



ADDENDUM #2 TO SAN FRANCISCO BETTER STREETS PLAN PROJECT MITIGATED NEGATIVE DECLARATION

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<i>Planning Case No.:</i>	2021-003010ENV (addendum to Case No. 2007.1238E)
<i>Board of Supervisors File No.:</i>	210284
<i>Modified Project Title:</i>	Shared Spaces Program
<i>Zoning:</i>	Various
<i>Block/Lot:</i>	Various
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The City and County of San Francisco (city) is proposing amendments to various codes to create the Shared Spaces Program. The Shared Spaces Program would amend and rename the city's existing Places for People Program that implemented the Better Streets Plan. The Shared Spaces Program would also amend other related city programs.

The department prepared this addendum pursuant to California Environmental Quality Act (CEQA) Guidelines section 15164 to substantiate the determination that no subsequent environmental review is required for the Shared Spaces Program (current modified project or current project). The department prepared this addendum to the final mitigated negative declaration (FMND) for the Better Streets Plan; the Shared Spaces Program is a modification to the plan assessed in the FMND, including the Places for People Program. It describes the proposed modifications to the Better Streets Plan and analyzes the potential environmental effects of those modifications in comparison to the environmental impacts identified in the FMND. It explains why the proposed modifications to the Better Streets Plan, including Places for People Program, (1) would not result in any new significant environmental impacts, and (2) would not result in a substantial increase in the severity of previously identified environmental impacts, and it explains that (3) no new information of substantial importance has emerged that would materially change the analyses or conclusions set forth in the FMND.

This addendum also describes the relationship of the Shared Spaces Program to the Better Streets Plan, including Places for People Program, analyzes the Shared Spaces Program in the context of the Better Streets Plan FMND, and summarizes the potential environmental effects that may occur because of implementing the Shared Spaces Program.

A. Background

On November 22, 2016, the Mayor approved the Places for People ordinance and established the Places for People program.¹ The ordinance implemented the Better Streets Plan, as described further below. The following describes the Better Streets Plan and FMND; Green Connections Project first addendum to the FMND; the city’s existing Places for People program and related programs, including its relationship to the Better Streets Plan; and proposed Shared Spaces Program relationship to the Better Streets Plan FMND.

A.1 Better Streets Plan and FMND

The department issued a FMND for Better Streets Plan² on September 15, 2010.^{3,4} The plan, as analyzed in the FMND, described a vision for the future of San Francisco’s pedestrian environment and involved adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The plan identified goals, objectives, policies, and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. The plan focused on mainly pedestrian areas such as sidewalks and crosswalks, but in a few instances, also included portions of the roadway.

The plan involved implementation of standard and optional streetscape improvements. Major plan concepts included:

- (1) pedestrian safety and accessibility features, such as enhanced pedestrian crossings, corner or mid-block curb extensions, pedestrian countdown and priority signals, and traffic calming features;
- (2) universal pedestrian-oriented streetscape design incorporating street trees, sidewalk planting, furnishing, lighting, efficient utility location for unobstructed sidewalks, shared single-surface for small streets/alleys, sidewalk and median pocket parks, and temporary and permanent street closures to vehicles;
- (3) integrated pedestrian/transit functions using bus bulb-outs and boarding islands;
- (4) enhanced usability of streetscapes for social purposes with reuse of excess street area, creative use of parking lanes, and outdoor restaurant seating; and
- (5) improved ecological performance of streets and streetscape greening with incorporation of stormwater management techniques and urban forest maintenance.

The plan improvements are implemented as future site-specific improvement projects in San Francisco, as part of the City’s ongoing streetscape/pedestrian realm improvement efforts or by others through

1 The program created or amended Chapter 94A of the San Francisco Administrative Code, Section 793 of the San Francisco Public Works Code, Article 15.1 of the San Francisco Police Code.

2 San Francisco Planning Department, Better Streets Plan: Policies and Guidelines for the Pedestrian Realm, Adopted by the San Francisco Board of Supervisors on December 7, 2010. Available at: https://sfplanning.org/sites/default/files/archives/BetterStreets/docs/BetterStreets-Plan_Final-Adopted-10-7-2010.pdf.

3 San Francisco Planning Department, Better Streets Plan Project Final Mitigated Negative Declaration, Case No. 2007.1238E, September 17, 2010.

4 Files for the current modified project are available for review on the San Francisco Property Information Map, which can be accessed at <https://sfplanninggis.org/PIM/>. Individual files can be viewed by clicking on the Planning Applications link, clicking the “More Details” link under the project’s record number (2021-003010ENV) and then clicking on the “Related Documents” link.

programs established by the City. The plan itself was a program-level policy document and the FMND did not identify site-specific projects in the City.

See next sub-sections for more discussion of the plan.

A.2 Green Connections Project Addendum #1 to Better Streets Plan FMND

The department issued the first addendum to the plan FMND on March 12, 2014 for the Green Connections Project. The Green Connections Project is an effort to increase access to parks, open spaces, and the waterfront by envisioning a network of ‘green connectors’ – city streets that would be upgraded incrementally to make it safer and more pleasant to travel to parks by walking, biking, and other forms of active (non-motorized) transportation.

The Green Connections Project would be constructed as part of ongoing streetscape projects or as new projects identified through the Green Connections planning process by various city agencies such as San Francisco Public Works and the San Francisco Municipal Transportation Agency (“SFMTA”). The addendum focused on the elements of the Green Connections Project that were not included in the Better Streets Plan and that were not part of the ongoing SFMTA programs undergoing their own separate environmental review.

A.3 Existing Places for People Program and Related Programs

A.3.1 Existing Conditions (Pre-COVID-19 Emergency Programs)

On November 22, 2016, the Mayor approved the Places for People ordinance and established the Places for People program.⁵ The ordinance implemented the Better Streets Plan, as described further below. A People Place is intended to be a temporary space on City-owned property, and in some cases also on nearby privately-owned spaces, where the public can gather and participate in various commercial or non-commercial offerings and events. Under the program, a public or private entity may obtain city approval to create a People Place by occupying the location with reversible physical treatments or improvements and/or activating the location with programming.

Separate from the Places for People Program, a few related programs exist:

- Business owners or operators may apply to San Francisco Public Works for tables and chairs in public sidewalk or roadway areas or display merchandise on public sidewalks.⁶
- Persons may apply to the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) for temporary use or occupancy of a public street;⁷

5 The Planning Department stated the ordinance was not defined as a project pursuant to CEQA Guidelines sections 15378 and 15060(c)(2) because it did not result in a physical change in the environment.

6 Refer to San Francisco Public Works code articles 5.2 and 5.3; San Francisco Public Works. “Café Tables and Chairs.” Available at: <https://sfpublishworks.org/services/permits/cafes-tables-and-chairs>; and San Francisco Public Works, “Display Merchandise.” Available at: <https://sfpublishworks.org/services/permits/display-merchandise>.

7 Refer to San Francisco Transportation Code, Division I, section 6.

- Persons may apply to the city for a specific land use for a limited period on a particular parcel. The Planning Department refers to these as a Temporary Use Authorization.⁸

Places for People program and related program permits may require review and approval by various city committees and agencies, including:

- Planning Department for general coordination of Places for People Program activities, and Temporary Use Authorization Permits;
- ISCOTT for temporary use or occupancy of a public street;
- SFMTA for People Places in the public right-of-way;
- Director of Public Works for People Places in the public right-of-way;
- Department of Real Estate for City Lot People Places;
- Entertainment Commission for limited live performance in a People Place; and
- Fire, Police, and Health departments, among others.

Some of these city committees and agencies have adopted rules and regulations and terms and conditions that apply to permittees (collectively referred to as “regulations” herein)⁹.

Table 1 describes the categories under the existing Places for People program¹⁰ and related programs, including estimates of the number of approved permits for each category between July 1, 2019 and June 30, 2020.¹¹

Table 1: Existing Places for People Program and Related Programs

Program Category	Program Category Definition	Existing Legislation and Regulations ^a	Approved Permits (July 1, 2019 to June 30, 2020) ^b
All People Places	See below for specific category definition.	All must remain accessible to public, except for restricted access events (limited to 8 single-day events per year). <i>Good neighbor policies:</i> Including noise and odors must be contained within immediate area of the People Place.	See below for specific permits by category
Sidewalk People Place	Activities occurring on a portion of sidewalk.	<i>Duration, prior to seeking renewal:</i> No longer than two years. <i>Private dining/table service:</i> Not permitted in day-to-day operations, as spaces intended for the public.	0

8 Refer to San Francisco Planning Code section 205.

9 The San Francisco Parklet Manual, Summer 2020, is an example of a regulation. Available at: <http://groundplaysf.org/wp-content/uploads/San-Francisco-Parklet-Manual.pdf>.

10 Two additional People Place categories exist: City Lot People Place and Integrated People Place. The addendum does not discuss these programs further because: a) the proposed Shared Spaces Program would not substantively change these categories, and b) the city has not issued permits for categories much (City Lot) or at all (Integrated).

11 This period reflects that last full fiscal year prior to the temporary COVID-19 program. Permit activity may have been less for a portion of this period, as shelter-in-place orders started in March 2020.

Program Category	Program Category Definition	Existing Legislation and Regulations ^a	Approved Permits (July 1, 2019 to June 30, 2020) ^b
Tables and Chairs in Public Sidewalk or Roadway Areas; Display Merchandise on Public Sidewalks	<p>Tables and chairs for businesses owners and operators in public sidewalk or roadway areas.</p> <p>Display merchandise for business owners and operators on public sidewalks.</p>	<p><i>Duration, prior to seeking renewal:</i> One year.</p> <p><i>Access:</i> Minimum 6 feet wide unobstructed pedestrian through path of travel.</p>	785 ^c
Curbside People Place, generally known as Parklets	<p>Activities occurring in a portion of the curbside lane of a roadway.</p>	<p><i>Duration, prior to seeking renewal:</i> No longer than two years per legislation but implementing manual for parklets required one-year review for renewal.</p> <p><i>Access:</i> Various standards for disability access.</p> <p><i>Transportation safety:</i> Width clearance restrictions near traffic lanes, bicycle lanes, and intersections; generally not on streets with speed limits above 25 mph, generally not on slopes/grades above five percent, and generally width clearance restrictions near intersections.</p> <p><i>Restrictions:</i> Not within bus stop or above or on utility access panels, manhole covers, storm drains, or fire hydrant valves; generally not allowed in other color curb zones¹².</p>	56
Roadway People Place or ISCOTT-authorized street closures	<p>Activities occurring in or on any portion of the roadway.</p>	<p><i>Duration, prior to seeking renewal:</i> One year.</p> <p><i>Access:</i> minimum 14 feet wide unobstructed emergency vehicle path.</p> <p><i>Restrictions:</i> No objects within an intersection or crosswalk, or above or on manhole and valve box covers, and object width clearance restrictions near fire hydrants/connections.</p>	397 ^d
Temporary Use Authorization	<p>Permits a specific land use for a limited period on a particular parcel, such as mobile food facilities, season sales, construction trailers, and festivals.</p>	<p><i>Duration:</i> Varies, but generally may occur up to two years.</p> <p><i>Restrictions:</i> Varies but includes hours of operation and transparency requirements.</p>	49

¹² Color curb zones refer to zones used for commercial (yellow) and passenger (white), short-term parking (green), blue (disabled parking), and red (no stopping).

Program Category	Program Category Definition	Existing Legislation and Regulations ^a	Approved Permits (July 1, 2019 to June 30, 2020) ^b
<p>a. Existing legislation refers to the existing Places for People Program (pre-COVID-19 emergency) and related programs; existing regulations refers to city agencies terms and conditions or rules and regulations. This includes the following:</p> <ul style="list-style-type: none"> • All People Places: Chapter 94A of the San Francisco Administrative Code, Section 793 of the San Francisco Public Works Code, Article 15.1 of the San Francisco Police Code; • Tables and Chairs and Display Merchandise: to San Francisco Public Works code articles 5.2 and 5.3; • Curbside People Place or Parklets: San Francisco Parklet Manual, Summer 2020; • Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT): San Francisco Transportation Code, Division I, section 6; and • Temporary Use Authorization: San Francisco Planning Code section 205. <p>b. This period reflects that last full fiscal year prior to the temporary COVID-19 program. Permit activity may have been less for a portion of this period, as shelter-in-place orders started in March 2020.</p> <p>c. Of 785, 523 are for tables and chairs, and 262 are for display merchandise.</p> <p>d. This number reflects ISCOTT permits, as there were zero Roadway People Place permits.</p>			

Relationship to Better Streets Plan

The Places for People Program and related programs are most relevant to Better Streets Plan concepts (2) universal pedestrian streetscape design...” and “(4) enhanced usability of streetscapes for social purposes...” Better Street Plan elements relevant to those concepts and the Places for People Program and related programs include:

- Plan Streetscape Element 6.5: site furnishings such as benches and seating;¹³
- Plan Street Design Element 5.6: parking lane treatments and planters, including flexible use of parking lanes to be used for other uses such as café seating on a temporary basis on streets such as Commercial and Mixed-Use streets and alleys;¹⁴ and
- Plan Street Design Element 5.8: pedestrian priority designs, including shared public ways and pedestrian-only streets.¹⁵

The Better Streets Plan included criteria for some of these elements. These criteria were not adopted as legislation or regulations in the Places for People Program and related programs. Such criteria pedestrian priority-designs included:

- Vehicular access: varies, but generally streets with no parking access or parking garages with less than 100 parking spaces unless time of day closures allow for it;
- Loading access: varies, but generally streets with no loading access unless time of day closures allow for it;
- Vehicular volumes: fewer than 100 cars per hour; and

13 Referred to as a standard improvement in the Better Streets Plan FMND or something standard to be required for any future site-specific street project or proposed development that includes streetscape improvements on any street within that particularly street typology.
 14 Referred to as a case-by-case improvement in the Better Streets Plan FMND or something that would not be required for any future site-specific street project or proposed development that includes streetscape improvements but should be considered for implementation.
 15 *Ibid.* The Better Streets Plan included criteria for the types of streets to consider shared public ways and pedestrian-only streets as discussed below.

- Muni: streets without transit service.

The Places for People Program implemented ideas in the Better Streets Plan. Specifically, the Places for People Program implemented through code amendments the next steps identified in plan policies 2.4, 2.5, and 3.1, and as listed below:

- *Plan Policy 2.4:* Facilitate and encourage residents and businesses to make streetscape improvements (using landscaping or other aesthetic elements) adjacent to their sites that promote street use and activity.
 - *Plan Policy 2.4 Next Step:* Facilitate the ability of neighbors to create and maintain public space, seating, and art improvements (per City permits) within appropriate areas of the sidewalk, or within excess areas of the right-of-way, that result in enhanced aesthetics or public usability of sidewalk space.
- *Plan Policy 2.5:* Facilitate and encourage temporary community use of street space for public activities, such as street fairs, performances, and farmer’s markets.
 - *Plan Policy 2.5 Next Step:* Simplify the process and clarify guidelines necessary to attain temporary use permits for activities in public right-of-ways.
- *Plan Policy 3.1:* In commercial districts, facilitate and encourage adjacent businesses to use street space for outdoor seating and merchandise displays, while maintaining adequate pedestrian access.
 - *Plan Policy 3.1 Next Step:* Facilitate the ability of restaurants and cafés to place outdoor seating in front of their businesses per City regulations.

Other related programs existed prior to the city’s adoption of the Better Streets Plan, such as ISCOTT and tables, chairs, and display merchandise in public areas. As mentioned above, these related programs are relevant to the Better Streets Plan streetscape elements.

For more information on the Places for People program, see Section B, Setting and Section C, Current Modified Project Description, below.

A.3.2 Temporary COVID-19 Emergency Shared Spaces Program

On February 25, 2020, Mayor London Breed of San Francisco, issued a local health emergency under California Government Code sections 8550 et seq., San Francisco Charter Section 3.100(14), and Chapter 7 of the San Francisco Administrative Code to address the spread of COVID-19 (coronavirus) within the city.

On March 6, 2020, San Francisco Health Officer Tomas Aragon declared a health emergency in San Francisco due to the COVID- 19 pandemic, and the Board of Supervisors concurred with that declaration on March 10, 2020. Since that time, the City’s Health Officer has issued various health orders, including a Stay-Safer-At-Home order, requiring most people to remain in their homes subject to certain exceptions including obtaining essential goods such as food and necessary supplies, and requiring the closure of non-essential businesses. The Health Officer has amended the Stay-Safer-At-Home Order to modify the interventions needed to limit the transmission of COVID-19.

The Stay-Safer-At-Home order allowed restaurants and retail businesses to conduct their operations outside, where the risk of transmission of COVID-19 is generally lower. Due to the density of San Francisco, many restaurants and businesses do not have significant amounts of outdoor space as part of their premises.

On June 9, 2020, the Mayor issued the 18th Supplement to the Proclamation declaring a local emergency to create a temporary program (“temporary Shared Spaces”) for retail businesses and restaurants to occupy the public sidewalk and parking lane fronting their premises for retail businesses to display and sell goods and merchandise and offer services and for restaurants to place tables and chairs to offer outdoor dining, subject to certain regulations.¹⁶

The Mayor issued several subsequent Supplements to the Proclamation declaring a local emergency to expand opportunities for businesses to conduct operations in additional types of outdoor places.

- On July 28, 2020 the Mayor issued the 23rd Supplement, which allowed for Shared Spaces in outdoor areas of privately-owned parcels such as open lots, rear yards, and courtyards.
- On August 26, 2020, the issued the 26th Supplement, which allowed for recurring temporary street-closures.
- On September 25, 2020 the Mayor issued the 27th Supplement, which allowed for entertainment, arts & culture activities to take places as accessory to commercial activities as permitted by public health directives.

Businesses and organizations may currently apply to the city for a free, temporary Shared Spaces permit. Table 2 describes the categories under the temporary Shared Spaces program, including estimates of the number of approved temporary permits for each between July and December 2020, except roadway shared spaces is shown through April 2021.¹⁷

Table 2: Temporary Shared Spaces Program

Program category	Program Category Definition	Regulations	Approved Permits (between July and December 2020)
Sidewalk Shared Space	Seating, dining, retail pickup, etc. for businesses owners and operators in public sidewalk. Not needed if a business already has a permit for outdoor seating.	<i>Duration, prior to seeking renewal:</i> six months. <i>Access:</i> minimum 6 feet wide unobstructed pedestrian through path of travel.	403
Parking Lane Shared Space	Seating, dining, retail pickup, etc. for businesses owners and operators in parking lane.	<i>Transportation safety:</i> width clearance restrictions near intersections, traffic lanes, fire hydrants/connections.	834

¹⁶ The Planning Department issued a statutory exemption pursuant to CEQA Guidelines section 15269(c) Emergency Projects for this action, which also covered subsequent supplementals including the clarified street closures in the August 26, 2020 supplement. Planning Department case number: 2020-005496ENV.

¹⁷ The existing temporary Shared Spaces program began in July 2020. Prior to July 2020, the city issued permits for public space occupancies through the equivalent pre-shared spaces programs (refer to Table 1).

