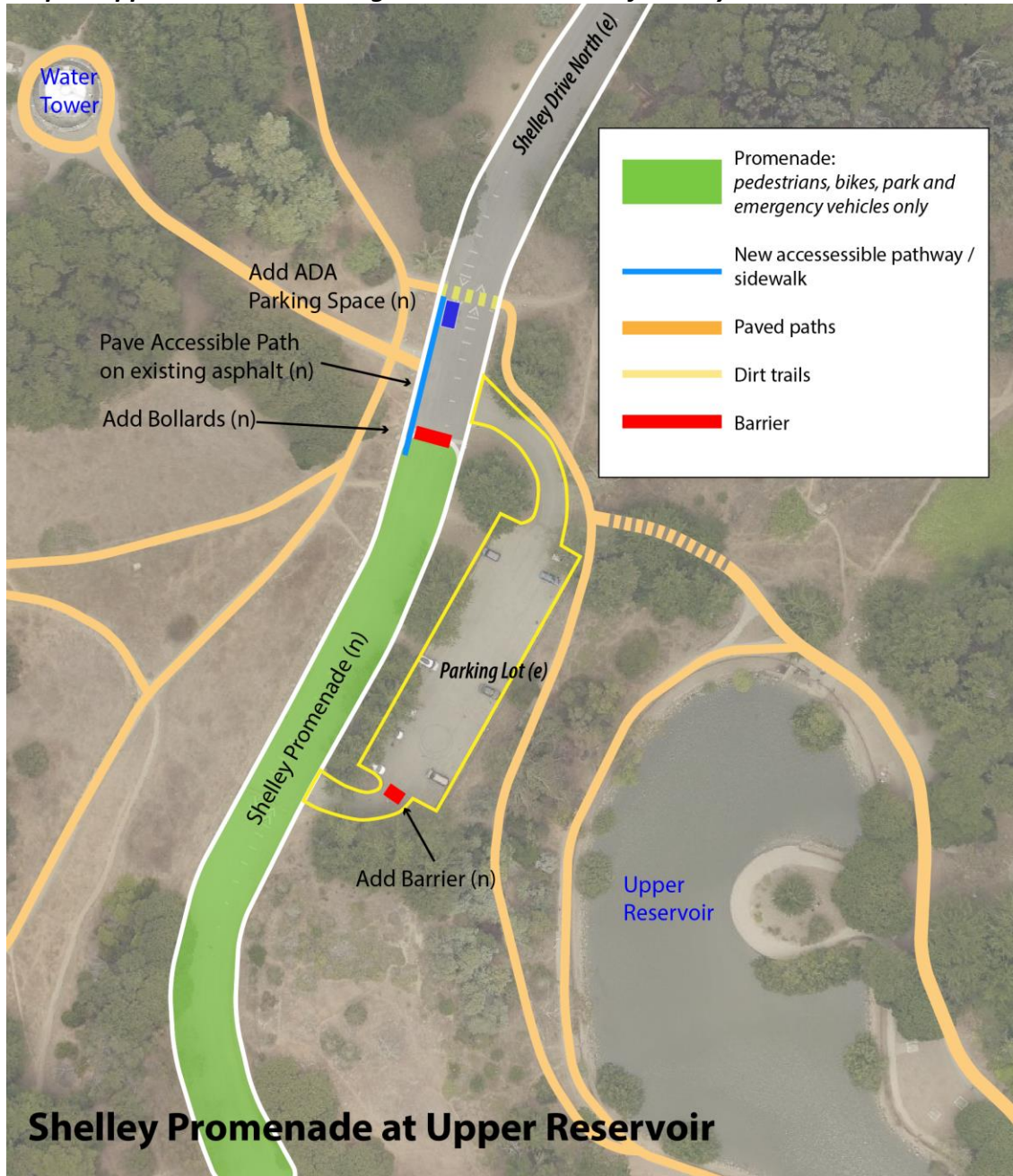
*Staff recommends that the Commission recommend that the Board of Supervisors restrict private vehicles on a 2,100 foot (0.4 mile) long segment in the western portion of John Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street, in order to create a promenade for walking, biking, and other non-vehicular transport and recreation to improve accessibility and enjoyment of John McLaren Park.*

