

File No. 101193

Committee Item No. 3

Board Item No. 19

## COMMITTEE/BOARD OF SUPERVISORS

### AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date November 15, 2010

Board of Supervisors Meeting

Date November 23, 2010

#### Cmte Board

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

#### OTHER

(Use back side if additional space is needed)

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Environmental Review Determination, dtd 10/4/10</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Mitigated Negative Declaration (Initial Study not included *)</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Mitigation Monitoring and Reporting Program</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Planning Commission Motion No. 18211</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Planning Commission Resolution No. 18212</u>
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<u>Planning Commission Resolution No. 18213</u>
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

Completed by: Alisa Somera Date November 12, 2010

Completed by: Alisa Somera Date November 10, 2010

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

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[Approving General Plan Amendments in Connection with the Better Streets Plan]

Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

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

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

Section 1. Findings.

A. Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

B. On September 21, 2010, the Board of Supervisors received from the Planning Department the proposed General Plan amendments to the Transportation Element and Urban Design Element related to companion legislation on the Better Streets Plan (the "Amendments"). These Amendments are on file with the Clerk of the Board of Supervisors in File No. 101194 and are incorporated herein by reference.

C. Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed Amendments, then the proposed Amendments shall be deemed approved.

1 D. San Francisco Planning Code Section 340 provides that the Planning Commission  
2 may initiate an amendment to the General Plan by a resolution of intention, which refers to,  
3 and incorporates by reference, the proposed General Plan amendments. Section 340 further  
4 provides that Planning Commission shall adopt the proposed General Plan amendments after  
5 a public hearing if it finds from the facts presented that the public necessity, convenience and  
6 general welfare require the proposed amendment or any part thereof. If adopted by the  
7 Commission in whole or in part, the proposed amendments shall be presented to the Board of  
8 Supervisors, which may approve or reject the amendments by a majority vote.

ds 9 E. After a duly noticed public hearing on October 28, 2010 in <sup>Motion</sup>~~Resolution~~ No.  
10 18212, the Planning Commission initiated amendments to the General Plan. Said  
ds 11 <sup>Motion</sup>~~Resolution~~ is on file with the Clerk of the Board of Supervisors in File No. 101193  
12 and incorporated herein by reference.

13 F. In accordance with the actions contemplated herein, the Planning Commission on  
ds 14 October 28, 2010 in <sup>Resolution</sup>~~Motion~~ No. 18211 adopted a mitigated negative  
15 declaration, and approved findings pursuant to the California Environmental Quality Act  
16 (California Public Resources Code sections 21000 et seq., "CEQA"), including the adoption of  
17 a mitigation monitoring and reporting program. The letter from the Planning Department  
18 transmitting the proposed Better Street Plan legislation and the proposed General Plan  
19 amendments related thereto to the Board of Supervisors, the Mitigated Negative Declaration,  
20 the CEQA Findings adopted by the Planning Commission with respect to the approval of the  
21 legislation, including a mitigation monitoring and reporting program, the Planning Commission  
22 motions and resolutions related to the Better Streets Plan legislation, are on file with the Clerk  
23 of the Board in File No. 101193. These and any and all other documents  
24 referenced in this Ordinance and companion legislation have been made available to the  
25 Board of Supervisors and may be found in either the files of the Planning Department, as the

1 custodian of records, at 1650 Mission Street in San Francisco, or in File No. 101193  
2 with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco,  
3 and are incorporated herein by reference. This Board hereby adopts the Planning  
4 Commission's CEQA Findings as its own and incorporates these findings herein by reference.

5 G. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the  
6 proposed General Plan Amendments set forth in the documents on file with the Clerk of the  
7 Board in File No. 101194 will serve the public necessity, convenience and general  
8 welfare for the reasons set forth in Planning Commission Resolution No. 18212 and  
9 incorporates those reasons herein by reference.

10 H. The Board of Supervisors finds that the proposed General Plan Amendments are,  
11 on balance, in conformity with the General Plan, as it is amended by this Ordinance, and the  
12 eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning  
13 Commission Resolution No. 18212. The Board hereby adopts the findings set forth  
14 in Planning Commission Resolution No. 18212 as its own.