Program category	Program Category Definition	Regulations	Approved Permits (between July and December 2020)
Both Sidewalk and Parking Lane Shared Spaces	Seating, dining, retail pickup, etc. for businesses owners and operators in both the public sidewalk and parking lane	<i>Restrictions:</i> not within traffic lane (for bikes or cars), bus stop, or red or blue curb zone.	715
Roadway Shared Spaces	Seating, dining, services, etc. for businesses owners and operators, merchant groups, and community organizations in traffic lanes on one or more blocks.	<p><i>Duration:</i> One-Year Maximum Permit Duration, renewable annually.</p> <p><i>Access:</i> Access lanes as necessary for local access to off-street parking, paratransit and/or emergency vehicles.</p> <p><i>Transportation preferences (not requirements):</i> free of public transit or bike lanes, few or no driveways or bike lanes, low traffic volumes and slow speeds, no fire or police stations or medical facilities.</p>	51 ^{a,b}
Private Property Shared Spaces	Seating, dining, retail space, lines for customers, etc. for businesses owners and operators on private property like rear yards, vacant lots, parking lots, and patios.	Temporary Use Authorizations for Shared Spaces may not exceed two years. Any proposal to extend uses that are not otherwise allowed by zoning would need to go through a conditional use process.	71
<p>^a The number of approved permits excludes permits processed during emergency conditions, but are not consistent with the definition of the program (e.g. permits for COVID response measures or that would typically be processed under ISCOTT, such as one-off events). It also excludes permits issued to renew or to modify the hours of a permit for an existing permitted location.</p> <p>^b This category also includes permits that the city approved between January 1, 2021 to April 2021.</p>			

Temporary Shared Space program permits may require review and approval by various city committees and agencies, including those mentioned for the Places for People program. The city denied permits for examples such as:

- Conflicts with space or physical characteristics that cannot be relocated or cause safety concerns:
 - Parking lane: bus stop, red color curb zones (hydrants, corner daylighting, transit boarding and alighting areas) and blue color curb zones (disabled parking), tow away lanes, too close to transit rail line, on a street with bus service and the shared space would conflict with maneuverability of buses, on a street with 30 mile per hour speed limit (in some instances);
 - Street closure: street with Muni Metro bus service substitution, no space for emergency access lane; blocking access to off-street parking;
- Lack of curbside frontage for property (e.g., no parking lane) and neighboring property with curbside frontage didn't agree to its use for shared space; and
- Conflicts with locational issues, such as zoning or city jurisdiction (e.g., redevelopment area).

In some instances, permittees have submitted revised permits to address denial reasons and the city has approved these revised permits.

For more information on how temporary Shared Spaces are related to the Places for People program, see Section B, Setting and Section C, Current Modified Project Description, below.

A.4 Proposed Shared Spaces Program Relationship to the Better Streets Plan FMND

The proposed Shared Spaces Program is a modification to the Better Streets Plan assessed in the FMND, including Places for People Program. Specifically, the current modified project would further implement ideas in the Better Streets Plan that the existing Places for People Program previously advanced. This addendum focuses on the physical environmental impacts that would occur from the current modified project. This addendum does not discuss Better Streets Plan elements that the current project would not modify. The FMND analysis remains valid for those Better Street Plan elements not proposed for modification by the current project.

The Green Connections Project, which received the first addendum to the Better Streets Plan FMND, included elements that the Shared Spaces Program would not modify. The first addendum analysis remains valid for the Green Connections Project.

B. Setting

For the baseline conditions used to assess the physical environmental effect of the current modified project, this addendum uses historical conditions, or those conditions related to the existing Places for People Program and related programs that existed in San Francisco prior to the COVID-19 emergency. This Setting section describes those conditions. This approach is consistent with CEQA guidelines section 15125(a)(1) in referencing historic conditions for the environmental setting and provides a conservative approach to the environmental impacts resulting from the current modified project.¹⁸

The setting also describes the temporary Shared Spaces program that exists during the ongoing COVID-19 emergency, as it provides informational value regarding the on-the-ground temporary conditions and to inform the near-term impacts of the current modified project (see Section C, Current Modified Project Description, below for more details on near-term current modified project impacts).

The setting, as well as the remaining sections of this addendum, categorizes Better Streets Plan elements, existing Places for People Program and related program elements, temporary existing Shared Spaces Program elements, and proposed Shared Spaces Program elements into four categories:

- Sidewalk, elements on the sidewalk;
- Curbside, elements in the lane next to the sidewalk that are generally¹⁹ not used as a travel lane (e.g., the “curb” lanes such as the parking lane);
- Roadway, elements in travel lanes (e.g., most often not the curb lane); and
- Private Property, elements on private property.

This categorization is to assist in assessing current modified project impacts to baseline conditions.

B.1 Overview

Most existing program and current modified project-related elements are in the public rights-of-way in the city. Some elements are on private property. These elements tend to be concentrated along or near streets with commercial activity (e.g., restaurants, retail, etc.).

The public rights-of-way are under the jurisdiction of various city agencies described in Section A. Background, above. Some elements may also apply to State Routes on surface arterial roadways that are in the city but under the jurisdiction of the California Department of Transportation (Caltrans).

B.2 Existing Conditions (Pre-COVID-19 Emergency Programs)

Sidewalks: Numerous business owners and operators had tables and chairs permits or merchandising permits pursuant to San Francisco Public Works code on sidewalks throughout San Francisco. As shown in Table 1, between July 1, 2019 and June 30, 2020,²⁰ there were 785 approved permits. Table 5 and Appendix

¹⁸ For more information in how this represents a conservative approach, see Section D, Analysis of Potential Environmental Impacts.

¹⁹ A movable commercial parklet may use a peak tow-away lane if the operator moves the commercial parklet out of the lane during the peak tow-away hours (e.g., non-fixed tables and chairs).

²⁰ Through this section, this period reflects that last full fiscal year prior to the temporary COVID-19 program. Permit activity may have been less for a portion of this period, as shelter-in-place orders started in March 2020.

A.1 display the geographic distribution of these existing permits. The three neighborhoods with the greatest sidewalk permit activity were Chinatown, the Mission, and the Financial District.

Curbside: Various stewards²¹ had parklets in the curbside lane throughout San Francisco pursuant to the existing Places for People Program. Parklets generally occupy one to two parking spaces with a fixed structure. These parklets were open to all members of the public to use. The city considers them small parks that provide amenities like seating, planting, bicycle parking, and art. The city prohibits commercial activity in day-to-day operations. As shown in Table 1, between July 1, 2019 and June 30, 2020, there were 56 approved permits. Table 5 and Appendix A.2 display the geographic distribution of these existing permits. The three neighborhoods with the greatest curbside permit activity were the Mission, Hayes Valley, and Sunset/Parkside.

Roadway: Persons have applied for temporary street closure on streets throughout San Francisco through the ISCOTT process. As shown in Table 1, between July 1, 2019 and June 30, 2020, there were 397 approved closures.²²

Two types of street closure programs exist:

- Neighborhood block party: single-day events limited to a one block closure. These closures should not block or affect intersections or Muni routes. Between July 1, 2019 and June 30, 2020, there were 161 approved neighborhood block party permits.
- Special events: single-day, multiple-day, or reoccurring events that could take space on multiple streets and intersections. These closures can require Muni re-routing. Between July 1, 2019 and June 30, 2020, there were 236 approved closures. The city does not have restrictions on the number of days or hours per day for such special events. Most events are single-day events, followed by two and three-day events. Table 3 presents the longest consecutive²³ number of days for street closures.²⁴ Table 4 presents the most days closed on any block (or multiple blocks of a street that affect same Muni route) of any street.²⁵

Table 3: Existing Conditions – Longest Consecutive Street Closures

Event / Impacted Street	Boundaries	Total Days Closed and Timeframe	Muni Route Present (Yes/No)
Street Soccer / Fulton Street	Larkin and Hyde streets	62 days; all day	No
Winter Walk/ Grant Avenue Maiden Lane	Post and Geary streets Stockton and Kearny streets	40 days; all day	No ^a

21 A “Steward” may be any person or entity.

22 Geospatial data is unavailable for existing conditions roadway closures. Thus, the geographic distribution of roadway closures is not shown.

23 Some street closures are shown for non-consecutive days, but for dates close to each other.

24 Market Street is closed for spontaneous events (e.g., protests) and for planned events (e.g., parades). The city issues permits for planned events on Market Street under a program unrelated to the Places for People Program. Thus, Market Street is not shown here.

25 *Ibid.*

Table 3: Existing Conditions – Longest Consecutive Street Closures

Event / Impacted Street	Boundaries	Total Days Closed and Timeframe	Muni Route Present (Yes/No)
Dreamforce 2019/ Various streets	Various streets	13 days; up to all day	Yes, on some streets
St. Anthony’s Holiday Donation Drive/ Golden Gate Avenue	Leavenworth and Jones streets	11 days over two different periods; 7 am to 5 pm	No
Oracle OpenWorld 2019/ Various streets	Various streets	10 days over two different periods; up to all day	Yes, on some streets
Salesforce Analytics/ Minna Street	New Montgomery and 2nd streets	6 days; all day	No
CNS Annual Meeting/ 4th Street	Howard and Minna streets	5 days; 12 pm to 5 pm	No ^a
a. No Muni route present on closed street, but Muni was affected by redirected general vehicular traffic.			

Table 4: Existing Conditions – Most Days Closed by Block (non-consecutive)

Impacted Street	Boundaries	Total Days Closed	Muni Route Present (Yes/No)
Fulton Street	Larkin and Hyde streets	93 days	No
Farmer’s Markets: Clement Street; 22nd Street/ Bartlett Street; Noe Street; O’Farrell Street	Arguello Blvd and 4 th Avenue; Valencia and Mission streets/ 21 st and 22 nd streets; Beaver and Market streets; Fillmore and Steiner streets	52 days	Yes on one street, 2- Clement
Grant Avenue	Post and Geary streets	51 days	No ^a
Maiden Lane	Stockton Street and Grant Avenue	50 days	No
Howard Street (partial)	3 rd and 4 th streets	29 days	No
4th Street (one lane)	Minna and Howard streets	15 days	Yes, 30-Stockton
Jefferson Street	Hyde Street and the western terminus	14 days	No
Golden Gate Avenue	Leavenworth and Jones streets	12 days	No
Stevenson Street	6 th and 7 th streets	9 days	No
Irving Street	9th and 10th avenues	8 days	No
Waverly Place	Sacramento and Washington streets	7 days	No
a. No Muni route present on closed street, but Muni was affected by redirected general vehicular traffic.			

Private Property: Persons have applied for temporary use authorizations on private property throughout San Francisco pursuant to the San Francisco Planning Code. Examples include short-term uses as mobile food facilities, seasonal Christmas tree and pumpkin sales, construction trailers, festivals or exhibitions. As shown in Table 1, between July 1, 2019 and June 30, 2020, there were 43 approved permits. Table 5 and Appendix A.3 display the geographic distribution of these existing permits. The neighborhoods with the greatest temporary use authorizations on private property were the Financial District, Bayview Hunters Point, Chinatown, Mission, and Tenderloin.

Table 5: Existing Conditions – Permits by Type and Neighborhood

Neighborhood	Permit Type ^a		
	Sidewalks	Curbside	Private Property
Bayview Hunters Point	-	1	4
Bernal Heights	7	3	1
Castro / Upper Market	35	1	1
Chinatown	120	1	4
Excelsior	4	-	-
Financial District	79	-	6
Glen Park	-	-	-
Golden Gate Park	-	-	-
Haight Ashbury	20	2	-
Hayes Valley	28	6	2
Inner Richmond	32	2	-
Inner Sunset	17	-	1
Japantown	3	-	-
Lakeshore	-	-	1
Lincoln Park	-	-	-
Lone Mountain / USF	10	-	-
Marina	58	1	2
McLaren Park	-	-	-
Mission	97	16	4
Mission Bay	5	-	1
Nob Hill	30	1	-
Noe Valley	15	2	-
North Beach	43	2	2
Oceanview / Merced / Ingleside	1	-	-
Outer Mission	4	-	2
Outer Richmond	20	1	1
Pacific Heights	26	2	-
Portola	6	-	-
Potrero Hill	17	3	1

Presidio	-	-	-
Presidio Heights	9	-	-
Russian Hill	27	2	-
Seacliff	-	-	-
South of Market	12	4	3
Sunset / Parkside	36	5	2
Tenderloin	12	-	4
Treasure Island	-	-	-
Twin Peaks	-	-	-
Visitacion Valley	-	-	-
West of Twin Peaks	9	-	1
Western Addition	3	1	-
Total:	785	56	43

B.3 Temporary COVID-19 Emergency Shared Spaces Program

Businesses and organizations may currently apply to the city for a free, temporary Shared Spaces permit pursuant to the Mayoral proclamations that allowed for Shared Spaces in relation to the COVID-19 emergency, starting in July 2020. The following is provided for informational purposes, as the baseline conditions for the impact analysis of the current modified project uses those conditions related to the Places for People Program and related programs that existed in San Francisco prior to the COVID-19 emergency. This information is also used to inform the near-term impacts of the current modified project’s impacts (see Section C, Current Modified Project Description, below for more details on near-term current project impacts).

Sidewalk-Only: Numerous business owners and operators received temporary sidewalk shared spaces permits. Business owners and operators did not need to receive a temporary shared space permit if they already had a permit for outdoor sidewalk tables & chairs. Between July and December 2020, there were 403 approved sidewalk-only permits. Table 7 and Appendix B.1 display the geographic distribution of these existing permits. The three neighborhoods with the greatest sidewalk permit activity were the Mission, Marina, and Financial District.

Curbside-Only: Numerous business owners and operators received temporary parking lane shared spaces permits. Between July and December 2020, there were 834 approved curbside-only permits. Table 7 and Appendix B.2 display the geographic distribution of these existing permits. The three neighborhoods with the greatest curbside permit activity were the Mission, Marina, and Chinatown.

Both Sidewalks and Curbside: Numerous business owners and operators received a combined temporary permit for occupying both a sidewalk and parking lane shared spaces permits. Between July and December 2020, there were 715 approved permits. Table 7 and Appendix B.3 display the geographic distribution of these existing permits. The three neighborhoods with the greatest number of combined sidewalk and curbside permits were the Mission, Marina, and Castro.

Roadway: Numerous organizations and businesses have applied for temporary shared streets throughout San Francisco. Between July and December 2020, permits were approved for 46 unique location.^{26,27} Between January 2021 and April 2021, permits were approved for 5 additional locations. The total number of permits approved for unique locations between July 2020 and April 2021 is 51.

The temporary shared street program includes single-day, multiple-day, or reoccurring events. Table 6 displays the characteristics of some streets with reoccurring closures.

Table 6: Temporary Shared Streets Program – Selected Streets with Reoccurring Closures

Street	Boundaries	Days of Week							Muni Service Affected
		Mon	Tues	Wed	Thurs	Fri	Sat	Sun	
18 th Street	Hartford to Collingwood streets						9:30 am to 10 pm	9:30 am to 10 pm	Reroute of 33-Ashbury/18th Street. Congestion impacts to 24-Divisadero.
37 th Avenue	Ortega to Quintara							6 am to 7 pm	None
Grant Avenue	California to Washington streets						8 am to 9 pm	8 am to 9 pm	None
Hayes Street	Laguna to Franklin streets					4 pm to 10 pm	10 am to 10 pm	10 am to 10 pm	21-Hayes (suspended service due to COVID-19)
Larkin Street	Eddy to O'Farrell streets				11 am to 8 pm	11 am to 8 pm	11 am to 8 pm	11 am to 8 pm	Reroute of 19-Polk
Stevenson Street	6 th to 7 th streets				4 pm to 9 pm				None
Taraval Street	46 th to 47 th avenues							9 am - 7 pm	None (L-Taraval track work so not impacted)
Valencia Street	16 th to 17 th streets, 18 th to 19 th streets, 20 th to 21 streets					5 pm to 9 pm	8 am to 9 pm	12 pm to 5 pm	None ^a
Washington Street	Fillmore to Steiner streets	9 am to 10 pm	9 am to 10 pm	9 am to 10 pm	9 am to 10 pm	9 am to 10 pm	9 am to 10 pm	9 am to 10 pm	10-Townsend (suspended service due to COVID-19)

26 Geospatial data is unavailable for existing conditions roadway closures. Thus, the geographic distribution of roadway closures is not shown for temporary conditions either.

27 The number of approved permits excludes permits processed during emergency conditions but are not consistent with the definition of the program (e.g., permits for City COVID response or that would typically be processed under ISCOTT, such as one-off events). In addition, permit modifications and renewals for the same location were nested together (i.e., counted as 1).

Note: This table does not include all Shared Spaces street closures. For a complete list of currently permitted Shared Spaces street closures, refer to this website: <https://www.sfmta.com/projects/shared-spaces>.
a. No Muni route present on closed street, but Muni was affected by redirected general vehicular traffic.

Private Property: Numerous business owners and operators received temporary private property shared spaces permits. Between July and December 2020, there were 71 approved permits. Table 7 and Appendix B.4 display the geographic distribution of these existing permits. The neighborhoods with the greatest private property permit activity were the Mission, Financial District, Castro/Upper Market, and Marina.

Table 7: Temporary Shared Spaces Program – Permits by Type and Neighborhood

Neighborhood	Permit Type ^a			
	Sidewalks Only	Curbside Only	Both Sidewalks and Curbside	Private Property
Bayview Hunters Point	4	14	8	-
Bernal Heights	15	26	19	1
Castro / Upper Market	16	34	40	5
Chinatown	27	61	37	-
Excelsior	4	4	4	1
Financial District	42	43	28	7
Glen Park	1	8	-	-
Golden Gate Park	-	-	-	-
Haight Ashbury	17	18	26	-
Hayes Valley	16	46	30	3
Inner Richmond	13	31	32	1
Inner Sunset	6	18	17	4
Japantown	5	8	5	-
Lakeshore	-	1	-	2
Lincoln Park	-	-	-	-
Lone Mountain / USF	2	3	7	1
Marina	21	53	58	5
McLaren Park	-	-	-	-
Mission	60	114	144	21
Mission Bay	5	10	5	2
Nob Hill	14	25	34	3
Noe Valley	6	21	14	2
North Beach	13	38	29	-
Oceanview / Merced / Ingleside	1	3	-	-
Outer Mission	4	3	4	-
Outer Richmond	8	31	27	2
Pacific Heights	8	25	20	2

Table 7: Temporary Shared Spaces Program – Permits by Type and Neighborhood

Neighborhood	Permit Type ^a			
	Sidewalks Only	Curbside Only	Both Sidewalks and Curbside	Private Property
Portola	1	6	4	1
Potrero Hill	5	21	11	-
Presidio	-	-	-	-
Presidio Heights	4	6	6	-
Russian Hill	11	33	29	-
Seacliff	-	-	-	-
South of Market	26	33	12	3
Sunset / Parkside	15	43	32	2
Tenderloin	19	19	17	2
Treasure Island	-	-	-	-
Twin Peaks	-	-	-	-
Visitacion Valley	3	-	-	-
West of Twin Peaks	8	21	10	1
Western Addition	3	14	6	-
<i>Total:</i>	403	834	715	71

a. Geospatial data is unavailable for existing conditions roadway closures. Thus, the geographic distribution of roadway closures is not shown for the temporary shared spaces program.

C. Current Modified Project Description

The city is proposing amendments to various codes to create the Shared Spaces Program (current modified project or current project) (Board of Supervisors File no. 160893). This includes proposing to make permanent the temporary Shared Spaces program and consolidate existing separate but related public programs.²⁸ The current modified project would revise and update existing processes by city agencies that would coordinate review and approval of shared spaces.

Some elements of the proposed Shared Spaces Program are the same as elements in the Better Streets Plan, and as such were previously analyzed as part of the FMND. However, the current project is a modification to the plan assessed in the FMND, including Places for People Program. The department did not fully assess location or intensity of some current modified project elements.

Thus, this addendum focuses on the physical environmental impacts that would occur from the current modified project elements. This addendum assesses the current modified project's location and intensity changes of the following elements: sidewalk, curbside, and roadway. The current modified project is not anticipated to result in modifications to elements on private property.²⁹ This addendum assesses the current modified project's program-level impacts based on anticipated permit amounts in the near-term and how that may change over the long-term. This addendum does not discuss Better Streets Plan elements that the current project would not modify. The FMND analysis remains valid for those Better Street Plan elements not proposed for modification by the current project.

All current modified project elements would be temporary, reversible physical treatments or programming activation on public rights-of-way. No current modified project elements would require excavation. All current modified project elements would require little to no construction activities.