**Map 2: John Shelley Promenade Location and John McLaren Park**

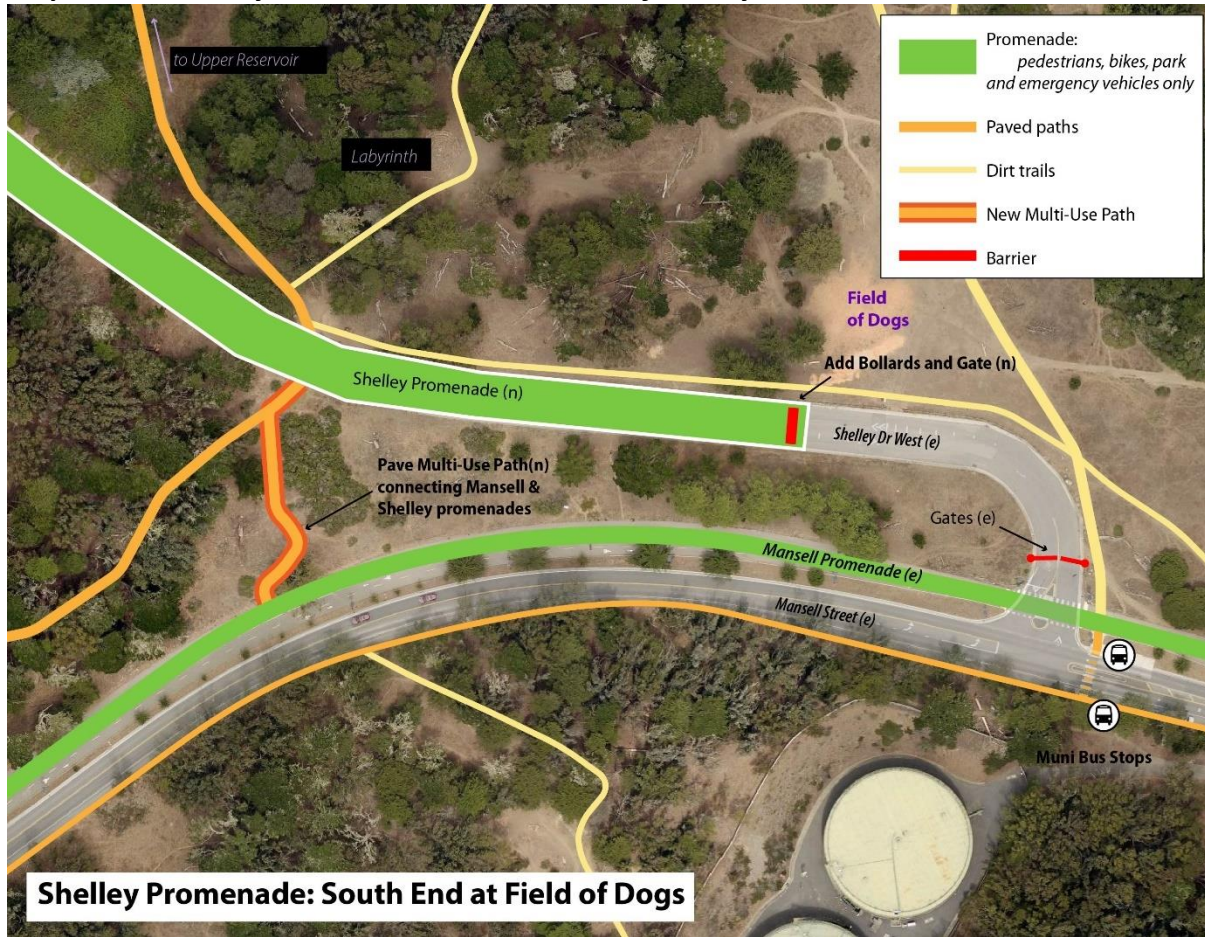


*Examples of permitted vehicles include official City, State, or Federal vehicles being used to perform official City business (e.g., park maintenance, street cleaning, permitted event access, etc, and others as defined by the legislation.*

**Map 3: Upper Reservoir Parking Lot and North End of Shelley Promenade**



**Map 4: John Shelley Drive West and South End of Shelley Promenade**



**Supported By:**

- Walk San Francisco
- San Francisco Bicycle Coalition
- SF Urban Riders
- KidSafeSF
- More than 10 letters of support from private citizens

**Opposed By:**

One letter of opposition has been received by RPD staff to date

**Attachments**

- Attachment A - CEQA findings (Categorical Exemption)
- Attachment B – Draft Recreation and Park Commission Resolution
- Attachment C – Draft Board of Supervisors Ordinance (*available for Full Commission*)
- Attachment D – SFMTA Memorandum of Shelley Promenade
- Attachment E – Relevant Guiding City Documents

**Attachment A - CEQA findings (Categorical Exemption)**

CEQA Findings to arrive before June 1 and will be added to the item.