15 Section 2. The Board of Supervisors hereby approves the proposed Amendments to  
16 the Transportation Element and the Urban Design Element on the General Plan in connection  
17 with the Better Streets Plan, as recommended to the Board of Supervisors by the Planning  
18 Commission in Resolution No. 18212, and directs the Planning Department to  
19 update the General Plan's Land Use Index to reflect these Amendments.

20  
21 APPROVED AS TO FORM:  
22 DENNIS J. HERRERA, City Attorney

23 By:

24   
25 John D. Malamut  
Deputy City Attorney

## LEGISLATIVE DIGEST

[Approving General Plan Amendments in connection with the Better Streets Plan]

**Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.**

### Existing Law

The City's General Plan is the blueprint for planning within the City and the Planning Code. It includes various Elements, such as Urban Design and Transportation. It also includes a Land Use Index. Within each Element there are objectives and policies. The General Plan also includes neighborhood plans for specific areas of the City, such as the Downtown Plan.

### Amendments to Current Law

This Ordinance, as part of the Better Street Plan planning effort, would incorporate by reference the Better Streets Plan and amend various policies so that they are consistent with the Better Streets Plan. The proposed changes would include amendments to the Urban Design and Transportation Elements of the General Plan. This Ordinance would make environmental findings and findings of consistency with General Plan, as proposed for amendment, and the priority policies of Planning Code Section 101.1.

### Background Information

This Ordinance is part of companion legislation concerning the Better Streets Plan.



## SAN FRANCISCO PLANNING DEPARTMENT

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November 3, 2010

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

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Suite 400  
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Planning  
Information:  
**415.558.6377**

Re: Transmittal of Planning Department Case Number 2007.1238EMRTU  
Board File Number 10-1193 and 10-1194: Better Streets Plan and related General Plan and  
Municipal Code Amendments  
Planning Commission Recommendation: *Approval*

Dear Ms. Calvillo,

The Planning Commission held a duly noticed public hearing on the proposed Ordinances contained in the aforementioned Board files on October 28, 2010.

The proposed ordinances would amend the San Francisco General Plan and the San Francisco Administrative Code, Planning Code, Public Works Code, and Subdivision Code. At the October 28, hearing, the Planning Commission heard three items relating to the Better Streets Plan:

- Motion to Adopt CEQA findings
- Resolution Amending the General Plan
- Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code

The proposed ordinance under Board File No. 10-1193 would amend the General Plan to incorporate the Better Streets Plan and make the General Plan consistent with the best practices in streetscape and pedestrian design found in the Better Streets Plan. The proposed ordinance under Board File No. 10-1194 would amend Section 98.1 of the Administrative Code (the "Better Streets Policy") by describing requirements for the design and management of public right-of-ways related to the Better Streets Plan. It would amend Sections 132, 135, 138.1, 249.1, 428, 825, and 827 of the Planning Code to establish and describe requirements for street improvements for new development, and consolidate existing requirements for street improvements into a unified section of the Planning Code. Finally, it would make minor amendments to the Public Works Code and Subdivision Code for consistency with the Better Streets Plan.

Planning Department staff prepared a Mitigated Negative Declaration (MND) for the Better Streets Plan, finding that the Plan would have less-than-significant impacts with mitigation measures incorporated.

The Draft MND was published on July 28, 2010, and was available for public comment until August 17, 2010. The Final MND was published on September 15, 2010.

At its October 28 hearing, the Planning Commission adopted the Final Mitigated Negative Declaration (FMND) and approved CEQA Findings on Case 2007.1238EMTRU (Better Streets Plan), including adopting the Mitigation Monitoring and Reporting Program (MMRP), prior to taking action on related cases. As part of this action, the Planning Commission directed staff to incorporate the MMRP into the Better Streets Plan itself, such that future project sponsors would be required to incorporate all relevant mitigation measures as a part of project approvals.

At the October 28, 2010 hearing, the Commission voted to recommend approval of all the proposed Motions and Resolutions.

Please find attached documents relating to the Commission's action. If you have any questions or require further information please do not hesitate to contact me.