The following describes the current modified project elements into the categories described in the setting (other than private property, for the reasons described above). For each category, Tables 8 through 10 and the subsequent text describe the current modified project's modifications to:³⁰

- Existing legislation;
- Existing city agencies terms and conditions or rules (collectively referred to as “regulations”); and
- Baseline (pre-COVID-19 emergency) conditions.

Like the existing Places for People Program and related programs, the proposed Shared Spaces Program may require review and approval by various city committees and agencies, as described further below.

²⁸ It also includes renaming the existing Places for People Program and associated terms to Shared Spaces Program and associated terms.

²⁹ The current modified project would incorporate private property into the Shared Spaces program. However, this incorporation would not effectively change the existing regulations applicable to private property (e.g., temporary use authorizations) and the associated existing conditions. Refer to Section D. Analysis of Environmental Impacts for more details on why the current modified project is not anticipated to result in changes to elements on private property.

³⁰ This addendum focuses on those current modified project changes that could result in potential physical environmental impacts. Thus, this addendum does not discuss all current modified project changes, such as legislation editorial changes or organizational clarity.

Table 8: Summary of Current Modified Project – Legislation & Regulations

Category		Existing Legislation & Regulations ^a	Proposed Legislation & Regulations Modifications ^b
All categories	Permit duration, prior to seeking renewal	One to two years	One year ^{c,d,e}
	Permitted activities	See below categories for permitted activities	See below categories for permitted activities, including allowing commercial use
	Selected regulations	All must remain accessible to public, except for restricted access events (limited to 8 single-day events per year).	New categories that allow commercial use; see below.
		<i>Good neighbor policies:</i> including noise and odors must be contained within immediate area of the People Place.	<i>Good neighbor policies:</i> no change.
Sidewalks	Permitted activities	<i>Places for People:</i> activities occurring on a portion of sidewalk <i>Other programs:</i> café tables and chairs and merchandise	Consolidates other programs into Shared Spaces. Allows private dining/table service, while requiring a bench or other public seating.
	Selected regulations	<i>Access:</i> Minimum 6 feet wide unobstructed pedestrian through path of travel	<i>Access:</i> No change
Curbside	Permitted activities	See all categories (e.g., parklets open to public)	Creates different types of parklets: <ul style="list-style-type: none"> Public Parklet: no change. Fixed Commercial Parklet: a curbside space occupied by the operator using a fixed structure, while requiring a bench or other public seating. Movable Commercial Parklet: a curbside space occupied by the operator using movable fixtures (e.g., non-fixed tables and chairs), while requiring a bench or other public seating.
	Selected regulations	<i>Access:</i> various standards for disability access.	<i>Access:</i> No change.
		<i>Transportation Safety:</i> width clearance restrictions near traffic lanes, bicycle lanes, and intersections; generally not on streets with speed limits above 25 mph, generally not on slopes/grades above five percent, and generally width clearance restrictions near intersections.	<i>Transportation Safety:</i> same, except changed to clarify clearance restrictions based on side of an intersection (near or farside).
	<i>Restrictions:</i> not within bus stop or above or on utility access panels, manhole covers, storm drains, or fire hydrant valves; generally not allowed in other color curb zones.	<i>Restrictions:</i> same, except added more restrictions (e.g., not within transit only lanes or tow-away lanes, except for movable commercial parklets) and changed to require color curb supply demand	

Category		Existing Legislation & Regulations ^a	Proposed Legislation & Regulations Modifications ^b
			to be accommodated on the blockface and would allow longer-term closures.
Roadway	Permitted activities	Activities occurring in or on any portion of the roadway (e.g., street fairs, neighborhood block parties)	New category of activities in or on any portion of the roadway that allows for generally longer occupancy of the roadway (see restrictions below), except for activities occurring only in the curbside lane
	Selected regulations	Access: minimum 14 feet wide unobstructed emergency vehicle path.	Access: requires an emergency vehicle passageway as determined by Fire department but removes mandatory minimum of 14 feet.
		<i>Restrictions:</i> no objects within an intersection or crosswalk, or above or on manhole and valve box covers, and object width clearance restrictions near fire hydrants/connections.	<i>Restrictions:</i> No change to existing and added: <ul style="list-style-type: none"> ○ <i>Any street:</i> generally not allowed for more than ten consecutive hours per day over four consecutive days per week and would allow for longer-term closures. ○ Additional analysis required for streets with active transit service or higher vehicular volumes to assess if the activities would cause substantial delays to transit.

a. Existing legislation refers to the existing Places for People Program (pre-COVID-19 emergency) and related programs; existing regulations refers to city agencies terms and conditions or rules and regulations. This includes the following:

- All People Places: Chapter 94A of the San Francisco Administrative Code, Section 793 of the San Francisco Public Works Code, Article 15.1 of the San Francisco Police Code;
- Tables and Chairs and Display Merchandise: to San Francisco Public Works code articles 5.2 and 5.3;
- Curbside People Place or Parklets: San Francisco Parklet Manual, Summer 2020;
- Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT): San Francisco Transportation Code, Division I, section 6; and
- Temporary Use Authorization: San Francisco Planning Code section 205.

b. Proposed legislation refers to the Shared Spaces Program; proposed regulations refer to city agencies terms and conditions or rules and regulations for the Shared Spaces Program. This includes the following:

- All Shared Spaces: Chapter 94A of the San Francisco Administrative Code, Section 793 of the San Francisco Public Works Code, Article 15.1 of the San Francisco Police Code;
- Sidewalks: No additional codes; San Francisco Public Works rules and regulations;
- Curbside: SFMTA Director for Transportation and SFMTA Board of Directors: Transportation Code, Division II, section 204, including rules and regulations, and San Francisco Public Works rules and regulations; and
- Roadways: Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT): San Francisco Transportation Code, Division I, section 6, San Francisco Transportation Code, Division II, section 205, and SFMTA Board of Directors: San Francisco Transportation Code, Division II, section 206. Also, SFMTA rules and regulations.

c. The SFMTA Director of Transportation would be the approving authority of temporary curbside closures, or those where the cumulative duration of permits considered for closure would be less than two consecutive years.

d. ISCOTT would be the approving committee of temporary roadway closures, or those where the cumulative duration of permits considered for closure would be less than two consecutive years.

e. The SFMTA Board of Directors may be (curbside, if someone files a request for such review) or would be (roadway) the approving body of a longer-term closure, or those where the cumulative duration of permits considered for closure would be in excess of two consecutive years.

Table 9: Summary of Current Modified Project – Near-Term Permits

Category	Existing ^a	Current Modified Project Near-Term (estimated range of net new permits) ^{b,c}	Existing plus Current Modified Project Near-term Total
Sidewalks	785	860 to 1,240	1,645 to 2,025
Curbside	56	1,230 to 1,710	1,286 to 1,766
Roadway	397	40 to 50 (17)	437 to 447

a. Existing refers to Existing Conditions (Pre-COVID-19 Emergency Programs). For more information see Section B, Setting, above.
 b. The near-term refers to a two-year estimate of net new permit activity in each of the categories, or the reasonably foreseeable net new permit activity. The net new is compared to existing (pre-COVID-19 Emergency Programs) emergency conditions. The near-term permit range does not reflect a cap or limit on the number of permits that may be approved under the Shared Spaces program. See Section D. Analysis for Environmental Impacts for further discussion of methodology. See Appendix C.1, C.2, and C.3 for list of assumed near-term permit activity, including those roadway permits that may need additional analysis (subset shown in parentheses here).
 c. This addendum assesses the current modified project’s program-level impacts based on anticipated permit amounts in the near-term and how that may change over the long-term.

Sidewalks

The current modified project is anticipated to increase the intensity of sidewalk activity by approximately 70 to 90 percent in the near-term, from 785 permits to approximately 1,645 to 2,025 permits from San Francisco Public Works.

The location of the sidewalk activity is not anticipated to substantially change, as they would continue to be concentrated along or near streets with commercial activity (e.g., restaurants, retail, etc.). Table 10 displays the geographic distribution of projected net new near-term sidewalk permits. The three neighborhoods with the greatest projected net new sidewalk permit activity would be Mission, Financial District, and Marina. See Appendix C.1 for a list of where assumed near-term permit activity would occur by neighborhood and street name.

The current modified project would not substantially change regulations applicable to sidewalk activities, such as maintaining requirements for unobstructed pedestrian through path of travel.

Curbside

The current modified project is anticipated to increase the intensity of curbside activity exponentially in the near-term, from 56 permits to approximately 1,286 to 1,766 permits from the SFMTA³¹ and San Francisco Public Works. The anticipated increased would result from expanding the curbside activity uses to allow for commercial operations versus only for public uses under existing conditions.

The location of the curbside activity would occur on streets generally concentrated along or near streets with commercial activity and in the following zoning districts, as defined by the Planning Code: Neighborhood Commercial Districts, Neighborhood Commercial Transit Districts, Commercial Districts, Chinatown Mixed Use Districts, and Eastern Neighborhoods Mixed Use Districts; Mixed Residential Districts, Residential-Commercial Combined Districts, Residential Transit Oriented Districts, and Downtown

31 The SFMTA Director of Transportation would be the approving authority of temporary curbside closures, or those where the cumulative duration of permits considered for closure would be less than two consecutive years. The SFMTA Board of Directors may be the approving body of a longer-term closure, if someone files a request for such review, or those where the cumulative duration of permits considered for closure would be in excess of two consecutive years.

Residential Districts; and Production, Distribution, and Repair (PDR) 1-B, PDR 1-D, and PDR 1-G.³² Table 10 displays the geographic distribution of projected net new near-term curbside permits. The three neighborhoods with the greatest projected net new curbside permit activity would be Mission, Marina, and Chinatown. See Appendix C.2 for a list of where assumed near-term permit activity would occur by neighborhood and street name.

The current modified project would add regulations applicable to curbside activities, including curb demand and supply. For example, if a permit is proposed in an existing passenger or commercial loading zone, the SFMTA would evaluate possible relocation or removal to accommodate the curbside shared space, including evaluating the paratransit and disabled loading needs at the loading zone. The SFMTA would deny the permit if they would find that the curbside shared space would materially affect disabled access, or they would not be able to find a suitable replacement location on the blockface.³³

Roadway

The current modified project is anticipated to increase the intensity of roadway activity in the near-term, for two reasons. First, the number of permits is expected to increase by approximately 9 to 11 percent, from 397 permits to approximately 437 to 447 permits. Second, on average the net new permits would result in more days of closure per permit than existing permits. The anticipated increase would result from expanding the roadway activity uses to allow for reoccurring commercial activities (e.g., ten consecutive hours per day over four consecutive days per week) versus less frequent reoccurring commercial activities or more one-off events (e.g., street fairs) under existing conditions.

ISCOTT would be the approving committee of temporary roadway closures, or those where the cumulative duration of permits considered for closure would be less than two consecutive years. The SFMTA Board of Directors would be the approving body of a longer-term closure, or those where the cumulative duration of permits considered for closure would be in excess of two consecutive years

Existing regulations do not restrict the location of roadway closures, nor does the current modified project. However, the current modified project would likely change the frequency and intensity of roadway closures on streets with active transit service and higher vehicular volumes (i.e., 300 vehicles in either direction during the peak hour) which were infrequent under existing conditions.

The current modified project would add regulations applicable to these roadway closures, including requiring additional analysis to proposed roadway closures on streets with active transit service or higher vehicular volumes (estimated total of 17 such closures in the near-term). For example, if a permit is proposed on such a street, the SFMTA would assess the potential for the permit to substantially delay active public transit service. The SFMTA would modify transit operations or require permit conditions to address substantial delays, which may include but are not limited to:

Modification of transit operations:

- Rerouting of active transit service, due to a permit on a street with an active transit route.
- Reducing the number of stops (“going express”) along the reroute.

32 The San Francisco Zoning Map, November 2020 is available at: <https://sfplanninggis.s3.amazonaws.com/hub/BIGmap.pdf>.

33 Blockface refers to the one side of the street, between the two intersections within a city block.

- Modification of intersection treatments along the reroute to give transit priority.
- Utilization of nearby temporary or permanent transit lanes along the reroute to reduce transit delay.
- Modification of traffic signal timing along the reroute to reduce transit delay.

Modification of permit conditions of the proposed closures:

- Reduction in the physical scope of the proposed closure (for example, reducing a four-block closure to a three-block closure to make the reroute less circuitous or lessen impacts of active transit service on parallel streets)
- Condition the closure to permit transit vehicles to pass through the closed street, either in one direction or both directions.

The SFMTA, as set forth in their proposed regulations, would deny the permit if they would find that the roadway shared space would substantially delay active public transit service using the criteria set forth in the San Francisco Planning Department’s Transportation Impact Analysis Guidelines³⁴, even with the above modifications or permit conditions. The permit would then require further environmental review, which would not be covered by this addendum.

See Appendix C.3 for list of assumed near-term permit activity, including those that may need additional analysis.

Table 10: Summary of Current Modified Project Changes – Net New Near-Term Permits by Type and Neighborhood

Neighborhood	Permit Type ^a	
	Number of Sidewalk Permits	Number of Curbside Permits
Bayview Hunters Point	10 to 20	10 to 30
Bernal Heights	30 to 40	40 to 50
Castro / Upper Market	50 to 60	60 to 80
Chinatown	50 to 70	80 to 100
Excelsior	0 to 10	0 to 10
Financial District	60 to 70	60 to 80
Glen Park	0 to 10	0 to 10
Golden Gate Park	0 to 0	0 to 0
Haight Ashbury	30 to 50	30 to 50
Hayes Valley	40 to 50	60 to 80
Inner Richmond	40 to 50	50 to 70
Inner Sunset	20 to 30	30 to 40
Japantown	0 to 10	10 to 20
Lakeshore	0 to 0	0 to 10

34 See Section D.5.1 Transportation for those criteria.

Table 10: Summary of Current Modified Project Changes – Net New Near-Term Permits by Type and Neighborhood

Neighborhood	Permit Type ^a	
	Number of Sidewalk Permits	Number of Curbside Permits
Lincoln Park	0 to 0	0 to 0
Lone Mountain / USF	0 to 10	0 to 10
Marina	70 to 80	90 to 120
McLaren Park	0 to 0	0 to 0
Mission	180 to 210	230 to 260
Mission Bay	0 to 10	10 to 20
Nob Hill	40 to 50	50 to 60
Noe Valley	10 to 20	30 to 40
North Beach	30 to 50	60 to 70
Oceanview / Merced / Ingleside	0 to 10	0 to 10
Outer Mission	0 to 10	0 to 10
Outer Richmond	30 to 40	50 to 60
Pacific Heights	20 to 30	40 to 50
Portola	0 to 10	0 to 10
Potrero Hill	10 to 20	20 to 40
Presidio	0 to 0	0 to 0
Presidio Heights	0 to 10	10 to 20
Russian Hill	30 to 40	50 to 70
Seacliff	0 to 0	0 to 0
South of Market	30 to 40	40 to 50
Sunset / Parkside	40 to 50	60 to 80
Tenderloin	30 to 40	30 to 40
Treasure Island	0 to 0	0 to 0
Twin Peaks	0 to 0	0 to 0
Visitacion Valley	0 to 10	0 to 0
West of Twin Peaks	10 to 20	20 to 40
Western Addition	0 to 10	10 to 20
<i>Total:</i>	<i>860 to 1,240</i>	<i>1,230 to 1,710</i>
a. Geospatial data is unavailable for existing conditions roadway closures. Thus, the geographic distribution of roadway closures is not shown for near-term current project conditions.		

Example Blocks for Curbside and Roadway Activities

Table 11 use two city street blocks to illustrate the curbside and roadway changes that are anticipated to occur in the near-term on a small number of San Francisco streets due to the current modified project. The “# of Near-Term Parking Spaces Left” column provides an indicator of how much curb space would be available for other curbside uses in the near-term and beyond. See Section D. Analysis for Environmental Impacts for further discussion of methodology.

Table 11: Example Blocks^a

Block-Face	Curbside						Roadway		
	# of Existing ^b Curbside Parklets	# of Existing ^b Occupied Parking Spaces	# of Existing ^b Parking Spaces ^c Left	# of Net New Near-Term Permits ^{d,e}	# of Near-Term Occupied Parking Spaces	# of Near-Term Parking Spaces ^c Left	Muni route present (Y/N)	Existing Permits (Y/N)	Near-term net new permits (Y/N)
An example block on Valencia Street between 16th and 21st street									
East	1	1	14	2	2	12	No	Yes	Yes
West	2	3	12	5	4	8	No	Yes	Yes
An example block on Clement Street between 8th and 12th Avenue									
North	0	0	8	1	2	6	Yes	Yes	No new
South	0	0	20	1	3	17	Yes	Yes	No new

a. Table shows one block within the boundaries shown herein.
 b. Existing permits refers to Existing Conditions (Pre-COVID-19 Emergency Programs).
 c. This represents the total number of parking spaces available on the blockface, including commercial loading zones. Each parking space is approximately 20 feet long.
 d. The net near-term refers to a two-year estimate of net new permit activity in these categories, or the reasonably foreseeable net new permit activity. The net new is compared to existing (pre-COVID-19 Emergency Programs) emergency conditions. The near-term permit activity does not reflect a cap or limit on the number of permits that may be approved under the Shared Spaces program. See Section D. Analysis for Environmental Impacts for further discussion of methodology.
 e. The near-term estimate provided here represents the number of curbside permits that were approved during emergency conditions for this example block.

Project approvals

The current modified project’s legislation and associated regulations would require the following approvals:

- San Francisco Board of Supervisors: approval of the various code amendments, including Administrative, Public Works, and Transportation (Division I) codes

- SFMTA Board of Directors: resolution approval of various Transportation (Division II) code amendments
- San Francisco Planning Department resolution in support of the legislation.
- San Francisco Public Works Director: rules and regulations to implement the legislation.
- SFMTA Director of Transportation: rules and regulations to implement the legislation.

If the above bodies approve the current modified project's legislation and associated regulations, future permits would require approvals from various city committees and agencies, including:

- Planning Department;
- ISCOTT;
- SFMTA Director of Transportation and SFMTA Board of Directors;
- Director of Public Works;
- Department of Real Estate;
- Entertainment Commission; and
- Fire, Police, and Health departments, among others.

D. Analysis of Potential Environmental Impacts

The following describes:

- CEQA guidance for preparing an addendum;
- the Better Streets Plan FMND;
- current modified project elements and topic areas screened out from further assessment;
- approach to analysis for current modified project elements and topic areas assessed in this addendum; and
- the topic areas assessed in more detail in this addendum.

As shown below, the proposed modifications to the Better Streets Plan, including Places for People Program, (1) would not result in any new significant environmental impacts, and (2) would not result in a substantial increase in the severity of previously identified environmental impacts, and it explains that (3) no new information of substantial importance has emerged that would materially change the analyses or conclusions set forth in the FMND.

D.1 CEQA Guidelines

CEQA Guidelines section 15164 states that the lead agency shall prepare an addendum to a previously adopted FMND if the project sponsor needs to make changes or additions to a project and if certain conditions are met. These conditions are based on CEQA Guidelines section 15162, which specifies the conditions that require preparation of a subsequent MND or EIR. If none of the conditions described in section 15162 that call for preparation of a subsequent MND or EIR occur, then an addendum is the appropriate document for changes to a project.

Specifically, an addendum is appropriate if none of the following three conditions occurs:

1. Substantial changes to the project are proposed that will require major revision of the MND due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes have occurred with respect to the circumstances under which the project is being undertaken that will require major revision to the MND due to new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
3. New information of substantial importance, which was not known and could not have been known at the time the MND was adopted, has become available.

The department prepared this addendum to the FMND for the Better Streets Plan. It describes the proposed modifications to the Better Streets Plan and the following analyzes the potential environmental

effects of those modifications in comparison to the environmental impacts identified in the FMND³⁵ and in relation to the above three CEQA conditions.