**Attachment B – Draft Recreation and Park Commission Resolution**

SAN FRANCISCO  
RECREATION AND PARK COMMISSION

RESOLUTION No. \_\_\_\_\_

WHEREAS, On April 28, 2020, the Recreation and Park Department temporarily restricted private vehicles from using certain portions of John Shelley Drive in John McLaren Park, as part of the Slow Streets program that the City implemented across San Francisco in response to the unprecedented COVID-19 pandemic, to ensure the safety and protection of persons using those streets in John McLaren Park to safely recreate; and

WHEREAS, The temporary restrictions in John McLaren Park enabled thousands to safely use the Park, prompting the Recreation and Park Department to consider, alongside its ongoing efforts to improve accessibility, equity, and mobility in John McLaren Park; and

WHEREAS, The Recreation and Park Department’s mission statement is to provide enriching recreational activities, maintain beautiful parks, and preserve the environment for the well-being of everyone in our diverse community; and

WHEREAS, The Recreation and Park Department’s vision statement is, “Inspiring a more livable city for all, San Francisco’s parks connect us to play, nature, and each other”; and

WHEREAS, The Recreation and Park Department’s Strategic Plan states under Strategy 1: Inspire Place, Objective 1.1: Develop more open space and improve access to existing facilities to address population growth in high-need and emerging neighborhoods, J- expand connections between public open spaces through improved bicycle and pedestrian connections within and between parks; and

WHEREAS, The Recreation and Park Department’s Strategic Plan states under Strategy 1: Inspire Place, Objective 1.2: Strengthen the quality of existing parks and facilities, C- Continue to reimagine public rights-of-way as recreation-focused public open space in Golden Gate Park, Upper Great Highway and John McLaren Park

WHEREAS, the McLaren Park Vision Plan states, under Principle 1: Enhance community access into and through McLaren Park, and Principle 4: Create and build on the diverse play opportunities available in McLaren Park.

WHEREAS, The Shelley Promenade follows extensive public outreach, including through notifications to residents and owners of property abutting the streets that are proposed to be closed to private vehicles and through a publicly available internet website that has information about the closures and instructions for participating in the public engagement process, and the public received the opportunity to comment on the proposed vehicle restrictions at public meetings, and at this hearing; and

WHEREAS, The overall public opinion for the vehicle-restricted streets in John McLaren Park during the COVID-19 pandemic has been positive and supportive to continue these vehicle restrictions in the future; and



WHEREAS, The streets proposed to be restricted are no longer needed for private vehicle traffic, and the restriction would leave a sufficient portion of the streets in the surrounding area for other public uses, including vehicular, pedestrian, and bicycle traffic; and

WHEREAS, The proposed restriction on private vehicles would be necessary for the safety and protection of persons who are to use those streets during the restriction; and

WHEREAS, The Recreation and Park Commission's action at this hearing does not constitute an approval of the Shelley Promenade for purposes of the California Environmental Quality Act (CEQA); rather, it is a recommendation to the Board of Supervisors; and

WHEREAS, The Planning Department has reviewed the Shelley Promenade under CEQA to assist the Board of Supervisors' decision whether to approve the Shelley Promenade, and that determination was before the Recreation and Park Commission at this hearing, for informational purposes; now, therefore, be it

RESOLVED, That the Recreation and Park Commission recommends that the Board of Supervisors restrict private vehicles on a 2,100 foot (0.4 mile) long segment in the western portion of John Shelley Drive between the Upper Reservoir Parking Lot and Mansell Street, in order to create a promenade for walking, biking, and other non-vehicular transport and recreation to improve accessibility and enjoyment of John McLaren Park; and be it

FURTHER RESOLVED, That the Recreation and Park Commission supports the Recreation and Park Department making implementing slow streets, creating new bicycle facilities, and making additional policy improvements on Shelley Promenade in order to improve Park accessibility, equity, and mobility; and be it

FURTHER RESOLVED, That in the event the Board of Supervisors approves the Shelley Promenade, the Recreation and Park Department is directed to consult with the San Francisco Municipal Transportation Agency to ensure that any street closures or traffic restrictions are clearly designated with signage in compliance with the California Manual on Uniform Traffic Control Devices.

I certify that the foregoing resolution was adopted by the Recreation and Park Commission at its meeting of June 15, 2023.