Sincerely,



John Rahaim  
Director of Planning

Attachments

1. Planning Commission Case Report for Case No. 2007.1238 (Better Streets Plan)
2. Summary of Proposed General Plan and Municipal Code Amendments
3. Final Mitigated Negative Declaration
4. Final Mitigation Monitoring and Reporting Program
5. Planning Commission Motion No. 18211 – Adopting CEQA findings
6. Planning Commission Resolution No. 18212 – Adopting General Plan amendments
7. Planning Commission Resolution No. 18313 – Recommending approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and amending the Planning Code and Administrative Code related to the Better Streets Plan

cc: Alisa Somero, Clerk of Land Use Committee  
David Alumbaugh, Planning Department  
AnMarie Rodgers, Planning Department  
Adam Varat, Planning Department





# SAN FRANCISCO PLANNING DEPARTMENT

## Case Report

### Adopting the Better Streets Plan and Related Actions

HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010  
Case No.: 2007.1238EMRTU  
Project: Better Streets Plan  
Block/Lot: Various – Citywide  
Staff Contact: Adam Varat – (415) 558-6045  
[adam.varat@sfgov.org](mailto:adam.varat@sfgov.org)  
Recommendation: Approval

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ADOPTING ACTIONS RELATING TO THE BETTER STREETS PLAN INCLUDING: FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT; AMENDMENTS TO THE GENERAL PLAN; GENERAL PLAN CONSISTENCY FINDINGS; PLANNING CODE SECTION 101.1 CONSISTENCY FINDINGS; RECOMMENDING APPROVAL OF THE BETTER STREETS PLAN AS AN OFFICIAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO; AMENDMENTS TO THE PLANNING CODE; AND AMENDMENTS TO THE ADMINISTRATIVE CODE.

#### BACKGROUND

The Better Streets Plan ("The Plan") creates a unified set of guidelines to govern the design of streetscape and pedestrian features in the public right-of-way. The Plan carries out the intent of San Francisco's Better Streets Policy (San Francisco Administrative Code Section 98.1), adopted by the Board of Supervisors on February 6, 2006.

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

The Better Streets Plan Draft for Public Review was released in June 2008, in conjunction with several public meetings to gather feedback on the Plan. Staff also received over 100 written comments on the Plan. Since that time, staff has developed plan revisions based on public and agency comment, and conducted environmental review under CEQA. Plan revisions were published in October 2009, and the Better Streets Plan Final Draft was published in July 2010. The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft

MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010.

The Better Streets Plan is the product of a significant public outreach program. City staff held over 100 public meetings, including neighborhood meetings, walking tours, focus groups, and tabling events in public spaces, to develop content and receive feedback on the plan, and received over 1,000 responses to two surveys. In addition, staff met monthly with a 15-member Community Advisory Committee to garner directed feedback into the plan development.

The following documents were provided to the Commission as part of the Case Report sent to the Planning Commission on September 30, 2010 for the public hearing on October 7, 2010. Please refer to that Case Report for the following products:

- Better Streets Plan Final Draft Executive Summary
- Better Streets Plan Final Draft (CD)
- List of Better Streets Plan Community Meetings

## ABOUT THE BETTER STREETS PLAN

The Better Streets Plan describes a vision for the future of San Francisco's pedestrian environment and is intended to result in adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Plan seeks to balance the needs of all street users. Accordingly, the Plan identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian environment in San Francisco.<sup>1</sup>

The Plan describes a Vision and Objectives ("10 Elements of Better Streets") for the improvement of the city's pedestrian environment. The Plan's vision is as follows:

*The Better Streets Plan will result in a street system designed to promote human needs. It will prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life following San Francisco's General Plan, Transit First Policy, and Better Streets Policy. The Better Streets Plan will result in streets where people walk and spend time out of choice—not just necessity—because streets are memorable, engaging, safe, accessible, healthy, attractive, fun, and convenient. The Better Streets Plan will result in streets that improve pedestrian connections and linkages among the City's nodes, hubs, destinations, transit system, and major land use centers. The Better Streets Plan will result in a green network that enhances the City's long-term ecological functioning and peoples' connection to the natural environment. Finally, the Better Streets Plan will result in improved street-based social opportunities, community life, access, and mobility for all San Franciscans, regardless of cultural identity, income group, neighborhood identity, or mobility level.*

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<sup>1</sup> The Plan does not focus on roadway or vehicle travel characteristics. The pedestrian environment is generally defined as areas of the street where people walk, shop, sit, play, or interact; that is, street areas that do not include moving vehicles. Pedestrian areas primarily include sidewalks and crosswalks, but in some instances also include portions of the roadway such as the parking lane or curb medians.