D.2 Better Streets Plan FMND Summary

The Better Streets Plan FMND identified less-than-significant or no impacts for the following environmental topic areas: land use and land use planning; population and housing; noise; greenhouse gas emissions; wind and shadow; recreation; utilities and service systems; public services; geology and soils; hydrology and water quality; hazards and hazardous materials,³⁶ mineral and energy resources; and agricultural and forest resources. The FMND found that impacts for the following environmental topic areas could be reduced to a less-than-significant level with mitigation measures incorporated:

- aesthetics (tree root protection during construction);
- cultural and paleontological resources (archeology resources during construction);
- transportation and circulation (loading);
- air quality (dust control during construction); and
- biological resources (bird protection during construction).

D.3 Current Modified Project Elements and Topic Areas Screened Out from Further Assessment

The Places for People Program implemented the ideas in the Better Streets Plan. Some elements of the proposed Shared Spaces Program are the same as elements in the Better Streets Plan, and as such were previously analyzed as part of the FMND. However, the current project is a modification to the plan assessed in the FMND, including Places for People Program. The department did not fully assess location or intensity of some current modified project elements. Thus, this addendum focuses on the physical environmental impacts that would occur from the current modified project elements. This addendum assesses the current modified project's location and intensity modifications of the following elements: sidewalk, curbside, and roadway.

The current modified project is not anticipated to result in changes to elements on private property. The current modified project would incorporate private property into the Shared Spaces program. However, this incorporation would not effectively change the existing regulations applicable to private property (e.g., temporary use authorizations) and associated existing conditions. Further, the minor increase in temporary Shared Spaces permits compared to temporary use authorizations in existing conditions was mostly consequence of the COVID-19 pandemic, which forced indoor activities outside.³⁷ For example, many of the temporary Shared Spaces permit occupied parking lots or privately owned public open spaces and mostly by restaurants or personal services (hairs, nails, etc.). It is not anticipated these uses would

35 The "FMND" also may refer to the analysis conducted by the department in the Green Connections Project first addendum to the Better Streets Plan, where applicable. However, as stated in section A.4: Proposed Shared Spaces Program Relationship to the Better Streets Plan FMND, that the Green Connections Project included elements that the Shared Spaces Program would not modify.

36 The September 2010 FMND also identified a mitigation measure to reduce hazards and hazardous materials to less-than-significant levels for contaminated soils during construction. As noted in the Green Connections Project addendum, the department deemed that mitigation measure no longer applicable because the Board of Supervisors passed the Maher Ordinance (155-13, July 25, 2013) that effectively implemented the substantive elements and actions in the original FMND mitigation measure. Thus, that mitigation measure is also not listed here.

37 The temporary Shared Spaces permits on private property was 71 over 6 months; the temporary use authorizations in existing conditions was 43 in 12 months.

occupy parking lots as frequently post-pandemic and they would be restricted from occupying privately owned public open spaces post-pandemic. Thus, this addendum does not address private property further.

No current modified project elements would require excavation. All current modified project elements would require little to no construction activities and, therefore, this addendum does not further assess the construction-related impacts to any environmental topic areas. Thus, the Better Streets Plan FMND mitigation measures in the following environmental topic areas would not be applicable to the current modified project, although they remain valid to other Better Streets Plan elements that are not proposed for modification by the current project and are not subject to this addendum:

- aesthetics;
- cultural and paleontological resources;
- air quality; and
- biological resources.

All current modified project elements would be temporary, reversible physical treatments or programming activation.³⁸ The department adequately assessed these types of operational elements in the Better Streets Plan FMND. Thus, this addendum does not address the operational-related impacts further for the following topic areas: land use, aesthetics, population and housing, cultural and paleontological resources, wind and shadow, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources; and agricultural and forest resources.

D.4 Approach to Analysis for Current Modified Project Elements and Topic Areas Assessed in this Addendum

D.4.1 Baseline Conditions

For the baseline conditions used to assess the physical environmental effect of the current modified project, this addendum use historical conditions, or those conditions related to the existing Places for People Program and related programs that existed in San Francisco prior to the COVID-19 emergency. This approach is consistent with CEQA guidelines section 15125(a)(1) in referencing historic conditions for the environmental setting.

The use of this baseline condition provides a conservative assessment of environmental impacts from the current modified project. The city issued thousands of emergency permits as a result of temporary Shared Spaces Program, which temporarily changed the physical environment in San Francisco. This addendum

³⁸ As described in Section C: Current Modified Project Description, the city would issue permits under the proposed Shared Spaces program for one year prior to permit renewal, which includes fixed structures (e.g., fixed curbside parklet), movable fixtures (e.g., non-fixed tables and chairs), and/or programming activation (e.g., people participating in events). The city may approve longer-term closures in curb or roadway, but the city may remove or modified a fixed structure at any time or deny a renewal of a permit. Thus, all current modified project elements would be temporary, reversible treatments or programming activation.

acknowledges that changed environment and uses it to estimate near-term impacts, but this addendum does not use that changed environment in its baseline condition.

D.4.2 Current Modified Project Impacts Approach to Analysis

This addendum assesses the current modified project's location and intensity changes of the following project elements: sidewalk, curbside, and roadway. Permits that would require a subsequent level of environmental review are not reasonably foreseeable (e.g., those that do not comply with current modified project's regulations) and any such analysis for such permits would be speculative.

This addendum assesses the current modified project's program-level impacts based on anticipated permit amounts in the near-term and how that may change over the long-term. This addendum also uses an example block methodology.

The near-term refers to a two-year estimate of net new permit activity in each of the categories, or the reasonably foreseeable net new permit activity. The net new is compared to existing conditions, not COVID-19 emergency conditions. The near-term permit range does not reflect a cap or limit on the number of permits that the city may approve under the Shared Spaces program in the near-term or longer. In addition, the number of permits does not reflect that these permits are approved by the city in the near-term or long-term. The city has discretion to deny a permit or require a permittee to remove the activities granted by the permit, per the proposed legislation. Rather, the near-term permit range is an analytical tool to contextualize the potential environmental impacts of the current modified project in certain topic areas below. The range reflects the department's best estimates available at the time of this addendum.

An exceedance of the near-term range would also not necessarily result in subsequent environmental review. This addendum also assesses the long-term impacts anticipated by the current modified project. Each permit would require a review to see if the FMND and this addendum adequately assessed its impacts or if the conditions cited in Section D.1 CEQA Guidelines for subsequent environmental review are met.

The following describes the near-term permit activity for each category and example block methodology. For each category, the department used the number of temporary shared space permits as an indicator of near-term permit activity because these permits would result in different location and intensity of baseline conditions. Further, the department anticipates that many of the permittees who obtained temporary shared spaces permits may seek a permit under the current modified project, based on small business owner responses to the Shared Spaces Small Business Impact Survey.³⁹ This provides a conservative estimate of near-term permit activity though, as all temporary shared space permittees may not seek a permit under the current modified project.

Sidewalks

The near-term sidewalk permits include a range. The department divided the city into analysis neighborhoods and summed up the total number of temporary shared spaces sidewalk permits that the city approved between July and December 2020 by neighborhood. The list of neighborhoods is provided in Table 7, above. This sum included two permit types: "Sidewalk Only" and "Both Sidewalk and Curbside"

³⁹ The survey is ongoing. The most recent available survey results showed that 94 percent of Shared Spaces operators survey takers would operate an outdoor Shared Space even if they can operate indoors. Small Business Commission, "Shared Spaces" April 13, 2021. Available at: https://sfosb.org/sites/default/files/documents/SBC/Item%20_Shared%20Spaces%2020210412%20SBC.pdf.

permits. Next, the department developed a lower and upper range for each neighborhood to account for potential variability compared to emergency conditions as illustrated by the example below.

Example: a neighborhood with a near-term sidewalk permit range of 30 to 40:

- 34 = temporary shared spaces permit total
- 40 = upper range, defined as rounded up to the nearest multiple of 10
- 30 = lower range, defined as 90 percent of temporary shared spaces permit total (30.6), rounded down to the nearest multiple of 10

Lastly, the department added together the respective lower and upper ranges for each neighborhood to develop the anticipated number (i.e., range) of permits for the entire city.

Curbside

The process the department used to estimate the number of near-term curbside permits is like the process that the department used to estimate near-term sidewalk permits, as described above. However, instead of summing the number of near-term sidewalk permits, the department totaled the number of “Curbside Only” and “Both Sidewalk and Curbside” permits and used that number to develop the lower and upper ranges.

Roadway

The near-term roadway permit activity includes a set of two numbers: 1) the total near-term permit activity and 2) a subset of the total that may need additional analysis. The estimated set used the number of temporary shared spaces permits between July 2020 and April 2021 minus any shared space permits that were clearly used in response to the COVID-19 emergency (e.g., testing sites) or were by the same applicant for the same street. In addition, the estimate excluded permits that were approved during emergency conditions but are not consistent with the definition of the program (i.e., permits that would typically be processed under ISCOTT, such as one-off events, were processed under this category during emergency conditions because ISCOTT was temporarily suspended). The numbers are provided as a range rounded to the nearest 10, assuming 90 to 100 percent of the estimated set.

Example Blocks

This addendum also uses example blocks to illustrate the curbside and roadway changes that are anticipated to occur in the near-term on a small number of San Francisco streets due to the current modified project. The “# of Near-Term Parking Spaces Left” column provides an indicator of how much curb space would be available for other curbside uses in the near-term and beyond. For example, it indicates the availability of parking spaces if the near-term permits would increase in the long-term, although it does not necessarily indicate that permits would increase in the long-term. Like the near-term permits, example blocks are an analytical tool to contextualize the potential environmental impacts of the current modified project in certain topic areas below. The example blocks reflect the department’s best estimates available at the time of this addendum of the types of permit activity that may occur on some streets throughout San Francisco. The same disclaimers for near-term permits apply here (e.g., that these example blocks don’t represent caps or approvals of permits).

The department used the following criteria to select the example blocks:

- Adjacent to a zoning district that allows a curbside shared space activity;
- One with active transit service;
- One with reoccurring street closure in the near-term current project conditions; and
- A range of anticipated curbside and sidewalk permit activity in the near-term current project conditions.

D.4.3 Cumulative Context and Approach

The cumulative context for the current modified project is the public rights of way throughout San Francisco, particularly along public right-of-way and along or near streets with commercial activity (e.g., restaurants, retail, etc.). Cumulative projects consist of future city projects, such as streetscape redesigns,⁴⁰ transit improvements,⁴¹ pedestrian and bicycle projects⁴², and on-going maintenance needs. Other cumulative projects include those on private property, such as changes of use to existing buildings or new construction.⁴³

Each topic area assessed in more detail in this addendum assesses the cumulative effects of the current modified project with these cumulative projects, depending on the current modified project's potential to combine to result in cumulative impacts. The current modified project's sidewalk and curbside activities cumulative context tends to be localized: on the project block or along the street corridor. The current modified project's roadway activities cumulative context may be a larger geographic area, depending on the characteristics of the roadway activity (e.g., roadway closures with high vehicular volumes may have a larger geographic area).

D.5 Topic Areas Assessed in More Detail in this Addendum

As shown in the analysis below, the current modified project would not result in new significant environmental impacts, or substantially increase the severity of previously identified environmental impacts. Additionally, no new information has emerged that would materially change the analyses or conclusions set forth in the Better Streets Plan FMND. Because the current modified project is like the previous project evaluated in the MND, only the environmental topics that require further analysis are discussed in more detail below. These topics are: Transportation, Noise, Air Quality, and Greenhouse Gas Emissions.

40 Examples include Better Market Street, and those assessed in the Central SoMa Environmental Impact Report (e.g., Folsom Street).

41 Examples include those assessed in the Transportation Effectiveness Project (now known as Muni Forward) Environmental Impact Report (e.g., 16th Street).

42 Examples include those Slow Streets that the city is considering making permanent (i.e., Page, Sanchez, and Shotwell streets).

43 Examples include those private development projects in Central SoMa or Hub Plan environmental impact reports.

D.5.1 Transportation

Better Streets Plan FMND Findings

Potentially Hazardous Conditions and Accessibility

The Better Streets Plan includes a range of possible streetscape improvements that can be implemented on existing sidewalks and roadways within the public right-of-way in the city to improve the overall pedestrian realm. Overall, the plan FMND determined that implementation of the plan's streetscape elements would not create potentially hazardous conditions for people walking and biking. On the contrary, many of the streetscape elements would improve pedestrian and bicyclist facilities and would improve street realm conditions for people walking and biking. Furthermore, the plan would not substantially interfere with pedestrian or bicyclist accessibility, and in many cases the streetscape improvements would improve accessibility. For these reasons, plan implementation would have a less than significant impact related to accessibility and potentially hazardous conditions for people walking and biking.

Public Transit Delay

Overall, the Better Streets Plan FMND found that plan implementation would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, which includes the city's Transit-First Policy. The plan included parameters so that transit operations would not be significantly impacted; for example, multi-modal shared streets, which are streets designed to accommodate all travel modes but where pedestrians have the right-of-way, and pedestrian-only streets were prohibited to be implemented on existing streets with transit. Such instances beyond those parameters could not occur without additional environmental review. In addition, the FMND determined that adherence to city street design guidelines for future streetscape improvements would not result in significant transit delay impacts. Because project implementation would adhere to city design guidelines and eligibility parameters established by the plan, the FMND determined that no significant transit delay impacts would occur.

Loading

Most of the Plan's streetscape elements received environmental clearance through the FMND. However, the FMND determined that certain streetscape elements would require additional, site-specific environmental analysis if certain criteria were met.

One of these criteria is the removal of loading zones. The FMND determined that removal of a single loading space to implement a streetscape element would not be considered a significant impact because alternate loading spaces would remain nearby. However, removal of multiple loading spaces may create a significant loading impact in certain parts of the city.

To address this issue, Mitigation Measure MM TR-1 was identified, which requires the installation of new loading spaces of equal length on the same block and side-of-the street for locations where truck loading spaces are removed and there is still a need for truck loading. The FMND determined that by replacing any removed loading spaces within a convenient distance, the significant impact of plan implementation on loading supply would be less than significant.

Vehicle Miles Traveled

The Better Streets Plan FMND evaluated the plan's impact on automobile delay and did not include an analysis on vehicle miles traveled (VMT) because VMT, by itself, was not a CEQA significance criterion when the city adopted the FMND in 2010. In September 2013, the state amended CEQA to remove automobile delay as a consideration and directed the development of new criteria (CEQA section 21099(b)). In March 2016, the San Francisco Planning Commission implemented this state-level change in San Francisco through resolution 19579 and adopted VMT as a new CEQA significance criterion. Accordingly, because of state and local actions, this addendum does not evaluate the project's impact on automobile delay and instead evaluates the project's impact based on the new criterion: VMT.

Parking

The FMND notes that parking supply is not part of the permanent physical environment and does not consider changes in parking conditions to be environmental impacts as defined by CEQA. Rather, parking deficits are social effects and under CEQA, a project's social impacts need not be treated as significant impacts on the environment. However, the FMND did consider secondary physical impacts that could be triggered by a social impact, such as increased traffic congestion and safety, air quality, and noise impacts caused by congestion. To that end, the FMND found that the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips by others who are aware of constrained parking conditions in a given area and may choose other modes of transportation instead of driving, or choose to forgo the trip.

Shared Spaces Program Impacts

Potentially Hazardous Conditions and Accessibility: Near-Term and Long-Term

Sidewalks: The current modified project would increase the number of sidewalk tables and chairs and merchandising stands on city sidewalks compared to existing conditions. The current modified project is anticipated to increase the intensity of sidewalk activity by approximately 70 to 90 percent in the near-term, from 785 permits to approximately 1,645 to 2,025 permits.

However, like existing conditions, the current modified project would continue to be regulated by Public Works regulations, which would require compliance with the American Disabilities Act (ADA). For instance, all sidewalk Shared Spaces would need to provide a minimum 6-foot-wide unobstructed pedestrian through path of travel; if a proposed sidewalk Shared Space is unable to do so, that permit would be denied. The application review process would require that the current modified project would not result in potentially hazardous conditions and would continue to provide adequate access. The current modified project would not affect roadway conditions and would not create a roadway hazard nor affect accessibility. Thus, like the findings of the Better Streets Plan FMND, this element of the current modified project would have less than significant impacts related to potentially hazardous conditions and accessibility.

Curbside: The current modified project would increase the number of curbside Shared Spaces, including parklets, curbside dining, retail, and pick-up zones, and public seating areas, compared to existing conditions. The current modified project is anticipated to increase the intensity of curbside activity exponentially in the near-term, from 56 permits to approximately 1,286 to 1,766 permits.

However, like existing conditions, Shared Spaces on the curbside (i.e., in the parking lane) would continue to be regulated by Public Works and SFMTA regulations. Curbside Shared Spaces would not be permitted within bus stops, or above or on utility access panels, manhole covers, storm drains, or fire hydrant valves. In addition, they would generally not be allowed in other color curb zones (e.g., handicapped parking spots), they could not block pedestrian curb ramps, and they would be required to be located a minimum distance away from intersections, traffic, and bicycle lanes, amongst other safety requirements. For these reasons, this element of the current modified project would have less than significant impacts related to potentially hazardous conditions and accessibility, like the findings of the Better Streets Plan FMND.

Roadway: The current modified project would increase the number of roadway Shared Spaces compared to existing conditions. The current modified project is anticipated to increase the intensity of roadway activity in the near-term, for two reasons. First, the number of permits is expected to increase by approximately 9 to 11 percent, from 397 permits to approximately 437 to 447 permits. Second, on average the net new permits would result in more days of closure per permit than existing permits. However, like existing conditions, these roadway Shared Spaces would continue to be regulated by the SFMTA regulations. At no time would occupancy of the travel lane be allowed to obstruct emergency facilities, including, but not limited to fire hydrants, and red zones. Proposed roadway closures would also be required to comply to Public Works regulations, including compliance with ADA regulations.

For these reasons, this element of the current modified project would have less than significant impacts related to potentially hazardous conditions and accessibility, like the findings of the Better Streets Plan FMND.

Public Transit Delay: Near-Term and Long-Term

Sidewalks: The current modified project would increase the number of sidewalk Shared Spaces compared to existing conditions. However, like existing conditions, sidewalk Shared Spaces would not be permitted in a bus zone or transit stop and would be located entirely within the sidewalk right-of-way (i.e., not on the roadway). Therefore, public transit loading operations would not be hindered and the current modified project element would have a less than significant impact on public transit delay, like the findings of the Better Streets Plan FMND.

Curbside: The current modified project would increase the number of curbside Shared Spaces compared to existing conditions. However, like existing conditions, Shared Spaces on the curbside (i.e., in the parking lane) would continue to be regulated by Public Works and SFMTA regulations. Curbside Shared Spaces would not be permitted within bus zones. Curbside Shares Spaces would be located entirely within the parking lane and would not create conditions that could slow bus operations and potentially delay public transit. Therefore, public transit loading operations would not be hindered and the current modified project element would have a less than significant impact on public transit delay, like the findings of the Better Streets Plan FMND.

Roadway: The current modified project would increase the number of roadway Shared Spaces compared to existing conditions. However, the ISCOTT or SFMTA Board of Directors process would include regulations applicable to proposed roadway Shared Spaces.

The current modified project would add regulations applicable to certain roadway closures, including requiring additional analysis to proposed roadway closures on streets with active transit service or higher vehicular volumes (300 vehicles in either direction during the peak hour). If a permit is proposed on such a street, the SFMTA would assess the potential for the permit to substantially delay active public transit service using the criteria in the 2019 guidelines.

The 2019 guidelines define substantial delay as:

- For individual Muni routes, if the project would result in transit delay greater than or equal to four minutes, then it might result in a significant impact. For individual Muni routes with headways less than eight minutes, the department may use a threshold of significance less than four minutes (e.g., a three-minute threshold for a Muni route with headway of six minutes).
- The department considers qualitative criteria for determining whether that delay would result in significant impacts due to a substantial number of people riding transit switching to riding in private or for-hire vehicles.