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Secretary  
*San Francisco Recreation and Park Commission*

**Attachment C – Draft Board of Supervisors Ordinance**

*Draft will be ready for review by Full Commission on June 15*

**Attachment D – SFMTA Memorandum on Shelley Promenade**

## Attachment E –Relevant Guiding City Documents

The proposed Shelley Promenade would be consistent with the following City Plans and Policies, including implementing the Transportation Element of the City’s General Plan:

**Recreation and Park Department Strategic Plan:** *consistent with 4 objectives in 3 strategies:* Inspire Place with clean and fun parks that increase pedestrian and bike safety in McLaren Park; Inspire Play to promote active living and the safety, health and well-being of our youth and seniors.

Inspire Stewardship with increasing the City’s climate resiliency and interconnectivity on City parkland.

**San Francisco Municipal Transportation Agency’s Strategic Plan:** *consistent with 2 goals:* Make streets safer for everyone and eliminate pollution and greenhouse gas emissions by increasing use of transit, walking, and bicycling.

**Transit First Policy:** *consistent with 6 objectives, especially 3, 5, & 6:* To encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and strive to reduce traffic and improve public health and safety; enhance pedestrian areas to improve the safety and comfort of pedestrians and to encourage travel by foot; and promote bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

**San Francisco General Plan – Transportation & Open Space Elements:** *consistent with and implements the Transportation Element Policies 1.6 and 18.5 and the Recreation and Open Space Element Policy 3.4 in the General Plan:* Giving walking and biking priority in parks, on trails and in other recreational areas, and where the enjoyment of slow movement and the preservation of the natural environment would be severely compromised by automobile traffic; Mitigate and reduce the impacts of automobile traffic in and around parks and along shoreline recreation areas; and Encourage non-auto modes of transportation – transit, bicycle and pedestrian access—to and from open spaces while reducing automobile traffic and parking in public open spaces.

**McLaren Park Vision Plan:** consistent with Principle 1: Enhance community access into and through McLaren Park, and Principle 4: Create and build on the diverse play opportunities available in McLaren Park. A key concept of the Vision Plan calls for improved connectivity with safe navigation of roads, trails and paths, that builds on the improvements made to Mansell Street and Philosopher’s Way. The plan called for creating bicycle and pedestrian access ways along roadways, especially where no path or trail is in proximity of existing roadways, like the segment of John Shelley Drive included in this proposal.


**Vision Zero Strategy:** *consistent with the Safe Streets Action* to expand active transportation network for biking and walking, including low-car and car-free streets, Slow Streets, and protected bike lanes.

**Climate Action Plan:** consistent with the Transportation and Land Use Sector, with a goal of achieving 80% of trips in San Francisco to be taken by low-carbon modes such as walking, biking, transit, and shared electric vehicles by 2030.



## MEMORANDUM

To: Members, San Francisco Recreation and Park Commission

From: Tom Maguire, Director of Streets Division  
San Francisco Municipal Transportation Agency 

Date: May 25, 2023

Subject: Conversion of a Section of John Shelley Drive into a Pedestrian and Bicycle Promenade by Restricting Private Vehicle Access

At the request of the San Francisco Recreation and Park Department (RPD) staff, San Francisco Municipal Transportation Agency (SFMTA) staff, via this letter, is commenting on the proposed restriction of vehicular access to a segment of John Shelley Drive in John McLaren Park, and its transformation into non-vehicular promenade with access to bicycles and pedestrians.

John Shelley Drive is a 1.25-mile-long circular vehicular roadway within RPD-owned John McLaren Park. The road in its entirety is under the jurisdiction of RPD. The roadway forms a loop starting at Mansell Street on the eastern side of the park, looping north with an intersection at Cambridge Street, and continuing west and turning south, returning to Mansell Street on the western side of the park.

The segment of John Shelley Drive proposed to become a promenade is 2,100-foot-long (0.4 mile) and is located between the Field of Dogs dog play area near Mansell Street, and the northern entrance to the Upper Reservoir Parking Lot. This is a low vehicular traffic roadway, seeing fewer than 350 vehicles per day on weekdays, based on recent traffic counts performed in 2015. In addition, this segment of roadway only provides access to locations within the park and does not connect to the road network outside of the park. As such, the restriction of vehicle access will have no significant impacts on local vehicle or transit circulation while serving to promote walking and biking in the park.

RPD and SFMTA staff will work together to ensure that street signage and barriers on the proposed promenade will comply with all relevant guidelines, including the Manual on Uniform Traffic Control Devices (MUTCD), and will adequately inform drivers that the segment of roadway is not accessible by vehicles and is only open to walking, biking, rolling and other active transportation modes.

As such, SFMTA staff do not object to the creation of the Shelley Promenade in John McLaren Park.