The 10 Elements of Better Streets are "Streets should (be): Memorable; Support Diverse Public Life; Vibrant Places for Commerce; Promote Human Use and Comfort; Promote Human Health; Safe; Convenient Connections; Ecologically Sustainable; Accessible; and Attractive, Inviting and Well-Cared For." Each of the 10 Elements is accompanied by associated policies, guidelines, and next steps for the City to realize the vision of the Better Streets Plan.

The Plan describes a framework for the design of streetscape improvements. The Plan categorizes the city's streets based on existing land use and transportation designations from the San Francisco General Plan and Planning Code. For example, streets may be considered "neighborhood residential," "downtown commercial," or "mixed use." For each street type, the Plan describes a minimum and recommended sidewalk width. Newly-created streets would be required to meet or exceed recommended sidewalk width for the appropriate street type; existing streets would not require changes to meet minimum widths, but future street changes would evaluate opportunities to widen sidewalks over time to meet recommended widths. The Plan also describes a set of sidewalk zones, including the frontage zone, throughway zone, furnishings zone, edge zone, and extension zone. The sidewalk zones are intended to align planting and furnishings and provide sufficient clear pedestrian circulation width.

For each street type, the Plan recommends a set of "standard improvements" and "case-by-case additions". Newly-created streets would be required to include all standard improvements for the relevant street type. Case-by-case additions would be included as dimensions, budgets, and neighborhood preferences allow. Standard improvements include such elements as street trees, curb ramps, crosswalks, stormwater features, curb extensions, street lighting, and site furnishings. Case-by-case additions include such elements as mid-block crosswalks, center medians, transit boarding islands, and traffic calming features. The Plan provides guidelines for the location, design, and use of each of the standard improvements and case-by-case additions.

## REQUESTED COMMISSION ACTIONS AT THIS HEARING

The public process to legislate and adopt the Better Streets Plan has already been initiated. At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Administrative Code, Planning Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan. The Mayor also introduced an ordinance amending the Urban Design and Transportation Elements of the General Plan relating to the Better Streets Plan, and an ordinance urging the Planning Commission to initiate the proposed amendments to the General Plan.

- **Attachment 1:** Summary of Proposed General Plan and Municipal Code Amendments

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

At this public hearing, the Planning Commission will consider taking the following actions:

## 1. Adopt CEQA Findings

The Planning Commission will consider adopting the Final Mitigated Negative Declaration (FMND) and approving CEQA Findings on Case 2007.1238EMTRU (Better Streets Plan), including adopting the Mitigation Monitoring and Reporting Program (MMRP), prior to taking action on related cases. The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010.

- Attachment 2: Final Mitigated Negative Declaration (FMND)
- Attachment 3: Draft Mitigation Monitoring and Reporting Program
- Attachment 4: Draft Motion to Adopt CEQA Findings

## 2. Adopt a Resolution Amending the General Plan

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

The proposed General Plan amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would revise Objectives, Policies, and text to the Urban Design and Transportation Elements of the General Plan.

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

The goals of the Better Streets Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, the General Plan contains a number of Objectives, Policies and figures that do not fully reflect the proposed goals and measures that may be used to implement the Better Streets Plan. Staff therefore recommends that the Planning Commission consider adopting a Resolution Amending the General Plan.

- Attachment 5: Draft Board of Supervisors Ordinance Amending the General Plan
- Attachment 6: Draft Proposed General Plan Amendments
- Attachment 7: Draft Resolution to Approve General Plan Amendments

## 3. Adopt a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

The Better Streets Plan creates a comprehensive set of policies and guidelines for the design of pedestrian and streetscape features in the public right-of-way. The Plan represents a collaborative effort between agencies with jurisdiction over portions of the right-of-way, and is the product of a significant outreach program.