The SFMTA would assess active transit service impacts on the street closure itself or diversions of existing traffic volumes from the roadway closed for the Shared Space to surrounding streets (e.g., parallel streets). The SFMTA would modify transit operations or require permit conditions to address substantial delays, which may include those described in section C. Current Modified Project Description. The SFMTA, as set forth in their proposed regulations, would deny the permit if they would find that the roadway shared space would substantially delay active public transit service, even with modifications or permit conditions. The permit would then require further environmental review, which would not be covered by this addendum.

Thus, no substantial transit delay would occur from the current modified project, either in the near-term or even if roadway shared spaces increase in the long-term.

As described in Table 11, temporary roadway closures in both the near-term and long-term may occur on streets with public transit routes, such as Clement Street, or on streets with high vehicular volumes parallel to streets with public transit, such as Valencia Street. However, such closures would not cause significant transit delays as SFMTA review in accordance with SFMTA regulations would occur for each future roadway closure application. The examples below help illustrate this process.

Under existing conditions (prior to COVID-19 emergency conditions), the 2-Clement bus route operated on Clement Street between 8th and 12th Street, which has been closed for limited durations on an annual basis for street events (e.g., street fair). During these temporary closures, the 2-Clement was routed onto parallel streets for a limited duration with no significant transit delay. Under project conditions, temporary roadway closures on similar streets in similar contexts throughout the city would also not result in significant delay transit. Roadway closure permit applications that could potentially result in significant transit delays would be denied or subject to further environmental review.

Under existing conditions, Valencia Street is a high-volume roadway and a major north-south thoroughfare that connected downtown San Francisco with the southeastern parts of the city. However, segments of Valencia Street between 16th Street and 21st Street were also closed for limited durations for special events (e.g., Sunday Streets). Consequently, vehicular traffic was diverted onto nearby parallel streets, including

Mission Street which has active transit routes. However, public transit operations on Mission Street operate in transit-only lanes, which prevented buses from being significantly delayed by the temporary influx of travel. Under project conditions, the SFMTA would assess the potential for the permit to substantially delay active public transit service using the criteria in the 2019 guidelines. The SFMTA modify transit operations or require permit conditions to address substantial delays, which may include those described in section C. Project Description.

Therefore, roadway Shared Spaces would have a less than significant impact on public transit, like the findings of the Better Streets Plan FMND.

Loading: Near-Term and Long-Term

Sidewalks: The current modified project would increase the number of sidewalk Shared Spaces compared to existing conditions. However, like existing conditions, sidewalk Shared Spaces would be located entirely within the sidewalk right-of-way and would not obstruct a curbside loading zone. Public Works regulations would also be applicable to proposed sidewalk Shared Spaces, which would require that loading zones remain clear of obstructions and that a clear path of travel is provided. Sidewalk Shared Space permits that are unable to meet city regulations for accessibility would be denied. Thus, the current modified project element would have a less than significant impact on loading, like the findings of the Better Streets Plan FMND.

Curbside: The current modified project would increase the number of curbside Shared Spaces compared to existing conditions. The current modified project would add regulations applicable to curbside activities, including curb demand and supply. If a permit is proposed in an existing passenger or commercial loading zone, the SFMTA would evaluate possible relocation or removal to accommodate the curbside shared space, including evaluating the paratransit and disabled loading needs at the loading zone. The SFMTA would deny the permit if they would find that the curbside shared space would materially affect disabled access, or they would not be able to find a suitable replacement location on the blockface. Thus, no loading deficit would occur from the current modified project, either in the near-term or even if curbside shared spaces increase in the long-term. The examples below help illustrate this process.

Under existing conditions, no curbside parklets exist on Clement Street. Under near-term current project conditions, it is anticipated that each side of one example block would include one curbside parklet. These curbside parklets would each take two or three parking spaces on their respective blockface. There would still be several parking spaces left on each blockface (6 to 17) if the curbside parklet would need to relocate an existing loading zone to those parking spaces. Each blockface would continue to have adequate space for additional parklets in the long-term if the city would approve additional curbside parklets. The city would deny the permit if they would not be able to find a suitable replacement location on the blockface. A similar situation would occur on Valencia Street, even though Valencia Street has more curbside parklets under existing conditions and is anticipated to result in more curbside parklets in the near-term and long-term.

The Better Streets Plan FMND identified Mitigation Measure MM TR-1 to reduce significant impacts of the plan on loading supply to a less than significant level. However, as discussed above, the current modified project includes regulations to replace loading zones if they are impacted. Thus, implementation of the current modified project's regulations would not contribute to the significant impact identified in the

Better Streets Plan FMND. Therefore, Mitigation Measure MM TR-1 is not required for the current modified project.

Roadway: The current modified project would increase the number and intensity of roadway Shared Spaces compared to existing conditions. Any curbside loading zones that are blocked off because of a temporary roadway closure or rerouting of transit service (e.g., new transit stops on parallel streets) would be relocated or restored when the temporary street closure ends. In addition, loading activities would either be accommodated in a temporary designated loading area, or would occur outside of the street closure timeframe or prior to the start of the proposed event. For these reasons, the current modified project element would have a less than significant impact on loading, like the findings of the Better Streets Plan FMND.

Vehicle Miles Traveled: Near-Term, Long-Term, and Cumulative

The following analysis of the current modified project's VMT impact focuses on the current modified project's contribution to cumulative VMT because VMT by its nature is largely a cumulative impact.

In 2019, the department updated its Transportation Impact Analysis Guidelines (2019 guidelines). The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant VMT impacts. The current modified project elements meet the screening criteria, such as the reduction in the number of through lanes. Therefore, the current modified project would not result in significant VMT impacts. The following further substantiates this finding.

Sidewalks and Curbside: The current modified project would make temporary improvements to the pedestrian street realm, including adding tables and chairs and curbside seating areas, and temporarily closing roadways for events or seating. The current modified project is intended to enhance the overall pedestrian streetscape environment, and could encourage pedestrian trips citywide, thereby reducing overall VMT citywide. Like the findings of the FMND, these current modified project elements would not generate new vehicle trips.

Roadway: Reducing roadway capacity will generally reduce VMT. The current modified project could slightly increase VMT from vehicles making small detours where roadway closures occur. However, it is likely that drivers would become familiar with reoccurring closures and make travel behavior changes to adjust to the closures (e.g., use available nearby streets, change modes). The current modified project meets the definition of an "active transportation...and transit project" and "minor transportation project", as defined in the department's Transportation Impact Analysis Guidelines (2019). The department substantiates that these projects would not lead to substantial increases in VMT based on a literature review provided in the 2019 guidelines, Appendix L: Vehicle Miles Traveled/Induced Automobile Travel, Attachment C: Combined Vehicle Miles Traveled Annotated Bibliography. Furthermore, CEQA Guidelines section 15064.3(b)(2) states that transportation projects that reduce, or have no impact on, VMT should be presumed to have a less than significant transportation impact.

Parking: Near-Term and Long-Term

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in substantial parking deficits. The current modified project elements meet the screening criteria, such as the

reduction in the number of through lanes. Therefore, the current modified project would not result in a substantial parking deficit.

The transportation impact analysis does not consider the availability and adequacy of parking supply in determining the significance of project impacts under CEQA. For informational purposes, the following discussion details the current modified project's effect on parking supply throughout the city.

Sidewalks: Sidewalk Shared Spaces would be located entirely within the sidewalk right-of-way and would not be constructed within a parking space. Therefore, this current modified project element would have no effect on parking supply in the city.

Curbside: Curbside Shared Spaces permits generally allow permit holders to convert one to two parking spaces fronting their property into a curbside Shared Space. The department estimated that under the temporary shared spaces program at a citywide level, the average number of parking spaces that each temporary permittee replaced was 1.66; in other words, each temporary curbside commercial shared space replaced 1.66 parking spaces. Under the current modified project, the SFMTA would generally only grant one curbside shared space to a business for a maximum length of two metered parking spaces or 40 linear feet along curb (parallel parking) or 20 linear feet along curb (angled or perpendicular parking). Thus, the current modified project is anticipated to result in approximately 1,230 to 3,420 removed on-street parking spaces in the near-term.⁴⁴ This range is also intended cover any additional parking spaces that may be converted to loading spaces a result of curbside parking spaces relocating existing loading spaces on the blockface. This would represent a removal of approximately 0.4 to 1.2 percent of all on-street parking spaces in San Francisco. If all the estimated near-term removed on-street parking spaces would be metered, the current modified project would represent a removal of approximately 4.5 to 12.4 percent of all on-street metered parking spaces in San Francisco.⁴⁵

The department reviewed blocks throughout the city to evaluate the real-world parking supply conditions resulting from the emergency curbside program. As an example, on a one block segment of Valencia Street, approximately 24 percent of available parking spaces converted to a temporary curbside commercial space during emergency conditions. The department observed that this pattern generally held true of the evaluated example blockfaces. In general, approximately 30 percent or less of the available parking supply on any applicable blockface was converted into a temporary curbside Shared Space.

Roadway: The current modified project would increase the number and intensity of roadway Shared Spaces compared to existing conditions. Any roadside parking supply that is temporarily removed because of the associated street closure or rerouting of transit service (e.g., new transit stops on parallel streets) would be restored when the temporary street closure ends.

Cumulative

Sidewalks and Curbside: Other cumulative projects, as mentioned in Section D.4.3 Cumulative Context and Approach, could increase the demand for sidewalk and curbside space along the current modified

44 The 1,230 assumes one on-street parking space removed per near-term curbside permit on the lower range, whereas the 3,420 assumes two on-street parking spaces removed per near-term curbside permit on the upper range.

45 Estimated on-street parking spaces comes from a SFMTA citywide census of on-street parking spaces in 2014 (the latest year available at citywide level): 275,500 total on-street parking spaces, of which 10 percent are metered. Available at: <https://www.sfmta.com/press-releases/sfmta-completes-citywide-census-street-parking-spaces>.

project's blocks and streets. However, as explained below, regulations would be applicable to the current modified project and cumulative projects such that significant impacts would not occur, or if cumulative impacts would occur, the current modified project would not contribute considerably to them.

Regulations would be applicable to the current modified project and cumulative projects that restrict the location of sidewalk structures to require an unobstructed pedestrian through path of travel.

Cumulative projects could result in increased loading demand or remove loading supply on current modified project's blocks and streets. That increased loading demand may not always be able to be accommodated by an adequate loading supply. Thus, cumulative projects could result in a loading deficit under cumulative conditions. That loading deficit could create potentially hazardous conditions or substantially delay public transit, a potentially significant cumulative impact. However, the current modified project would add regulations applicable to curbside activities, including curb demand and supply. If a permit is proposed in an existing passenger or commercial loading zone, the SFMTA would evaluate possible relocation or removal to accommodate the curbside shared space, including evaluating the paratransit and disabled loading needs at the loading zone. The SFMTA would deny the permit if they would find that the curbside shared space would materially affect disabled access, or they would not be able to find a suitable replacement location on the blockface. Thus, the current modified project would not contribute to any loading deficit under cumulative conditions or the potential secondary effects.

For these reasons, these current modified project elements would not have a considerable contribution to any significant cumulative impacts, like the findings of the Better Streets Plan FMND.

Roadway: Other cumulative projects could combine with the current modified project to increase congestion on roadways with active transit service. However, as explained below, if cumulative impacts would occur, the current modified project would not contribute considerably to them.

Cumulative projects could result in the closure of vehicular lanes that may result in diversions of existing traffic volumes to streets with active transit service. The current modified project could combine with those cumulative projects to result in diversions of existing traffic volumes to streets with active transit service. Thus, cumulative projects could result in substantial delay to transit under cumulative conditions, a potentially significant cumulative impact. However, the current modified project would add regulations applicable to certain roadway closures, including requiring additional analysis to proposed roadway closures on streets with active transit service or higher vehicular volumes (300 vehicles in either direction during the peak hour). For example, if a permit is proposed on such a street, the SFMTA would assess the potential for the permit to substantially delay active public transit service using the criteria in the 2019 guidelines. This includes assessing active transit service impacts on the street closure itself or diversions of existing traffic volumes from the roadway closed for the Shared Space to surrounding streets (e.g., parallel streets). The SFMTA would modify transit operations or require permit conditions to address substantial delays, which may include those described in section C. Current Modified Project Description. Thus, the current modified project would not contribute to any substantial transit delay under cumulative conditions.

For these reasons, this current modified project element would not have a considerable contribution to any significant cumulative impacts, like the findings of the Better Streets Plan FMND.

D.5.2 Noise

Better Streets Plan FMND Findings

The noise environment of an urban area like San Francisco is dominated by land use activities and development and vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Noise generated by residential and commercial uses is common and generally tolerated in urban areas. The Better Streets Plan envisions physical improvements to the city's pedestrian network and operational noise associated with the plan would mainly be associated to increased pedestrian activity. Based on published scientific studies, traffic volumes in a given project area would need to approximately double to produce a noticeable increase in ambient noise levels to most people in the area. Implementation of the plan would not add new vehicle trips to the roadway network and accordingly would not double local roadway vehicular volumes.

While the plan could result in new amenities and facilities that produce operational noise, such as new stormwater facilities, the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) would apply to the operation of such facilities, which establishes noise limits for fixed noises such as mechanical equipment. Overall, the FMND found that compliance with Article 29 would minimize operational noise from future projects, and that plan implementation would have less than significant noise impacts.

Shared Spaces Program Impacts

Near-Term and Long-Term

Sidewalks and Curbside: The current modified project would increase the intensity of Shared Spaces on the sidewalk and curbside. As a result, the current modified project may incrementally increase noise levels in areas where Shared Spaces are permitted by increasing the amount of pedestrian activity and commercial activity such as outdoor dining and shopping and street events. However, like existing conditions, sidewalk and curbside Shared Spaces would be required to contain noise within the immediate area of the Shared Space so as not to be a nuisance or annoyance to neighbors (Good Neighborhood policies). In addition, the Noise Ordinance (Article 29 of the Police Code) and Entertainment Commission (Article 15.1 of the Police Code) regulations would continue to be application operation of current modified project features.

Therefore, sidewalks and curbside Shared Spaces would have a less than significant impact on operational noise, like the findings of the Better Streets Plan FMND.

Roadway: The current modified project would increase the intensity and change the location of Shared Spaces on the roadway. As a result, the current modified project may incrementally increase noise levels in areas where Shared Spaces are permitted in two ways.

First, the current modified project may increase noise levels by increasing the amount of pedestrian activity and commercial activity such as outdoor dining and shopping and street events. However, roadway Shared Spaces would be required to contain noise within the immediate area of the Shared Space so as not to be a nuisance or annoyance to neighbors (Good Neighborhood policies).

Second, the current modified project may redirect noise levels through a diversion of existing traffic volumes from the roadway closed for the Shared Space to surrounding streets (e.g., parallel streets). For most roadway Shared Spaces, the current modified project would create a less noisy environment on the street with the roadway shared space. It is not anticipated that most roadway Shared Spaces would be on streets with higher vehicular volumes or 300 vehicles in either direction during the peak hour such a large diversion of existing traffic volumes could occur. For those streets where a large diversion of existing traffic volumes could occur, long-term ambient noise levels are generally not substantial unless traffic volumes in the local area double. The current modified project would not change the amount of roadway volumes, it would redirect them.⁴⁶ The diversion would occur temporarily during the street closure period and generally not during the nighttime, or the period when people are most sensitive to noise. It is also anticipated that drivers from the diverted traffic would have multiple options for other travel routes such that the traffic noise would not concentrate onto only one parallel street. Further, any rerouting of active transit service, due to a permit on a street with an active transit route, would not be expected to substantially increase localized noise due the relatively low volume of transit vehicles in comparison to total vehicles.

Lastly, the department reviewed other projects⁴⁷ in the city that would divert a substantial number of vehicle trips to other streets because of permanent roadway closures. While diverted traffic may slightly increase ambient noise levels on adjacent and parallel streets, the increase in these projects remained well below the respective thresholds of significance. Thus, diverted traffic from the current modified project's temporary roadway closures would not significantly increase ambient noise levels on adjacent and parallel streets such that a significant noise impact would occur. For these reasons, diverted traffic would result in a less than significant noise impact.

For the above reasons, this current modified project element would result in less than significant operational noise impacts, like the findings of the FMND.

Cumulative

Sidewalks and Curbside: The current modified project's sidewalk and curbside activities cumulative context for noise would be localized: on the project block. As discussed above, regulations would apply to the current modified project such it would not result in substantial increases in noise levels. Therefore, the current modified project would not result in a considerable contribution to ambient noise levels from sidewalks and curbside shared spaces activities.

Roadway: The cumulative context for traffic noise analyses is typically confined to the local roadways nearest the project. As current modified project generated vehicle trips disperse along the local roadway network, the contribution of project-generated traffic noise along any given roadway segment would similarly be reduced. As discussed above, the current modified project would not likely result in a doubling

⁴⁶ As stated above in the VMT section, it is also likely that drivers would become familiar with reoccurring closures and make travel behavior changes to adjust to the closures (e.g., use available nearby streets, change modes).

⁴⁷ The following projects with substantial vehicle trip diversions were reviewed: the Second Street Improvement Project (case no. 2007.0347E), Sixth Street Pedestrian Safety Project (case no. 2014.1010E), and Better Market Street Project (case no. 2014.0012E). The Second Street Improvement Project analyzed diversion of 950 vehicles during the PM peak hour. The Sixth Street Pedestrian Safety Project analyzed a range of diversion volumes during the PM peak hour, including over 1,000 vehicles at one intersection. The Better Market Street project analyzed diversion of a range of diversion volumes during the PM peak hour, including many intersections of between 200 and 300 vehicles.

of traffic volumes in a local area. Therefore, the current modified project would not result in a considerable contribution to ambient noise levels from project traffic.

D.5.3 Air Quality

Better Streets Plan FMND Findings

The Better Streets Plan includes a vision, policies, guidelines, and proposed streetscape improvements that are intended to enhance the pedestrian environment. The FMND found that implementation of the plan would improve the pedestrian realm and result in pedestrian-friendly streetscapes, which could reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips (mode change). Thus, the FMND found that implementation of the plan would not conflict with, or obstruct implementation of, applicable air quality plans, and that impacts related to air quality plans and operational criteria air pollutants would be less than significant.

The FMND found that the plan would not generate any new trips and any increases in vehicle delay from the plan would not be anticipated to result in substantial increases in air pollutants which have the potential to affect nearby sensitive receptors. Therefore, the FMND found the plan would not expose sensitive receptors to a substantial amount of pollutants and impacts were considered less than significant.

The FMND found that the plan would not result in a perceptible increase or change in odors in the project area or its vicinity.

Shared Spaces Program Impacts

Regional air pollution is by its nature a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁴⁸ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Like regional air pollutants, the department assesses local health risk in the cumulative context. San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. The city identified areas with poor air quality, termed the "Air Pollutant Exposure Zone," based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. Some project areas are located within the Air Pollutant Exposure Zone. If a project's localized health risk is below levels not anticipated to contribute to a health risk within the Air Pollutant Exposure Zone, the project would not be considered to contribute considerably to cumulative health risk impacts.

⁴⁸ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017, page 2-1. Available at: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>.

As explained below, regulations would apply to the current modified project that would limit odors to within the immediate area such that the current modified project would not be able to combine with cumulative odors beyond the immediate area.

Sidewalks and Curbside: The current modified project would increase the intensity of Shared Spaces on the sidewalk and curbside. As a result, the current modified project may incrementally increase odors in areas where Shared Spaces are permitted by increasing the amount of commercial activity such as outdoor dining and street events. However, like existing conditions, sidewalk and curbside Shared Spaces would be required to contain odor within the immediate area of the Shared Space so as not to be a nuisance or annoyance to neighbors (Good Neighborhood policies). No other aspects of the sidewalk and curbside Shared Spaces would result in air pollutant impacts such as toxic air contaminants.

Therefore, sidewalks and curbside Shared Spaces would have a less than significant impact on operational air quality, like the findings of the Better Streets Plan FMND.