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco, CA 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

## MEMORANDUM

TO: Phil Ginsburg, General Manager, Recreation and Parks Department

FROM: Erica Major, Assistant Clerk, Land Use and Transportation Committee

DATE: August 8, 2023

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Mayor Breed on July 25, 2023.

**File No. 230853**

**Ordinance amending the Park Code to restrict private vehicles from a portion of John F. Shelley Drive, between the Upper Reservoir Parking Lot and Mansell Street, in McLaren Park.**

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: Erica.Major@sfgov.org.

cc: Sarah Madland, Recreation and Parks Department  
Beverly Ng, Recreation and Parks Department



**From:** [Simone Manganelli](#)  
**To:** [MelgarStaff \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [PrestonStaff \(BOS\)](#)  
**Cc:** [Carroll, John \(BOS\)](#)  
**Subject:** Vote YES to car-free Shelley Drive on Oct 2, Item 1 on the Land Use and Transportation Committee Regular Agenda  
**Date:** Thursday, September 28, 2023 8:14:11 PM

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Sup. Melgar, Sup. Peskin, Sup. Preston —

With climate change continuing unabated and the COVID pandemic still infecting thousands of people, San Francisco needs to continue prioritizing car-free spaces for the health of our residents and of our environment.

That's why I am asking you to vote YES to establish Shelley Drive in McLaren Park as a *\*permanent\** car free space at the Land Use Committee on Oct 2.

Frankly, there should be a car free promenade in *\*every\** neighborhood: Market, Embarcadero, Castro, Chestnut, Judah, Columbus, and Third Streets should all be made completely car-free, prioritizing transit, walking, biking, and paratransit. We need to be getting cars OFF the road, and the only way to do that is to be forward-looking and making our streets dramatically safer. The only way to do that is to *\*eliminate\** cars.

At the same time, paratransit services for disabled people need to be expanded and prioritized not only for Shelley Drive, but also JFK and other car-free spaces. Dedicating more money to transit and establishing more frequent service to underserved neighborhoods would also help all San Franciscans access parks and safe walking spaces with clean air.

But for now, a permanent car-free Shelley Drive is a small step forward for this essential vision. Please vote YES.

— Simone Manganelli  
Resident, District 8



May 25, 2023

**Re: Walk SF Support for Permanent Car-Free Space in McLaren Park**

**To:** San Francisco Park and Recreation Commissioners Mark Buell, Kat Anderson, Laurence Griffin, Joe Hallisy, Annie-Jupiter-Jones, Vanita Louie, and Larry Mazzola

Dear President Buell and Park and Recreation Commissioners,

Walk San Francisco would like to share our wholehearted endorsement of making permanent the car-free space in McLaren Park on Shelley Drive.

Car-free spaces support the City's Vision Zero policy and climate goals, and also make our parks even safer and more welcoming for all ages and abilities.

Every day, an average of three people are hit while walking in San Francisco. Parks can and should be a refuge from dangerous vehicle traffic. The popularity of the car-free space on Shelley Drive speaks for itself in terms of the need, which will only grow over time as more discover it.

As Commissioners, you can continue to put San Francisco on the cutting edge of supporting health, safety, recreation, and clean air for everyone in our parks.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jodie", with a long, sweeping horizontal line extending to the right.

Jodie Medeiros, Executive Director  
Walk San Francisco

**From:** [TRILCE & CHARLES](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** Shelley Promenade Proposal: from Upper Reservoir Parking Lot to Field of Dogs  
**Date:** Tuesday, May 23, 2023 10:46:54 AM

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To Recreation & Park Commissioners,

Since Shelley Drive was closed McLaren Park has had less crime and less dumping. Like JFK Blvd, the street will become more user friendly and family friendly once it's permanently closed. It's really a win-win. Cars can still access the reservoir, the Redwood Grove Playground and the Field of Dogs. As far as I know, no one is against the closure.

Sincerely,

Chuck Farrugia  
- President of Help McLaren Park Group

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Help McLaren Park  
Facebook - Help McLaren Park  
<https://www.helpmclarenpark.org>  
<https://www.facebook.com/JohnMcLarenPark>  
[www.helpmclpark.weebly.com](http://www.helpmclpark.weebly.com)

**[Petition · Bring Horses Back to McLaren Park - Change.org](#)**

Member of the SF Parks Alliance



**From:** [Karen Tsai](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** In support of Shelley Drive becoming a permanent promenade  
**Date:** Tuesday, May 23, 2023 1:38:04 PM

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Dear SF Recreation and Park Operations Committee,

I'm a long-time resident of San Francisco and in 2019, moved to the Portola neighborhood. I was surprised to "discover" McLaren Park and all that it has to offer, especially now that I have young children ages 5 and 2.5. It's important to us to keep the park safe, clean, and accessible to all, and that's why we also volunteer with Chuck Farrugia and Help McLaren Park.