At the regularly scheduled Board of Supervisors hearing on September 21, 2010, Mayor Gavin Newsom introduced an ordinance to amend the Municipal Code, including the Planning Code, Administrative Code, Public Works Code, and Subdivision Code, relating to the Better Streets Plan, and referred the proposed Planning Code amendments to the Department for review. The proposed Planning Code amendments would amend Sections 132, 135, 138.1, 249.1, 428, 825, and 827 of the Planning Code, to establish and describe requirements for street improvements for new development, and consolidate existing requirements for street improvements into a unified section of the Planning Code.

Per Board of Supervisors Rule of Order 5.41, any legislation containing significant amendments to the Administrative Code involving issues related to planning or land use shall be referred to the Planning Department for review and comment. The Draft Board of Supervisors ordinance introduced on September 21, 2010 contains amendments to the Administrative Code relating to the Better Streets Plan and requirements for the design and management of public right-of-ways, and would incorporate the Better Streets Plan by reference into the Administrative Code. These amendments have been referred to the Planning Commission for their review and consideration.

- **Attachment 8:** Draft Board of Supervisors Ordinance Amending the Administrative Code, Planning Code, Public Works Code, and Subdivision Code
- **Attachment 9:** Draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

**RECOMMENDATION:**

Approve a Motion to Adopt CEQA Findings; Approve a Resolution to Adopt General Plan Amendments; Approve a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

**Attachments**

Note: The following attachments provided to the Commission as part of the Case Report sent to the Planning Commission on September 30<sup>th</sup> for the public hearing on October 7, 2010. Please refer to that Case Report for the following products:

- Better Streets Plan Final Draft Executive Summary
- Better Streets Plan Final Draft (CD)
- List of Better Streets Plan Community Meetings

The following Attachments are provided with this Case Report:

1. Summary of Proposed General Plan and Municipal Code Amendments
2. Final Mitigated Negative Declaration (FMND)
3. Mitigation Monitoring and Reporting Program
4. Draft Motion to Adopt CEQA Findings
5. Draft Board of Supervisors Ordinance Amending the General Plan
6. Draft General Plan Amendments
7. Draft Resolution adopting General Plan Amendments
8. Draft Board of Supervisors Ordinance Amending the Administrative Code, Planning Code, Public Works Code, and Subdivision Code
9. Draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan

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## **SUMMARY OF PROPOSED CHANGES TO THE GENERAL PLAN AND MUNICIPAL CODE RELATED TO THE BETTER STREETS PLAN**

### **General Plan**

#### *Urban Design Element*

- Adds Policy 1.10 for City to develop a citywide streetscape plan, identifying street types and appropriate streetscape elements. Incorporates Better Streets Plan by reference.
- Other changes for consistency with Better Streets Plan guidelines

#### *Transportation Element*

- States that design of pedestrian and streetscape elements in the public right-of-way should follow Better Streets Plan principles and guidelines. Incorporates Better Streets Plan by reference.
- Amends objectives and policies regarding pedestrian and streetscape amenities to reflect best practices per the Better Streets Plan

### **Planning Code**

#### *Section 132: Front Setback Areas*

- Allows that if the front yard area is fully taken up by permitted obstructions, the existing front yard landscaping requirement can be modified by the Zoning Administrator to allow sidewalk landscaping instead.
- Moves language from existing Section 428 regarding front yard landscaping in Planned Unit Developments into this section for consistent organization.

#### *Section 135: Usable Open Space*

- Requires that streetscape improvements that are provided to meet publicly-accessible open space requirements must conform to Better Streets guidelines and other applicable neighborhood streetscape plans per Section 138.1 (as amended by this proposed legislation).