Roadway: The current modified project would increase the intensity and change the location of Shared Spaces on the roadway. As a result, the current modified project may incrementally increase odors and air pollutants in areas where Shared Spaces are permitted in two ways.

First, the current modified project may increase odors by increasing the amount of commercial activity such as outdoor dining and street events. However, roadway Shared Spaces would be required to contain odors within the immediate area of the Shared Space so as not to be a nuisance or annoyance to neighbors (Good Neighborhood policies).

Second, the proposed may redirect air pollution through a diversion of existing traffic volumes from the roadway closed for the Shared Space to surrounding streets (e.g., parallel streets). For most roadway Shared Spaces, the current modified project would create a less pollution on the street with the roadway shared space. It is not anticipated that most roadway Shared Spaces would be on streets with higher vehicular volumes or 300 vehicles in either direction during the peak hour such a large diversion of existing traffic volumes could occur. For those streets where a large diversion of existing traffic volumes could occur, the Bay Area Air Quality Management District's guidelines for evaluating toxic air contaminants in CEQA review identifies "Minor Low Impact Sources", stating that these sources "do not pose a significant health impact even in combination with other nearby sources. These determinations were made through extensive modeling, sources tests, and evaluation of their toxic air contaminant emissions."⁴⁹ These guidelines further state that projects meeting the criteria can be excluded from the CEQA process. Among the sources listed are roads with less than 10,000 total vehicles/day and less than 1,000 trucks per day. The current modified project would not change the amount of roadway volumes, it would redirect them and not at levels anticipated to be above the Minor Low Impact Source amount.⁵⁰ In addition, the diversion would occur temporarily during the street closure period (i.e., not all day). Further, any rerouting of active transit service, due to a permit on a street with an active transit route, would not be expected to

49 Bay Area Air Quality Management District, Recommended Methods for Screening and Modeling Local Risks and Hazards, pg. 12. May 2011. Available online at: <https://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx>.

50 As stated above in the VMT section, it is also likely that drivers would become familiar with reoccurring closures and make travel behavior changes to adjust to the closures (e.g., use available nearby streets, change modes).

substantially increase localized air pollution due to the low emissions from SFMTA transit vehicle fleet and the relatively low volume of SFMTA and regional transit vehicles in comparison to total vehicles.

Lastly, the department reviewed other projects⁵¹ in the city that would divert a substantial number of vehicle trips to other streets because of permanent roadway closures. While diverted traffic may slightly increase local air pollutant concentrations on adjacent and parallel streets, the increase in all studied projects remained below the air district's respective thresholds of significance. Thus, diverted traffic from the current modified project's temporary roadway closures would not significantly increase local air pollution on adjacent and parallel streets such that a significant air pollution impact could occur. No exceedances of operational criteria pollutant thresholds or localized health risk are anticipated.

For the above reasons, the roadway Shared Spaces would result in less than significant operational air pollutant impacts, like the findings of the FMND.

D.5.4 Greenhouse Gas Emission

Better Streets Plan FMND Findings

The Better Streets Plan FMND determined that long-term operational benefits would likely result in a net greenhouse gas (GHG) benefit. Although operation of some streetscape improvements would require electricity, such use would be limited in nature.

The FMND notes that the goal of the plan is to provide a pedestrian friendly environment. Pedestrians have no associated emissions and promoting walking can reasonably be expected to reduce emissions citywide by shifting a portion of motor vehicle trips to pedestrian trips. Therefore, it can be reasonably concluded that implementing the plan would result in GHG benefits, and GHG impacts related to plan implementation would be less than significant.

Shared Spaces Program Impacts

The following analysis of the current modified project's GHG impact focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on global climate, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate cumulative impact discussion.

The proposed Shared Spaces would consist of temporary, reversible, and movable street furniture. Operation of Shared Spaces may use electricity, but such use would be limited in nature and not at level to increase greenhouse gas emissions substantially.

Reducing roadway capacity will generally reduce VMT and associated greenhouse gas emissions. The current modified project could slightly increase VMT from vehicles making small detours where roadway closures occur. However, it is likely that drivers would become familiar with reoccurring closures and make travel behavior changes to adjust to the closures (e.g., use available nearby streets, change modes). The

51 The following projects with substantial vehicle trip diversions were reviewed: the Second Street Improvement Project (case no. 2007.0347E), Sixth Street Pedestrian Safety Project (case no. 2014.1010E), and Better Market Street Project (case no. 2014.0012E). The Second Street Improvement Project analyzed diversion of 950 vehicles during the PM peak hour. The Sixth Street Pedestrian Safety Project analyzed a range of diversion volumes during the PM peak hour, including over 1,000 vehicles at one intersection. The Better Market Street project analyzed diversion of a range of diversion volumes during the PM peak hour, including many intersections of between 200 and 300 vehicles.

project meets the definition of an “active transportation...and transit project” and “minor transportation project”, as defined in the department’s Transportation Impact Analysis Guidelines (2019). The department substantiates that these projects would not lead to substantial increases in VMT based on a literature review provided in the 2019 guidelines, Appendix L: Vehicle Miles Traveled/Induced Automobile Travel, Attachment C: Combined Vehicle Miles Traveled Annotated Bibliography.

The Better Streets Plan FMND concluded that the proposed objectives and policies of the plan are not anticipated to generate substantial amount of GHG emissions, either directly or indirectly; nor conflict with any plans, policies or regulations adopted for the purpose of reducing GHG emissions. Since the objectives and policies of the current modified project are consistent with those of the Better Streets Plan, the conclusions reached in the Better Streets Plan FMND for GHG emissions remain valid for the current modified project. Therefore, implementation of the current modified project would result in less than significant impacts related to GHG emissions.

E. Conclusion

Based on the discussion and analysis presented above, the department has determined that the information presented and conclusions reached in the Better Streets Plan FMND and first addendum remain valid. Specifically, the proposed modifications to the Better Streets Plan would not result in new significant impacts that were not identified in the FMND, nor would they result in substantially more severe impacts than what were identified in the FMND.

No changes have occurred with respect to circumstances relevant to the Better Streets Plan that would cause new significant environmental impacts or cause a substantial increase in the severity of previously identified significant effects. No new information has become available that would affect the analysis or conclusions in the FMND. Therefore, no major revision of the FMND is required, and no additional environmental review is required beyond this FMND addendum.

F. Determination

I do hereby certify that the above determination has been made pursuant to CEQA, the CEQA Guidelines, and San Francisco Administrative Code Chapter 31.



Lisa Gibson, Environmental Review Officer

April 19, 2021

Date of Determination

CC:

Robin Abad, San Francisco Planning Department

Angela Calvillo, Clerk of the San Francisco Board of Supervisors

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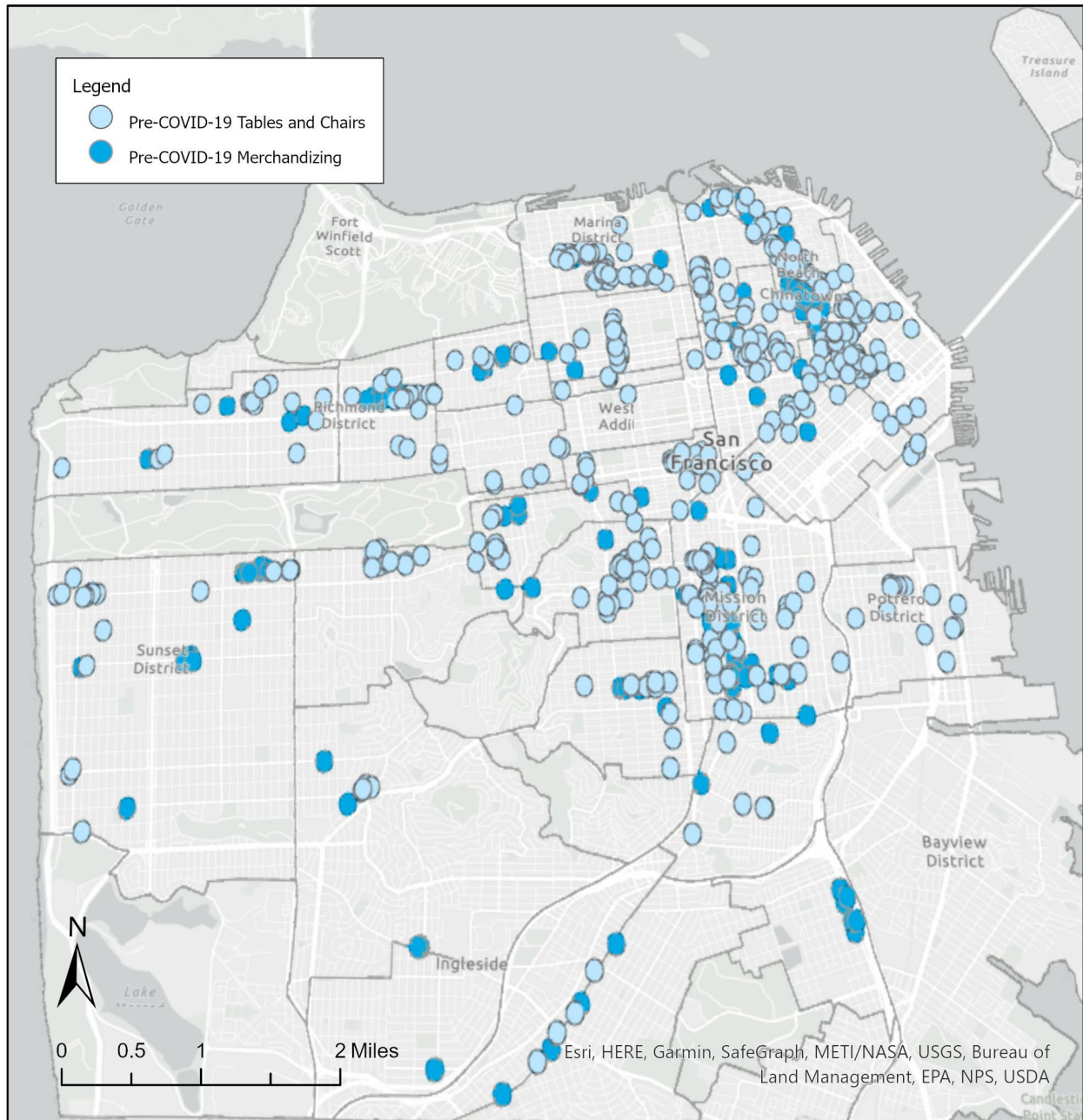
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APPENDIX A.1

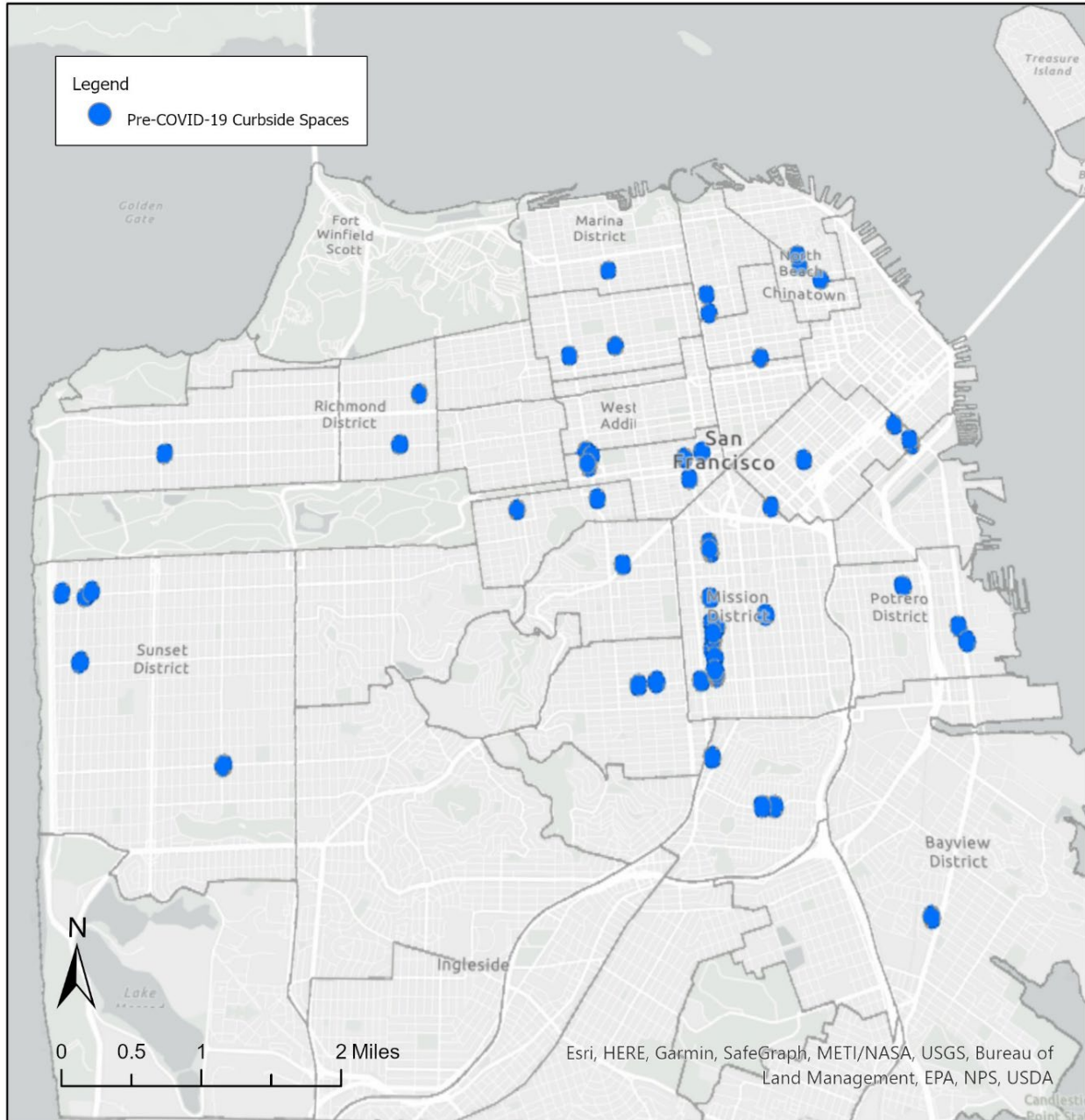
Locations of Pre-COVID-19 Emergency Sidewalk Permits



Note: Sidewalk permits were previously categorized into two categories: Tables and Chairs and Merchandizing
Source: San Francisco Department of Public Works. March 2021.

APPENDIX A.2

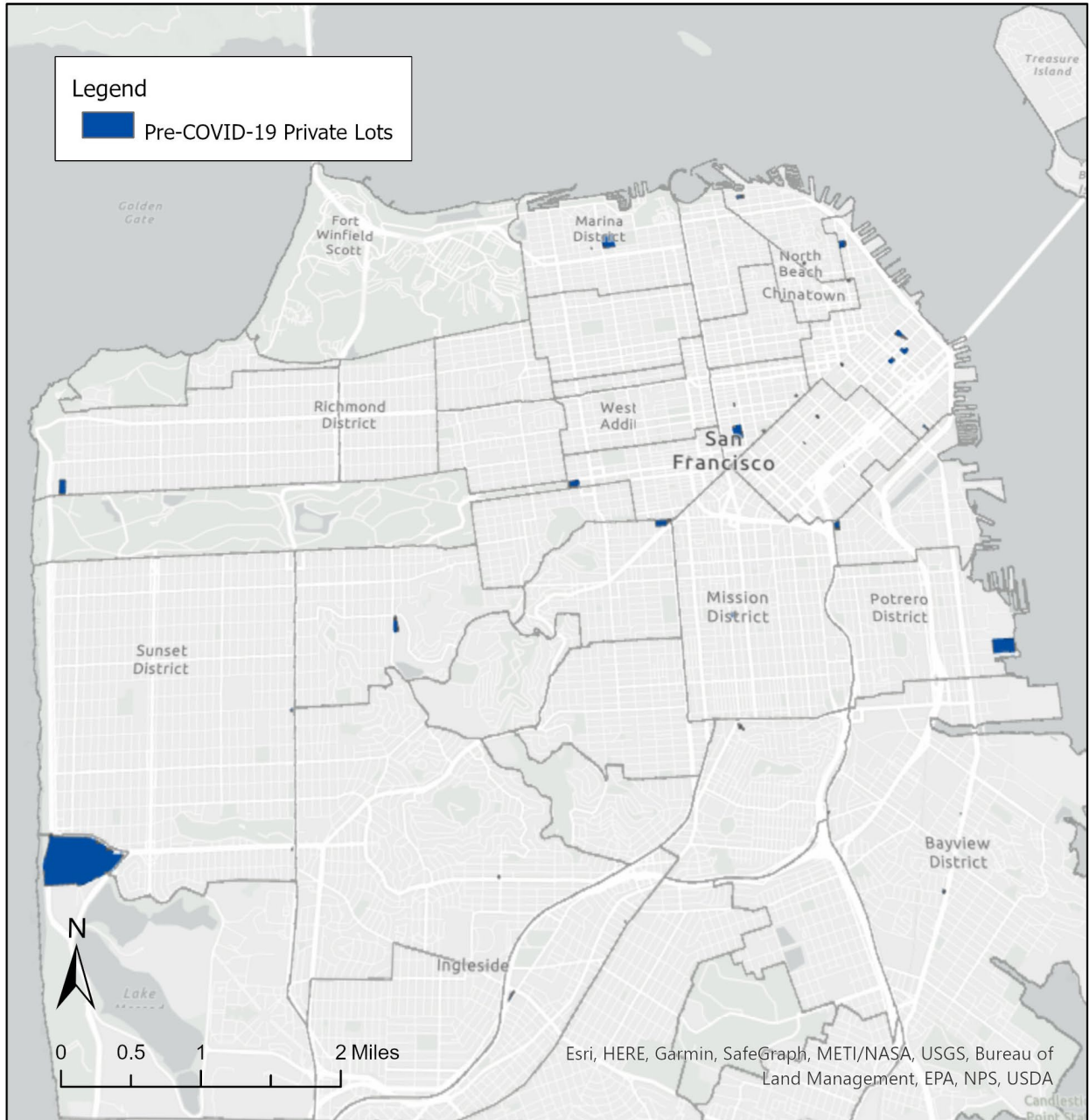
Locations of Pre-COVID-19 Emergency Curbside Spaces or 'Parklets'



Source: San Francisco Department of Public Works. March 2021.