I'm writing in support of the Shelley Promenade Proposal. If Shelley is permanently closed to vehicle traffic, it and the park will be that much more user- and family-friendly. Meanwhile, vehicles have other means of access to adjacent areas of the park. It seems like a win-win for all.

Please help us keep Shelley Drive car-free in support of more walking, running, biking, scootering, strolling, etc. recreation and human connection at McLaren Park. Thank you for your consideration and support.

Sincerely,  
Karen Tsai

**From:** [audra farrell](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** Shelley Promenade Proposal: from Upper Reservoir Parking Lot to Field of Dogs.  
**Date:** Monday, May 22, 2023 12:11:59 PM

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Good afternoon,

I am writing in support of keeping the section of Shelley Drive from the upper reservoir to the field of dogs closed to vehicular traffic.

This road runs so close to where many people with dogs walk and enjoy the park. Reopening it will create an unsafe situation for people and dogs alike in the park.

If this section is reopened, I am concerned speeding around those blind curves will be a hazard, it is already tricky in the rest of the park while walking my dog, even on leash. If the road were reopened, I do not think I would use that area of the park any more.

Please consider keeping it closed and keeping users of the park safe.

Thank you,

Audra Farrell

The Excelsior.

**From:** [Jess Monks](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** McLaren Park: Shelley Promenade Proposal  
**Date:** Monday, May 22, 2023 11:35:13 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hello,

I recently heard that there was a proposal to keep a portion of John F Shelley Drive in McLaren park closed to traffic. I would like to show my support for the proposal, and agree that the west section of the road should remain car free. I hope this is the correct email address to use, but please let me know if I should email this to a different address.

I do not believe that any advantages to opening the west section of John F Shelley Dr would outweigh the benefits of keeping it closed. At best, the stretch of road provides a *minor* shortcut to Mansell St, but that is only if the car is coming from the car park by the lake. Otherwise, turning left off of Cambridge St remains a quicker option. The maybe 1-2 minute drive time it saves, does not seem worth it, compared to keeping it closed.

We live a few blocks from the park and our regular walks there take us near the west section of road several times. I am always grateful that we do not need to worry about traffic on it. Allowing cars to use the road would not only make the park less safe for the many families who enjoy the park trails, but the extra pollution and noise would be harmful to the park and its wildlife. Additionally, I feel that as one of the biggest parks in the city, it is important to keep McLaren as 'green' and pro-nature as possible. It serves as a wonderful local getaway from the hustle and bustle of urban life, and I feel it is important to preserve this gem of nature as much as we can.

All the best,

Jessica

**From:** [Matthew Blain](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** SFUR Support of the Shelley Promenade in McLaren Park  
**Date:** Friday, May 26, 2023 10:57:02 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

SF Urban Riders supports the closure to cars of Shelley Drive from the Upper Reservoir parking lot counterclockwise to near Mansell Street.

SF Urban Riders is an organization dedicated to creating more off road cycling opportunities in San Francisco. Our goal is to build a city-wide network of trails where people of all ages and abilities can ride bikes for fun and as a way to experience the outdoors in an urban environment.

While the Shelley Drive closure would not increase natural surface trail mileage, it does increase car free routes and paths for bicyclists and other users while allowing continued vehicle parking access to all park areas.

This project also provides an opportunity for future activation of the park. There has been a demand for other uses such as smooth roller (including bicycle) activity areas, exercise equipment, bicycle features, and more.

We urge that the creation of the promenade be approved, and that the department consider activating and using this space for a wide variety of park activities in future planning.

Thank you,  
Matthew Blain  
Chair, SF Urban Riders

**From:** [Shane Booth](#)  
**To:** [Stokle, Brian \(REC\)](#)  
**Subject:** Keep Shelley West Closed!  
**Date:** Tuesday, May 23, 2023 12:00:41 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Mr. Stokle,

I am writing to request the continuation of the closure of Shelly Drive in McLaren Park, specifically from the McLaren Park upper reservoir to Mansell Drive. This closure has had a significant positive impact on the park's safety, cleanliness, and overall visitor experience.

Since the implementation of the closure, we have witnessed a decrease in crime rates and instances of trash dumping within the park. The restricted vehicular access has created a safer environment and discouraged criminal behavior. Additionally, the reduction in traffic has improved the tranquility of the park and minimized noise pollution.