#### *Section 138.1: Streetscape and Pedestrian Improvements*

- Changes section title from "Pedestrian Streetscape Improvements in C-3 Districts" to "Streetscape and Pedestrian Improvements," and expands section to include all code requirements pertaining to street improvements.
- Requires that pedestrian and streetscape elements included as part of development projects must follow the principles and guidelines of the Better Streets Plan.
- Describes required base streetscape improvements:
  - Street trees: generally same as existing requirements; some requirements (2-inch caliper, 80" branching, 16 sf basin, edging treatment) expanded from C-3 and DTR to additional districts (RC, C, NC, and MU)
  - Other streetscape and pedestrian elements for large projects (projects that involve new construction, > 20% addition, or > 50% alteration, on lots that are > 1/2 acre, have more than 250' of lot frontage, or have lot frontage on an entire

block face): requires Planning Department to consider, but need not require, standard streetscape elements or sidewalk widening per the Better Streets Plan.

*Sections 249.1 (Folsom and Main SUD); 428 (Street Trees); 825 (DTR districts); 827 (Rincon Hill DTR)*

- Moves language relating to streetscape improvements from these sections to proposed Section 138.1. Language relating to in-lieu street tree fee remains in Section 428.

## Administrative Code

### *Section 98.1: Better Streets Policy*

- Adds section (e) describing the Better Streets Plan.
- Requires that all streetscape and pedestrian improvements on public right-of-ways must conform to BSP guidelines, and be consistent with approved palettes of materials and neighborhood character
- Requires that new publicly-accessible right-of-ways shall meet or exceed recommended sidewalk width and include all standard streetscape elements for the appropriate street type per the Better Streets Plan, and stormwater facilities per Article 4.2 of the Public Works Code
- Provides process for amendments to the Better Streets Plan: Board of Supervisors action; Board may delegate minor (non-material) amendments to the Directors of Planning, DPW, MTA, and PUC, in consultation with the Mayor's Office on Disability. Affected agencies may approve amendments after a public hearing.

## Public Works Code

### *Section 2.4.13: Transit, Pedestrian, Bicycle, and Stormwater Improvements ("Complete Streets Policy")*

- Amends section to state that roadway construction projects should include stormwater and other pedestrian and streetscape improvements per the Better Streets Plan to the extent feasible.

### *Section 703.1: Sidewalk Surfaces*

- Amends section to allow sidewalk surfaces to be constructed of any commonly used paving material with the approval of the Department of Public Works

### *Section 723.2: Minor Sidewalk Encroachments.*

- Waives annual assessment fee for sidewalk encroachment permits that would be required for elements required per proposed Planning Code Section 138.1.

### *Section 703.1 (Sidewalk Surfaces); 807 (Urban Forest Program)*

- Minor changes for code consistency and consistency with the Better Streets Plan.

## Subdivision Code

### *Sections 1335 (Public Facilities); 1336 (Utilities); 1337 (Beautification)*

- Requires new publicly accessible streets to conform with the Better Streets Plan





## SAN FRANCISCO PLANNING DEPARTMENT

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*PMND Date:* September 17, 2010  
*Case No.:* 2007.1238 E  
*Project Title:* Better Streets Plan Project  
*BPA Nos.:* NA  
*Zoning:* Various  
*Block/Lot:* Various  
*Lot Size:* Various  
*Project Sponsor:* Adam Varat – San Francisco Planning Department  
(415) 558-6405  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Devyani Jain – (415) 575-9051, [devyani.jain@sfgov.org](mailto:devyani.jain@sfgov.org)  
Monica Pereira – (415) 575-9107, [monica.pereira@sfgov.org](mailto:monica.pereira@sfgov.org)

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415.558.6377

To Interested Parties Regarding the Attached Final Amended Programmatic Mitigated Negative Declaration (PMND):

A Final Mitigated Negative Declaration is being sent to you because you either submitted comments or have expressed an interest in the Better Streets Plan Draft PMND. Where applicable, edits have been incorporated to the PMND. New and revised text is presented as underlined text in the PMND. Deleted texts have been ~~stricked through~~. Please note that comments related to the merits of the project and/or to the City's processes are not part of the environmental review under CEQA and therefore not addressed in the PMND.

The preparation or finalization of a Mitigated Negative Declaration does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the Mitigated Negative Declaration.

If you have any questions concerning the attached materials or this process, please contact the planner identified as the "Agency Contact Person" on the Preliminary Mitigated Negative Declaration cover page.