APPENDIX A.3

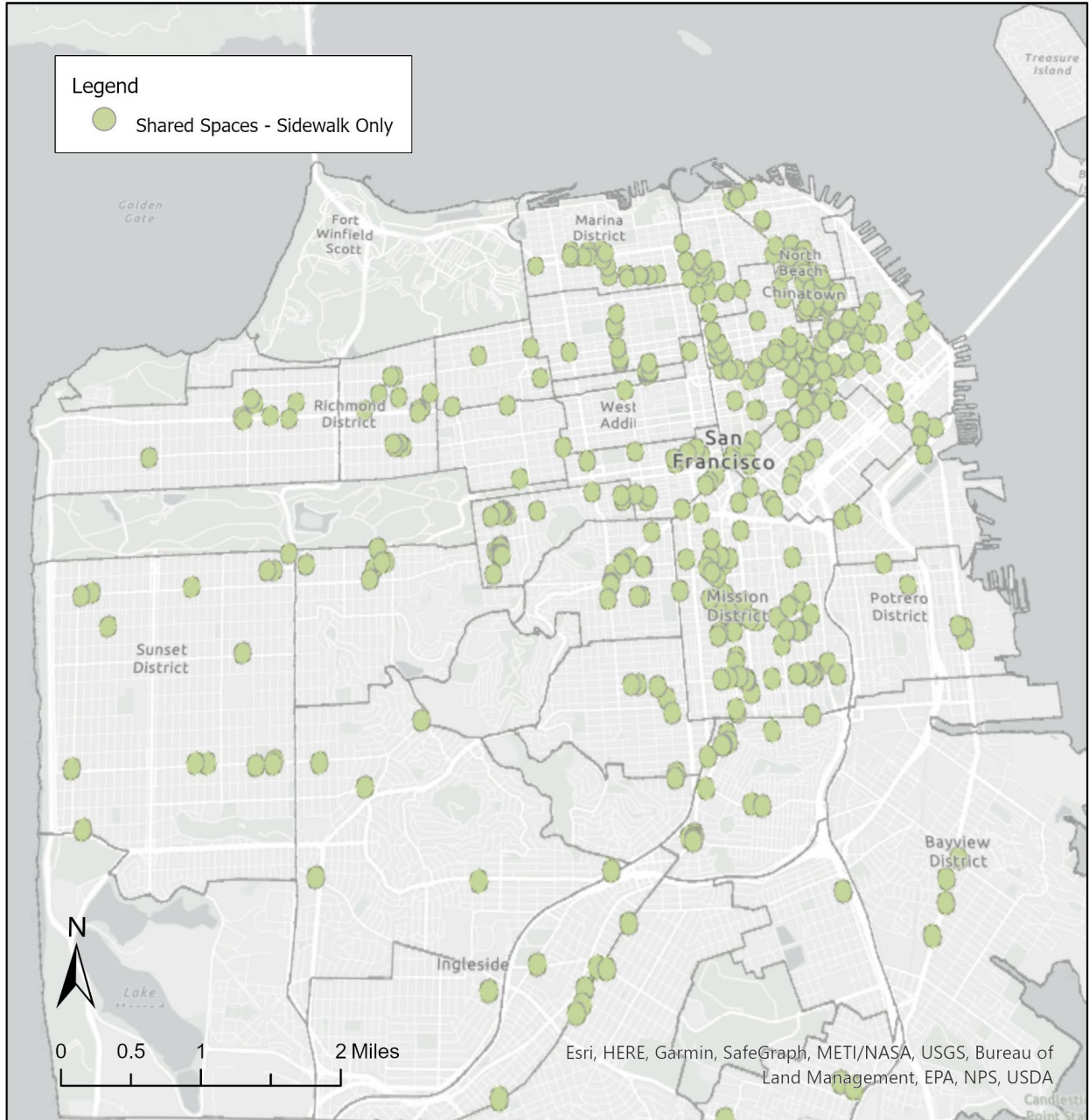
Locations of Pre-COVID-19 Emergency Temporary Use Authorizations on Private Lots



Source: San Francisco Planning Department. March 2021.

APPENDIX B.1

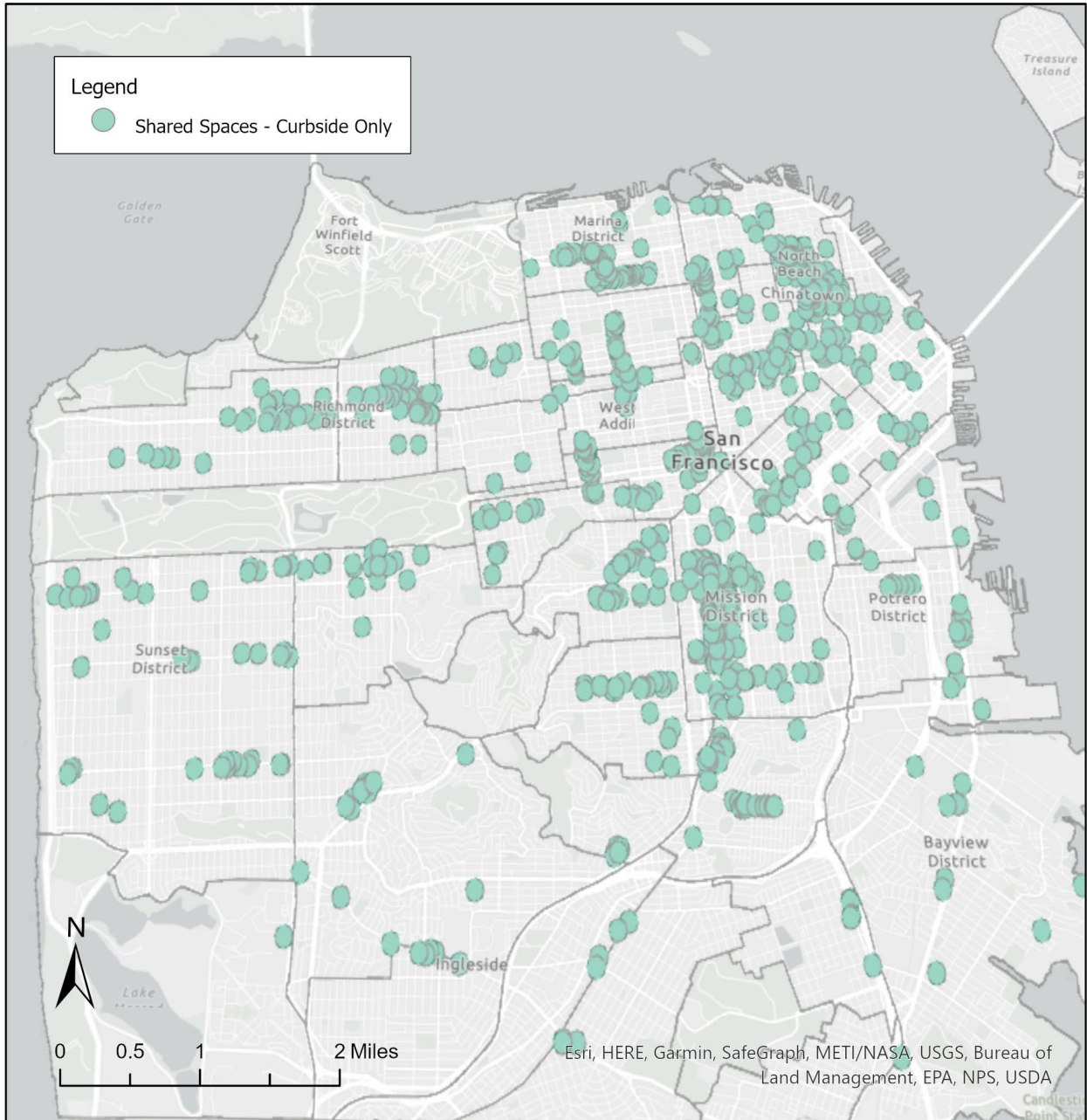
Locations of Temporary COVID-19 Emergency Sidewalk-Only Shared Spaces



Source: San Francisco Department of Public Works. March 2021.

APPENDIX B.2

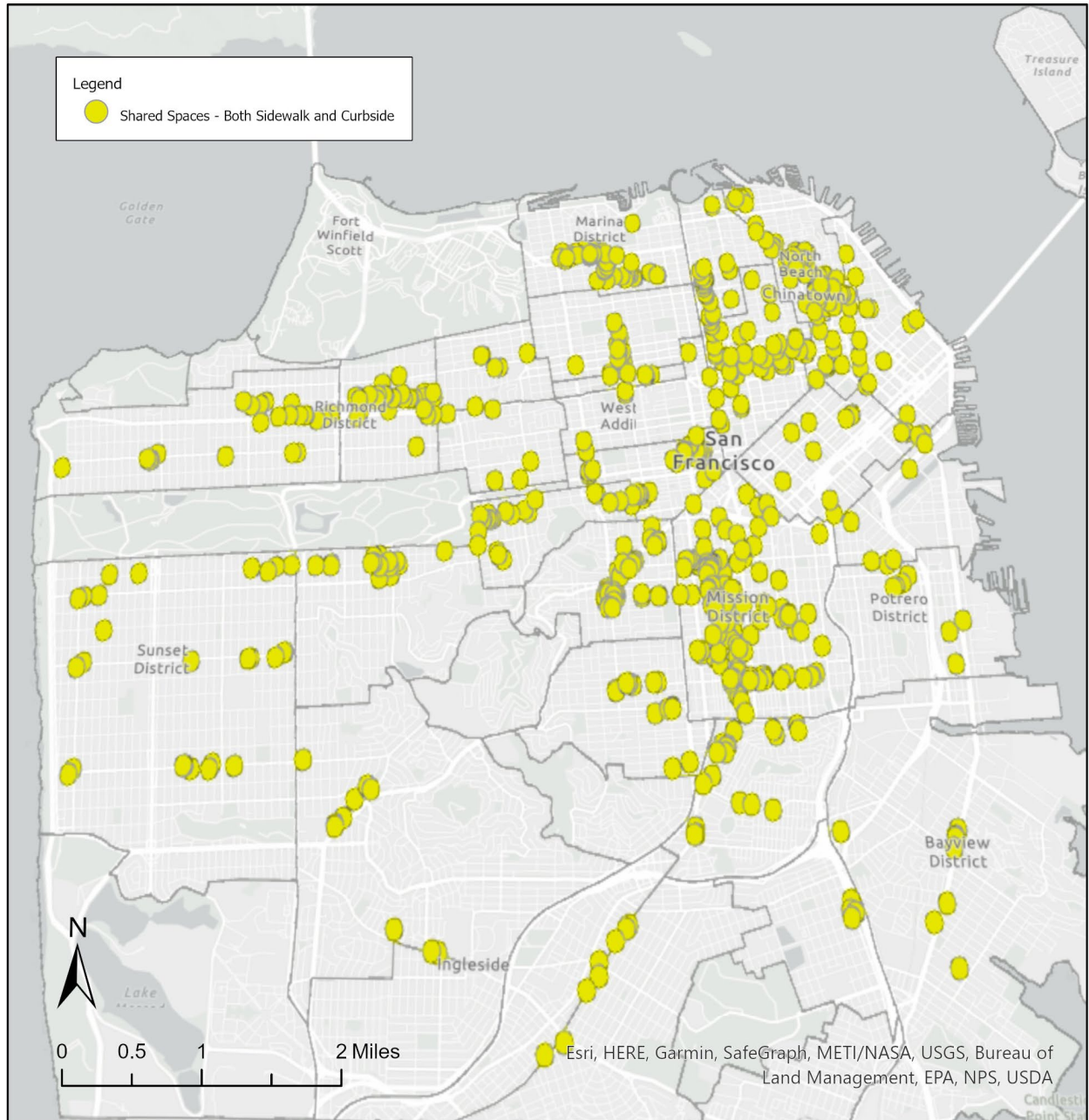
Locations of Temporary COVID-19 Emergency Curbside-Only Shared Spaces



Source: San Francisco Department of Public Works. March 2021.

APPENDIX B.3

Locations of Temporary COVID-19 Emergency Both Curbside and Sidewalk Shared Spaces



Source: San Francisco Department of Public Works. March 2021.

APPENDIX B.4

Locations of Temporary COVID-19 Emergency Shared Spaces on Private Lots



Source: San Francisco Planning Department. March 2021.

APPENDIX C.1

The table below is a list of where assumed near-term permit activity for **sidewalk Shared Spaces** may occur by neighborhood and street name based on where the city issued permits for “Sidewalk Only” and “Both Sidewalk and Curbside” during emergency conditions. The near-term permit range does not reflect a cap or limit on the number of permits that the city may approve under the Shared Spaces program in the near-term or longer. In addition, the number of permits does not reflect that these permits are approved by the city in the near-term or long-term. The city has discretion to deny a permit or require a permittee to remove the activities granted by the permit, per the proposed legislation. Rather, the near-term permit range is an analytical tool to contextualize the potential environmental impacts of the current modified project in certain topic areas below. The range reflects the department’s best estimates available at the time of this addendum.

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Bayview Hunters Point	03RD	7	
	CARROLL	1	
	CHARTER OAK	1	
	LANE	1	
	MENDELL	1	
	YOSEMITE	1	
Bayview Hunters Point Total		12	10 to 20
Bernal Heights	29TH	1	
	CORTLAND	5	
	FOLSOM	2	
	MISSION	23	
	PRECITA	3	
Bernal Heights Total		34	30 to 40
Castro/Upper Market	14TH	1	
	16TH	4	
	18TH	14	
	CASTRO	18	
	CHURCH	4	
	MARKET	9	
	NOE	4	
	SANCHEZ	2	
Castro/Upper Market Total		56	50 to 60
Chinatown	BROADWAY	3	
	CLAY	3	
	COLUMBUS	10	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	FILBERT	1	
	GRANT	2	
	GREEN	1	
	JACKSON	5	
	KEARNY	7	
	MASON	3	
	MONTGOMERY	2	
	POWELL	3	
	SANSOME	1	
	STOCKTON	6	
	VALLEJO	3	
	WALTER U LUM	1	
	WASHINGTON	7	
	WAVERLY	4	
	WAVERLY PL	2	
Chinatown Total		64	50 to 70
Excelsior	GENEVA	1	
	LONDON	1	
	MISSION	6	
Excelsior Total		8	0 to 10
Financial District/South Beach	02ND	4	
	03RD	6	
	BATTERY	1	
	BELDEN	2	
	BRANNAN	1	
	BUSH	2	
	CALIFORNIA	1	
	CLAY	1	
	ELLIS	1	
	FREMONT	2	
	FRONT	1	
	GRANT	8	
	HARRISON	1	
	HOWARD	2	
	JESSIE	1	
	KEARNY	5	
	LEIDESDORFF	1	
	MARKET	4	
	MINNA	1	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	MISSION	1	
	MONTGOMERY	1	
	NEW MONTGOMERY	1	
	OFARRELL	3	
	PACIFIC	1	
	PINE	3	
	POST	2	
	POWELL	2	
	SACRAMENTO	1	
	SANSOME	1	
	SOUTH	1	
	SPEAR	2	
	STEUART	2	
	SUTTER	3	
	TOWNSEND	1	
Financial District/South Beach Total		70	60 to 70
Glen Park	30TH	1	
Glen Park Total		1	0 to 10
Haight Ashbury	CARL	2	
	COLE	7	
	DIVISADERO	4	
	HAIGHT	23	
	MASONIC	1	
	PAGE	1	
	SHRADER	1	
	STANYAN	2	
	STEINER	1	
	WALLER	1	
Haight Ashbury Total		43	30 to 50
Hayes Valley	DIVISADERO	4	
	FELL	1	
	FILLMORE	3	
	FRANKLIN	2	
	GOUGH	7	
	GROVE	3	
	HAIGHT	7	
	HAYES	10	
	LAGUNA	2	
	MARKET	4	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	OCTAVIA	3	
Hayes Valley Total		46	40 to 50
Inner Richmond	06TH	1	
	07TH	1	
	10TH	1	
	BALBOA	5	
	CALIFORNIA	3	
	CLEMENT	26	
	GEARY	7	
	GEARY BLVD	1	
Inner Richmond Total		45	40 to 50
Inner Sunset	07TH	1	
	09TH	7	
	FREDERICK	1	
	IRVING	13	
	JUDAH	1	
Inner Sunset Total		23	20 to 30
Japantown	BUCHANAN	5	
	POST	3	
	SUTTER	2	
Japantown Total		10	0 to 10
Lone Mountain/USF	FULTON	1	
	GEARY	4	
	HAYES	4	
Lone Mountain/USF Total		9	0 to 10
Marina	BAKER	1	
	BUCHANAN	1	
	CHESTNUT	23	
	FILLMORE	10	
	GREENWICH	2	
	LOMBARD	6	
	OCTAVIA	1	
	PIERCE	1	
	POINT	2	
	SCOTT	3	
	STEINER	6	
	UNION	21	
	VAN NESS	2	
	Marina Total		79

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Mission	11TH	1	
	12TH	1	
	14TH	2	
	16TH	20	
	17TH	1	
	18TH	5	
	19TH	7	
	20TH	7	
	21ST	9	
	22ND	4	
	24TH	30	
	26TH	2	
	ALABAMA	2	
	BRYANT	1	
	DOLORES	3	
	FOLSOM	6	
	GUERRERO	3	
	HARRISON	4	
	HOWARD	2	
	JULIAN	1	
	MARKET	2	
	MISSION	43	
	POTRERO	2	
TREAT	1		
UTAH	1		
VALENCIA	34		
VAN NESS	9		
YORK	1		
Mission Total		204	180 to 210
Mission Bay	03RD	1	
	17TH	1	
	DIVISION	3	
	KING	3	
	MISSOURI	1	
	TOWNSEND	1	
Mission Bay Total		10	0 to 10
Nob Hill	BUSH	6	
	CALIFORNIA	2	
	HYDE	1	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	JACKSON	1	
	JONES	1	
	POLK	14	
	POST	4	
	POWELL	2	
	SACRAMENTO	1	
	SUTTER	14	
	TAYLOR	2	
<i>Nob Hill Total</i>		48	40 to 50
Noe Valley	24TH	8	
	CASTRO	2	
	CHURCH	7	
	DOLORES	2	
	SANCHEZ	1	
<i>Noe Valley Total</i>		20	10 to 20
North Beach	BEACH	4	
	BROADWAY	4	
	COLUMBUS	8	
	GRANT	2	
	GREEN	5	
	JONES	2	
	KEARNY	1	
	MASON	2	
	PACIFIC	2	
	POINT	1	
	STOCKTON	3	
	TAYLOR	3	
	UNION	5	
<i>North Beach Total</i>		42	30 to 50
Oceanview/Merced/Ingleside	NIAGARA	1	
<i>Oceanview/Merced/Ingleside Total</i>		1	0 to 10
Outer Mission	MISSION	6	
	OCEAN	1	
	PERSIA	1	
<i>Outer Mission Total</i>		8	0 to 10
Outer Richmond	19TH	1	
	20TH	1	
	BALBOA	9	
	CLEMENT	8	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	GEARY	13	
	GEARY BLVD	1	
	LA PLAYA	2	
Outer Richmond Total		35	30 to 40
Pacific Heights	BUCHANAN	1	
	CALIFORNIA	4	
	DIVISADERO	2	
	FILLMORE	17	
	PINE	1	
	SUTTER	1	
	WASHINGTON	2	
Pacific Heights Total		28	20 to 30
Portola	SAN BRUNO	5	
Portola Total		5	0 to 10
Potrero Hill	03RD	3	
	17TH	1	
	18TH	6	
	22ND	1	
	CONNECTICUT	1	
	MARIPOSA	1	
	MINNESOTA	3	
Potrero Hill Total		16	10 to 20
Presidio Heights	CALIFORNIA	2	
	GEARY	2	
	LYON	1	
	SACRAMENTO	5	
Presidio Heights Total		10	20 to 30
Russian Hill	BROADWAY	1	
	COLUMBUS	2	
	HYDE	6	
	LARKIN	1	
	PACIFIC	2	
	POLK	27	
	VAN NESS	1	
Russian Hill Total		40	30 to 40
South of Market	04TH	1	
	05TH	2	
	06TH	2	
	08TH	1	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	09TH	3	
	10TH	1	
	11TH	1	
	BRANNAN	3	
	FOLSOM	10	
	HOWARD	1	
	MARKET	3	
	MINT	3	
	MISSION	7	
South of Market Total		38	30 to 40
Sunset/Parkside	45TH	1	
	IRVING	9	
	JUDAH	7	
	LAWTON	3	
	LINCOLN	1	
	NORIEGA	11	
	TARAVAL	15	
Sunset/Parkside Total		47	40 to 50
Tenderloin	CYRIL MAGNIN	1	
	EDDY	2	
	ELLIS	1	
	FELL	1	
	GEARY	12	
	GOLDEN GATE	2	
	LARKIN	3	
	MARKET	2	
	OFARRELL	3	
	POLK	2	
	POST	2	
	TAYLOR	1	
	VAN NESS	4	
Tenderloin Total		36	30 to 40
Visitacion Valley	GENEVA	1	
	LELAND	2	
Visitacion Valley Total		3	0 to 10
West of Twin Peaks	DEWEY	1	
	KEYSTONE	1	
	MONTEREY	2	
	OCEAN	2	

EMERGENCY CONDITIONS (JULY 2020 TO DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	PLYMOUTH	1	
	PORTAL	9	
	TARAVAL	2	
<i>West of Twin Peaks Total</i>		18	10 to 20
Western Addition	BUSH	2	
	DIVISADERO	1	
	FILLMORE	4	
	FULTON	1	
	MCALLISTER	1	
<i>Western Addition Total</i>		9	0 to 10
Grand Total		1,118	860 to 1,240

APPENDIX C.2

The table below is a list of where assumed near-term permit activity for **curbside Shared Spaces** may occur by neighborhood and street name based on where the city issued permits for “Curbside Only” and “Both Sidewalk and Curbside” during emergency conditions. The near-term permit range does not reflect a cap or limit on the number of permits that the city may approve under the Shared Spaces program in the near-term or long-term (e.g., if the streets are in the zoning districts, as defined by the Planning Code, that allow curbside activity). In addition, the number of permits does not reflect that these permits are approved by the city in the near-term or long-term. The city has discretion to deny a permit or require a permittee to remove the activities granted by the permit, per the proposed legislation. Rather, the near-term permit range is an analytical tool to contextualize the potential environmental impacts of the current modified project in certain topic areas below. The range reflects the department’s best estimates available at the time of this addendum.