The closure of Shelley Drive aligns with the city's commitment to sustainability and the preservation of McLaren Park's natural beauty. By limiting vehicle traffic, we can protect the park's delicate ecosystem and promote a more harmonious coexistence between the park and the surrounding community. It also encourages alternative modes of transportation, such as walking and cycling, further enhancing the park's appeal.

I kindly urge you to consider the benefits of maintaining the closure of Shelley Drive. By doing so, we can continue to build upon the positive progress made in McLaren Park and ensure the continued well-being of its visitors.

Thank you,  
Shane



**From:** [Judith Sansone](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** In support of a car free Shelley Drive promenade  
**Date:** Sunday, May 21, 2023 7:21:39 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear SF Rec and Park,

I am a resident of the Excelsior District (I live on Athens Street between Brazil and Excelsior) and make regular use of McLaren Park. I have lived in the neighborhood for 8 and a half years and it has been great to observe all of the changes and improvements to the park. I regularly walk my dog and ride my bike there and being able to walk car free in the park truly saved my mental health during the first year of the pandemic.

I was disappointed when cars were allowed back in the park (though I understand compromise is important) so I am really glad that there is an opportunity to return Shelly Drive promenade to a car free state.

Thank you for considering my opinion on this matter. McLaren is a great park. Thanks for all that is being done to improve it!

Sincerely  
Judith Sansone  
415-533-8404

**From:** [Loren Mooney](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** Car-free Shelley Drive west in McLaren Park  
**Date:** Sunday, May 21, 2023 4:00:18 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commission,

I am writing to support the Shelley Promenade proposal to make the western part of Shelley Drive permanently closed to cars.

I've seen the many groups of people—walkers, families with children, runners, dog owners—enjoying the lovely paved space during this current car-free period. It is heavily and well used and its closure does not restrict car access to park gems.

Thank you in advance for your consideration in making our community safer and more walkable.

Loren Mooney  
123 Vienna St, San Francisco, CA 94112  
646-334-8197

**From:** [Ren Volpe](#)  
**To:** [Commission, Recpark \(REC\)](#)  
**Cc:** [Stokle, Brian \(REC\)](#)  
**Subject:** Shelley Drive Promenade Proposal (McLaren Park)  
**Date:** Saturday, May 20, 2023 2:45:16 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

To whom it may concern,

I am an Excelsior resident (D11) and walk in McLaren Park pretty much every day.

Since the west portion of Shelley Drive has been closed (because of the pandemic), the park is safer and cleaner. Previously there were cars racing through that part of the park - making it unusable because there are no sidewalks along Shelley Drive.

There is less dumping and fewer car break-ins now. The two entrances to the Upper Reservoir parking lot made it too easy for litterers and thieves to zip through the loop after dumping trash or smashing car windows.

Neighbors can now walk the Promenade in the evening and watch the sunset, something we could not do before. Everyone loves [the new bench](#) that gardener Daniel Choi installed, too.

I meet and chat with so many park users every day and have heard nothing but praise for this new car-free section of our park.

We look forward to the permanent closure of this road with nicer barriers.

Ren Volpe  
242 Athens Street  
SF CA 94112  
415-235-2617

**From:** [Sarah Burke](#)  
**To:** [Stokle, Brian \(REC\)](#)  
**Subject:** Opening Shelly Drive  
**Date:** Monday, March 6, 2023 5:00:34 PM

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Hi Brian,

I did not know there was a meeting about Shelly Drive. I want to voice my support in the reopening of Shelly Drive. For many people this was a way to access the park. There are enough trails in Mclauren, both paved and unpaved. We do not need to keep closing streets to provide places to walk; we need to keep street access open for cars so that seniors and others who need easier street access have the opportunity to move around on calmer side streets.

Thanks for listening, please add me to any future meeting dates,

Sarah

**From:** [Scott Feeney](#)  
**To:** [Stokle, Brian \(REC\)](#); [Ward, Alexis \(REC\)](#)  
**Subject:** McLaren Park / Shelley Drive update  
**Date:** Thursday, February 23, 2023 11:28:59 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Brian and Alexis,

I wasn't able to attend the McLaren Park community meeting tonight due to a conflict. Are the materials available?

Not having seen them, I'll comment that car-free Shelley has greatly increased my visits to and enjoyment of McLaren Park, and I support its permanence. Besides being safer, it enhances the peaceful, quiet, natural ambiance of the parts of the park adjacent to it, along the Philosopher's Way Trail on the western hillside, on the hilltop with the labyrinth, and in the meadow (sometimes called "field of dogs") near Mansell and Shelley West, which became a favorite spot to recharge for me during the pandemic.