## SAN FRANCISCO PLANNING DEPARTMENT

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### Mitigated Negative Declaration

*PMND Date:* July 28, 2010  
*Case No.:* 2007.1238 E  
*Project Title:* Better Streets Plan Project  
*BPA Nos.:* NA  
*Zoning:* Various  
*Block/Lot:* Various  
*Lot Size:* Various  
*Project Sponsor:* Adam Varat – San Francisco Planning Department  
(415) 558-6405  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Devyani Jain – (415) 575-9051, [devyani.jain@sfgov.org](mailto:devyani.jain@sfgov.org)  
Monica Pereira – (415) 575-9107, [monica.pereira@sfgov.org](mailto:monica.pereira@sfgov.org)

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Planning  
Information:  
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### PROJECT DESCRIPTION:

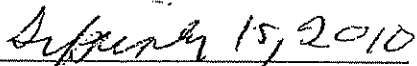
The Better Streets Plan ("Proposed Project") describes a vision for the future of San Francisco's pedestrian environment and would involve adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, San Francisco Metropolitan Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the proposed project, on behalf of the City and County of San Francisco. The proposed project seeks to balance the needs of all City street users. The proposed project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. For the proposed project, pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The proposed project does not focus on roadway or vehicle travel characteristics. The project would involve implementation of the proposed standard and optional streetscape improvements. Major project concepts related to streetscape and pedestrian improvements include: (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. It is anticipated that the Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City.

**FINDING:**

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 171 through 180.

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

  
BILL WYCKO  
Environmental Review Officer

  
Date of Adoption of Final Mitigated  
Negative Declaration

cc: Adam Varat, Neighborhood Planner



## SAN FRANCISCO PLANNING DEPARTMENT

### Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

**Date:** July 28, 2010  
**Case No.:** 2007.1238E  
**Project Address:** San Francisco Better Streets Plan  
**Zoning:** Various  
**Block/Lot:** Not Applicable  
**Lot Size:** Not Applicable  
**Staff Contact:** Devyani Jain – (415) 575-9051, [devyani.jain@sfgov.org](mailto:devyani.jain@sfgov.org)  
Monica Pereira – (415) 575-9107, [monica.pereira@sfgov.org](mailto:monica.pereira@sfgov.org)

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#### To Whom It May Concern:

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

**Project Description:** The Better Streets Plan ("Proposed Project") describes a vision for the future of San Francisco's pedestrian environment and would involve adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, San Francisco Metropolitan Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the proposed project, on behalf of the City and County of San Francisco. The proposed project seeks to balance the needs of all City street users. The proposed project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. For the proposed project, pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The proposed project does not focus on roadway or vehicle travel characteristics. The project would involve implementation of the proposed standard and optional streetscape improvements. Major project concepts related to streetscape and pedestrian improvements include: (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. It is anticipated that the Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City.

If you would like a copy of the Preliminary Mitigated Negative Declaration or have question concerning environmental review of the proposed project, contact the Planning Department staff contact listed above. Within 20 calendar days following publication of the Preliminary Mitigated Negative Declaration (i.e., by close of business on August 17, 2010 any person may:

Notification of Environmental Review  
07/28/10

CASE NO. 2007.1238  
San Francisco Better Streets Plan

- 1) Review the Preliminary Mitigated Negative Declaration as an informational item and take no action.
- 2) Make recommendations for amending the text of the document. The text of the Preliminary Mitigated Negative Declaration may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below. -OR-
- 3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for \$500 payable to the San Francisco Planning Department.<sup>1</sup> An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco, CA 94103. The letter must be accompanied by a check in the amount of \$500.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on August 17, 2010. The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the Preliminary Mitigated Negative Declaration.