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Bayview Hunters Point	03RD	6	
	25TH	1	
	26TH	1	
	BAY SHORE	1	
	CARROLL	1	
	CHARTER OAK	1	
	EGBERT	1	
	GRIFFITH	1	
	INNES	3	
	JERROLD	2	
	LANE	1	
	MARIN	1	
	PHELPS	1	
YOSEMITE	1		
Bayview Hunters Point Total		22	10 to 30
Bernal Heights	29TH	4	
	CORTLAND	14	
	FOLSOM	1	
	MISSION	21	
	PRECITA	4	
	VALENCIA	1	
Bernal Heights Total		45	40 to 50

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Castro/Upper Market	14TH	1	
	16TH	3	
	17TH	1	
	18TH	21	
	CASTRO	16	
	CHURCH	7	
	MARKET	18	
	NOE	5	
	SANCHEZ	2	
Castro/Upper Market Total		74	60 to 80
Chinatown	BROADWAY	4	
	CLAY	6	
	COLUMBUS	23	
	COMMERCIAL	2	
	FILBERT	1	
	GRANT	4	
	GREEN	1	
	JACKSON	11	
	KEARNY	6	
	MONTGOMERY	2	
	PACIFIC	1	
	POWELL	7	
	SANSOME	1	
	STOCKTON	3	
	VALLEJO	4	
	WASHINGTON	16	
WAVERLY	4		
WAVERLY PL	2		
Chinatown Total		98	80 to 100
Excelsior	GENEVA	4	
	MISSION	4	
Excelsior Total		8	0 to 10
Financial District/South Beach	01ST	1	
	02ND	1	
	03RD	3	
	BATTERY	2	
	BRANNAN	1	
	BUSH	3	
	CALIFORNIA	5	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	CLAY	2	
	DRUMM	1	
	ELLIS	2	
	FOLSOM	1	
	FRONT	2	
	GRANT	8	
	HARRISON	1	
	HOWARD	2	
	KEARNY	4	
	MARKET	1	
	MINNA	2	
	MISSION	3	
	MONTGOMERY	1	
	NATOMA	1	
	NEW MONTGOMERY	2	
	PACIFIC	1	
	PINE	3	
	POST	3	
	POWELL	1	
	SACRAMENTO	2	
	SANSOME	1	
	SOUTH	1	
	SPEAR	2	
	STEUART	3	
	SUTTER	4	
	TOWNSEND	1	
Financial District/South Beach Total		71	60 to 80
Glen Park	CHENERY	3	
	DIAMOND	5	
Glen Park Total		8	0 to 10
Haight Ashbury	COLE	8	
	DIVISADERO	7	
	HAIGHT	23	
	PAGE	1	
	SHRADER	1	
	STANYAN	2	
	STEINER	1	
	WALLER	1	
Haight Ashbury Total		44	30 to 50

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Hayes Valley	DIVISADERO	11	
	FILLMORE	3	
	FRANKLIN	2	
	FULTON	1	
	GOUGH	13	
	GROVE	7	
	HAIGHT	11	
	HAYES	20	
	IVY	1	
	LAGUNA	2	
	OAK	1	
	OCTAVIA	3	
VAN NESS	1		
Hayes Valley Total		76	60 to 80
Inner Richmond	07TH	1	
	BALBOA	4	
	CALIFORNIA	5	
	CLEMENT	38	
	CORNWALL	1	
	GEARY	13	
	GEARY BLVD	1	
Inner Richmond Total		63	50 to 70
Inner Sunset	07TH	1	
	09TH	10	
	11TH	2	
	12TH	1	
	FREDERICK	1	
	HUGO	1	
	IRVING	17	
	JUDAH	1	
	LINCOLN	1	
Inner Sunset Total		35	30 to 40
Japantown	BUCHANAN	1	
	FILLMORE	2	
	GEARY	1	
	POST	4	
	SUTTER	3	
	WEBSTER	2	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
<i>Japantown Total</i>		13	10 to 20
Lakeshore	20TH	1	
<i>Lakeshore Total</i>		1	0 to 10
Lone Mountain/USF	FULTON	2	
	GEARY	4	
	HAYES	4	
<i>Lone Mountain/USF Total</i>		10	0 to 10
Marina	BUCHANAN	3	
	CHESTNUT	30	
	FILLMORE	13	
	FRANKLIN	1	
	GREENWICH	2	
	LOMBARD	7	
	OCTAVIA	1	
	PIERCE	1	
	PIXLEY	1	
	POINT	2	
	SCOTT	6	
	STEINER	11	
	UNION	33	
	<i>Marina Total</i>		111
Mission	11TH	4	
	12TH	1	
	14TH	2	
	16TH	26	
	17TH	3	
	18TH	12	
	19TH	7	
	20TH	9	
	21ST	7	
	22ND	7	
	24TH	29	
	26TH	1	
	ALABAMA	3	
	CAPP	1	
	DOLORES	2	
	ERIE	1	
	FOLSOM	7	
	GUERRERO	8	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	HARRISON	3	
	HOWARD	1	
	MARKET	3	
	MISSION	51	
	POTRERO	2	
	TREAT	1	
	UTAH	2	
	VALENCIA	59	
	VAN NESS	6	
Mission Total		258	230 to 260
Mission Bay	03RD	1	
	04TH	1	
	17TH	2	
	DE HARO	2	
	DIVISION	3	
	HENRY ADAMS	1	
	KING	1	
	LONG BRIDGE	1	
	MISSION BAY	1	
	MISSOURI	1	
	WARRIORS	1	
Mission Bay Total		15	10 to 20
Nob Hill	BUSH	10	
	CALIFORNIA	5	
	COSMO	1	
	HYDE	1	
	JACKSON	1	
	JONES	1	
	LARKIN	1	
	LEAVENWORTH	2	
	POLK	14	
	POST	6	
	POWELL	1	
	SUTTER	11	
	TAYLOR	4	
	VAN NESS	1	
Nob Hill Total		59	50 to 60
Noe Valley	24TH	17	
	CASTRO	4	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	CHURCH	8	
	DIAMOND	1	
	DOLORES	2	
	SANCHEZ	3	
Noe Valley Total		35	30 to 40
North Beach	BAY	2	
	BEACH	2	
	BROADWAY	5	
	COLUMBUS	14	
	FRANCISCO	1	
	GRANT	10	
	GREEN	9	
	JONES	1	
	KEARNY	1	
	PACIFIC	3	
	POINT	1	
	POWELL	1	
	SAROYAN	1	
	STOCKTON	6	
	TAYLOR	2	
	UNION	7	
	VALLEJO	1	
North Beach Total		67	60 to 70
Oceanview/Merced/Ingleside	OCEAN	3	
Oceanview/Merced/Ingleside Total		3	0 to 10
Outer Mission	MISSION	5	
	PERSIA	1	
	SAN JUAN	1	
Outer Mission Total		7	0 to 10
Outer Richmond	23RD	1	
	30TH	1	
	BALBOA	13	
	CALIFORNIA	1	
	CLEMENT	12	
	GEARY	27	
	GEARY BLVD	1	
	LA PLAYA	2	
Outer Richmond Total		58	50 to 60

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
Pacific Heights	BUSH	1	
	CALIFORNIA	6	
	DIVISADERO	8	
	FILLMORE	23	
	PINE	1	
	SACRAMENTO	1	
	SUTTER	1	
	WASHINGTON	4	
Pacific Heights Total		45	40 to 50
Portola	SAN BRUNO	10	
Portola Total		10	0 to 10
Potrero Hill	03RD	10	
	18TH	11	
	20TH	1	
	22ND	2	
	CONNECTICUT	3	
	MARIPOSA	1	
	MINNESOTA	4	
Potrero Hill Total		32	20 to 40
Presidio Heights	CALIFORNIA	4	
	GEARY	1	
	SACRAMENTO	7	
Presidio Heights Total		12	10 to 20
Russian Hill	BEACH	2	
	BROADWAY	2	
	COLUMBUS	4	
	HYDE	13	
	LEAVENWORTH	1	
	POLK	37	
	UNION	1	
	VALLEJO	1	
	VAN NESS	1	
Russian Hill Total		62	50 to 70
South of Market	03RD	1	
	06TH	4	
	07TH	2	
	08TH	3	
	09TH	4	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	11TH	1	
	BLUXOME	1	
	BRANNAN	6	
	BRYANT	3	
	FOLSOM	11	
	HARRISON	1	
	HOWARD	6	
	MISSION	1	
	TOWNSEND	1	
South of Market Total		45	40 to 50
Sunset/Parkside	40TH	2	
	46TH	1	
	IRVING	15	
	JUDAH	11	
	LA PLAYA	1	
	LAWTON	3	
	NORIEGA	19	
	TARAVAL	22	
	VICENTE	1	
Sunset/Parkside Total		75	60 to 80
Tenderloin	ELLIS	3	
	GEARY	12	
	GOLDEN GATE	1	
	JONES	2	
	LARKIN	4	
	MASON	1	
	OFARRELL	2	
	POLK	2	
	POST	4	
	TAYLOR	1	
	VAN NESS	4	
Tenderloin Total		36	30 to 40
West of Twin Peaks	HEARST	1	
	KEYSTONE	1	
	OCEAN	6	
	PLYMOUTH	1	
	PORTAL	19	
	PORTOLA	1	
	TARAVAL	1	

EMERGENCY CONDITIONS (JULY 2020 to DECEMBER 2020)			NEAR-TERM
Neighborhood	Street Name	Count	Estimated #
	ULLOA	1	
<i>West of Twin Peaks Total</i>		31	20 to 40
Western Addition	BUSH	2	
	DIVISADERO	8	
	FILLMORE	5	
	FRANKLIN	2	
	FULTON	2	
	OFARRELL	1	
<i>Western Addition Total</i>		20	10 to 20
Grand Total		1,549	1,230 to 1,710



APPENDIX C.3

The table below is a list of where assumed near-term permit activity for **roadway Shared Spaces** would occur by location. The table below lists the permits that the city approved during emergency COVID-19 conditions, excluding those removed for the reasons described in Section D.4.2 Current Modified Project Impacts Approach to Analysis. The near-term permit range does not reflect a cap or limit on the number of permits that the city may approve under the Shared Spaces program in the near-term or longer. In addition, the number of permits does not reflect that these permits are approved by the city in the near-term or long-term. The city has discretion to deny a permit or require a permittee to remove the activities granted by the permit, per the proposed legislation. Rather, the near-term permit range is an analytical tool to contextualize the potential environmental impacts of the current modified project in certain topic areas below. The range reflects the department’s best estimates available at the time of this addendum.

The table identifies if a permit is on an active transit route or a high-volume roadway. Based on those criteria, the following preliminary identifies those roadway permits that may need additional analysis if a permittee seeks a roadway closure permit on such roadway. For such permits, the department may receive details that indicate additional analysis would not be needed (e.g., revised permit details to avoid active transit route, data that indicates permit is not on a high-volume roadway).

Table C.3: Shared Spaces – Roadway Closures

Case No. ^a	Case Name	Location	On Active Transit Route? ^b	On High Volume Roadway? ^c	Additional Analysis may be Needed?
1.	18th St - Castro Merchants	18th Street from Hartford Street to Castro Street; 18th Street from Castro Street to Collingwood Street	Yes	Yes	Yes
2.	18th St - Potrero Dogpatch Merchants Association	18th Street from CONNECTICUT ST to MISSISSIPPI ST	No	No	No
3.	37th Ave - Sunset Mercantile	37TH AVE from ORTEGA ST to PACHECO ST	No	No	No
4.	37th Avenue Farmer's Market	37TH AVE from PACHECO ST to QUINTARA ST; Pacheco St from Sunset Blvd to 37th Ave	No	No	No

Table C.3: Shared Spaces – Roadway Closures

Case No. ^a	Case Name	Location	On Active Transit Route? ^b	On High Volume Roadway? ^c	Additional Analysis may be Needed?
5.	Austin St - Lower Polk CBD	Austin Street from Polk Street to Van Ness Avenue	No	No	No
6.	Beach Street - Buena Vista Café	Beach Street (southernmost travel lane only) from Hyde to Larkin streets	No	Yes	Yes
7.	Beach Street – Ghirardelli	BEACH ST from LARKIN ST to POLK ST	No	Yes	Yes
8.	Beckett - Pork Chop House	BECKETT ST from JACKSON ST to PACIFIC AVE	No	No	No
9.	Church St - Il Casaro	CHURCH ST from MARKET ST to 15TH ST	Yes	Yes	Yes
10.	Church St- Pilsner	CHURCH ST from MARKET ST to 15TH ST	Yes	Yes	Yes
11.	Church St- Red Jade	CHURCH ST from MARKET ST to 15TH ST	Yes	Yes	Yes
12.	Ellis Street - Union Square BID	ELLIS ST from POWELL ST to STOCKTON ST	No	No	No
13.	Fern St. - Mayes Oyster House	FERN ST from POLK ST to VAN NESS AVE	No	No	No
14.	Folsom St - Livable City	FOLSOM ST from 06TH ST to 08TH ST	Yes	Yes	Yes
15.	Galvez Street - EDoT	GALVEZ AVE from 03RD ST to 100 feet West	No	No	No
16.	Gold Street - Bix	Gold Street from Montgomery Street to Balance Street	No	No	No
17.	Golden Gate Avenue - Tenderloin	GOLDEN GATE AVE from LARKIN ST to HYDE ST	Yes	Yes	Yes
18.	Grant - Chinatown	Grant Ave from Washington St to California St; Commercial St from Kearny St to Grant Ave	No	No	No
19.	Harlan Place - Bar Fluxus	HARLAN PL from GRANT AVE to MARK LN	No	No	No

Table C.3: Shared Spaces – Roadway Closures

Case No. ^a	Case Name	Location	On Active Transit Route? ^b	On High Volume Roadway? ^c	Additional Analysis may be Needed?
20.	Hayes Valley	Hayes Street from Laguna Street to Gough Street; Octavia Street from Hayes Street to Ivy Street; Hayes Street from Gough Street to Franklin Street	Yes	Yes	Yes
21.	Irving Street	Irving Street from 19th Ave to 20th Ave	No	Yes	Yes
22.	Ivy Street - Fig & Thistle	IVY ST from GOUGH ST to OCTAVIA ST	No	No	No
23.	Jack Kerouac Alley - Vesuvio	JACK KEROUAC ALY from COLUMBUS AVE to GRANT AVE	No	No	No
24.	Jane Warner Plaza	17TH ST from CASTRO ST to HARTFORD ST	Yes	No	Yes
25.	Jasper Alley - Vicoletto	JASPER PL from GREEN ST to UNION ST	No	No	No
26.	Jessie - Westfield	JESSIE from 5TH ST to JESSIE WEST ST; JESSIE WEST ST from MISSION ST to JESSIE ST	No	No	No
27.	Larkin St - Tenderloin	LARKIN ST from EDDY ST to OFARRELL ST	Yes	Yes	Yes
28.	Leidesdorff St - Wayfare Tavern	Leidesdorff Street from Sacramento Street to Commercial Street	No	No	No
29.	Leidesdorff Street - Credo	Leidesdorff Street from Pine Street to California Street	No	No	No
30.	Linden Street - SF Parks Alliance	Linden Street from Gough Street to Franklin Street	No	No	No
31.	Maiden Lane - Hawthorn	MAIDEN LN from KEARNY ST to GRANT AVE	No	No	No
32.	Michigan Street - The Midway	MICHIGAN ST from MARIN ST to CESAR CHAVEZ ST	No	No	No

Table C.3: Shared Spaces – Roadway Closures

Case No. ^a	Case Name	Location	On Active Transit Route? ^b	On High Volume Roadway? ^c	Additional Analysis may be Needed?
33.	Natoma Street - East Cut	Natoma Street from 02nd Street to Easterly Terminus	No	No	No
34.	Noe St. - Castro Merchants	NOE ST from MARKET ST to BEAVER ST	No	No	No
35.	Octavia St - Mercury Cafe	OCTAVIA ST FRONTAGE ROAD from PAGE ST to LILY ST	No	No	No
36.	O'Farrell - Fillmore merchants	OFARRELL ST from FILLMORE ST to STEINER ST	No	No	No
37.	Onondaga Avenue - Livable City	ONONDAGA AVE from MISSION ST to ALEMANY BLVD	No	No	No
38.	Powell Street - Lillie Coit's	Powell Street from Columbus Avenue to Union street	No	Yes	Yes
39.	Richard Henry Dana Place - Cioppino's	RICHARD HENRY DANA PL from JEFFERSON ST to JEFFERSON ST	No	No	No
40.	Ritch St - District	Ritch Street from Townsend Street to Lusk Street	No	No	No
41.	Rose St - Zuni	ROSE ST from MARKET ST to GOUGH ST	No	No	No
42.	Shannon Street - Joy-JK	SHANNON ST from POST ST to GEARY ST	No	No	No
43.	Steiner Street - Izzy's	Steiner Street from Chestnut Street to Lombard St	No	Yes	Yes
44.	Stevenson St - Park Alliance	Stevenson Street from 06th Street to 07th Street	No	No	No
45.	Taraval Street	TARAVAL ST from 46TH AVE to 47TH AVE	Maybe	No	Yes
46.	Thornton Ave - Breakfast	THORNTON AVE from SAN BRUNO AVE to SAN BRUNO AVE	No	No	No

Table C.3: Shared Spaces – Roadway Closures

Case No. ^a	Case Name	Location	On Active Transit Route? ^b	On High Volume Roadway? ^c	Additional Analysis may be Needed?
47.	Valencia Shared Space`	VALENCIA ST from 16TH ST to 17TH ST; VALENCIA ST from 18TH ST to 19TH ST; Valencia St from 20th St to 21st St	No	Yes	Yes
48.	Via Bufano - Bodega	Via Bufano from Greenwich Street to Columbus Ave	No	No	No
49.	Washington St - Choquet's	Washington Street from Fillmore Street to Steiner Street	Yes	No	Yes
50.	Waverly Place - Mister Jiu's	Waverly Place from Clay Street to Sacramento Street	No	No	No
51.	Yosemite Ave - Black Wallstreet	Yosemite Ave from Lane Street to 90' west, Yosemite Ave from Lane Street to 3rd Street, Lane Street from 3rd to Yosemite, Lane Street from Yosemite to 90' south, Intersection(s) close: Lane Street at Yosemite Street	No	No	No

^a Permits for the same applicant and roadway segment were consolidated into a single case number. In addition, roadway closure permits that were clearly used for emergency-related purposes (e.g., COVID-19 testing sites) were removed from this list.

^b An “active transit route” refers to Existing Conditions (Pre-COVID-19 Emergency), prior to the suspension of some transit service during the COVID-19 Emergency.

^c A “high volume roadway” is defined as a roadway with existing volumes of more than 300 vehicles in either direction during the peak hour.