There's a lot of untapped potential for even more people to discover and enjoy Car-Free Shelley and the Mansell Promenade and I suggest:

- More bike parking, especially:
  - At Mansell/Brazil/Persia where the Brazil ped/bike connector enters the park. I want to park here when I hike the Philosopher's Way Trail and Car-Free Shelley
  - Along Car-Free Shelley at the meadow/field of dogs near Mansell.
  - In or near the car parking lot for the Upper Reservoir.
  - Note: All of these locations currently have zero purpose-made bike parking!
  - Bike lockers usable with a BikeLink card would be a great option as well for those afraid to trust their bike to just a U-lock.
- Adding protected bike/walking lanes on the parts of Shelley that still allow cars.
  - Maybe this is part of what you announced at the meeting tonight. If so: yes, please!
- Publicizing more widely the pedestrian and bike connection at the top of Brazil Ave. This would require working with SFMTA but with their help:
  - Add more bike wayfinding. I saw there was finally a (tiny) sign added at Brazil & La Grande, but further down the hill as well.
  - Add sharrows on Brazil Ave and get it onto the bike maps.
  - Ideally, cut the Alemany Blvd median at Norton to allow bikes to cross and add a bicycle signal / turn box from southbound Alemany to eastbound Norton. Then there's an easy, direct way up via Norton, which crosses Mission at a signal and becomes Brazil.
  - With a slight rerouting of the 52 bus to use Excelsior rather than Brazil west of Naples in both directions, then Brazil from Mission to Naples could become a Slow Street, helping to lock in its current status as a low-traffic street friendly to biking into the park.
  - Note: I realize these ideas seem ambitious, but encourage you to think big and partner with MTA on an evaluation of improved bike routes to McLaren Park that could include ideas of such scope. It would fit nicely into the Active Transportation Plan's focus on the Excelsior.
- Another one to partner with SFMTA on: Shelters with real-time arrival displays for the 29 stops along Mansell in the park, especially prioritizing the Shelley West intersection.

Thanks,  
Scott

**From:** [Cindy Cosby](#)  
**To:** [Stokle, Brian \(REC\)](#)  
**Subject:** Followup 2/23/23 meeting, John Shelley Drive  
**Date:** Thursday, February 23, 2023 8:13:45 PM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Hi Brian,

Thanks for hosting the community meeting.

As a SF resident in the Excelsior who walks in MacLaren Park daily, I was glad to participate. Sometimes I walk two times a day, always with my dog and often with family and/or friends. The park is one of the jewels of San Francisco and adds greatly to our family's quality of life. I found out about the meeting through the signs posted near the Upper Reservoir. Thanks!

In summary:

-Shelley West:

Furnishings: I support benches to look west on Shelley West across from Upper Reservoir.

The view of the ocean facing west is already partly blocked by the growing cypress trees that are behind residences on Prague St and Ina Court. So if one wants to preserve the ocean view, the trees will need trimming.

Shelley West near the current Upper Reservoir is very windy and exposed. Too windy for pingpong, volley ball or other activities affected by wind. So don't waste money on that.

Turning the current parking lot next to Upper Reservoir into an area for roller hockey? Maybe?

That area is very exposed to wind and rain. It is not conducive to hanging out.

Generally people like to congregate in areas that are protected from wind, for example the area of the park that borders Cambridge St or Shelley North. What about a skating or roller hockey area in that section of the park?

Since the current parking lot near the Upper Reservoir is lower than Shelley West, it might be OK for roller skating or roller hockey because the roller hockey puck stays on the ground.

But I have concerns about limiting parking to the Upper Reservoir because it would limit access for those w/limited mobility who depend on the slanted Upper Reservoir path. That way they can avoid the steps to Upper Reservoir.

-Shelley East:

I have no opinion on sidewalks.

For traffic calming, what about speed bumps?

Also for traffic calming: I support option B that allows two-way traffic.

I agree that a crosswalk near Jerry Garcia amphitheater would be good.

I am strongly against option C or D. If options C or D are used to have one-way car access, I predict that there will be car collisions and cars driving into or over the bulge outs (or whatever you call them). The resulting and inevitable damage to the option C or D bulge outs will end up being unsightly, expensive, and will need constant repairs.

Thanks again and I look forward to future meetings.

Is there a way I can sign up to be notified regarding future meetings?

Best regards,  
Cindy Cosby  
San Francisco resident of the Excelsior for 30 years