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



## SAN FRANCISCO PLANNING DEPARTMENT

### Preliminary Mitigated Negative Declaration

*Date:* July 28, 2010  
*Case No.:* 2007.1238E  
*Project Address:* San Francisco Better Streets Plan  
*Zoning:* Various  
*Block/Lot:* Not Applicable  
*Lot Size:* Not Applicable  
*Staff Contact:* Devyani Jain – (415) 575-9051, [devyani.jain@sfgov.org](mailto:devyani.jain@sfgov.org)  
Monica Pereira – (415) 575-9107, [monica.pereira@sfgov.org](mailto:monica.pereira@sfgov.org)

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#### PROJECT DESCRIPTION:

The Better Streets Plan ("Proposed Project") describes a vision for the future of San Francisco's pedestrian environment and would involve adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Planning Department, San Francisco Metropolitan Transportation Agency (SFMTA), Department of Public Works (DPW), and San Francisco Public Utilities Commission (SFPUC) are joint project sponsors of the proposed project, on behalf of the City and County of San Francisco. The proposed project seeks to balance the needs of all City street users. The proposed project identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco. For the proposed project, pedestrian areas mainly include sidewalks and crosswalks, but in some instances also include portions of the roadway. The proposed project does not focus on roadway or vehicle travel characteristics. The project would involve implementation of the proposed standard and optional streetscape improvements. Major project concepts related to streetscape and pedestrian improvements include: (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. It is anticipated that the Plan-proposed pedestrian realm improvements would be included in future site-specific street improvement projects in San Francisco, as part of the City's ongoing streetscape/pedestrian realm improvement efforts. However, the Better Streets Plan itself is a program-level policy document and does not identify site-specific projects in the City.

#### FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See pp. 169-174.

cc: Distribution List  
Master Decision File  
Sue Hestor



**INITIAL STUDY**  
**SAN FRANCISCO BETTER STREETS PLAN**  
**PLANNING DEPARTMENT CASE NO. 2007.1238E**

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MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>MITIGATION MEASURES AGREED BY THE PROJECT SPONSOR WHICH REDUCE THE IMPACT TO LESS THAN SIGNIFICANT FOR THE BETTER STREETS PLAN PROJECT</b>				
<i>Aesthetics Mitigation Measures</i>				
<p><b>AE-1: Tree Root Protection</b> If trimming of roots greater than two inches in diameter is necessary during construction of the project, a qualified arborist would be on site during construction to ensure that trimming does not cause an adverse impact to the trees. Pruning would be done using a Vermeer root pruning machine<sup>1</sup> (or equivalent) to sever the uppermost 12 inches of the soil profile. Roots would be pruned approximately 12 to 20 linear inches back (toward tree trunks) from the face of the proposed excavation.</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	During construction	Each project sponsor to provide the San Francisco Planning Department (Planning Department) with a monthly monitoring report during the construction phase	Considered complete upon receipt of final monitoring report at completion of construction
<i>Archeological Resources Mitigation Measures</i>				
<p><b>M-Cul-1: Archeological Resources: Accidental Discovery</b> The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District.</p> <p>To avoid any potential adverse effect from the Proposed Project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	During the project design phase	Each project sponsor to provide the Planning Department with a monthly monitoring report during the project design phase	Considered complete upon receipt of final monitoring report at completion of construction

<sup>1</sup> Landscape machine made by Vermeer.

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
<p><b>CUL-2: Archeological Monitoring: Hispanic Period Archeological District</b> The following archeological mitigation measure shall apply to any soils disturbing activities below a depth of two (2) feet below grade surface (bgs) resulting from the Proposed Project within the Hispanic Period Archeological District.</p> <p>Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to any soil disturbing activities	Each project sponsor, to provide a monitoring report prepared by an archaeologist to the Environmental Review Officer (ERO)	Considered complete upon receipt of final monitoring report at completion of construction

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p><i>Archeological monitoring program (AMP).</i> The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context.</li> <li>The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</li> <li>The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</li> <li>The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</li> <li>If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</li> </ul> <p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> <li>▪ <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations.</li> <li>▪ <i>Cataloging and Laboratory Analysis.</i> Description of selected cataloging system and artifact analysis procedures.</li> <li>▪ <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies.</li> <li>▪ <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.</li> <li>▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.</li> <li>▪ <i>Final Report.</i> Description of proposed report format and distribution of results.</li> <li>▪ <i>Curation.</i> Description of the procedures and recommendations for the</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.</p> <p><i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines, Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				



MITIGATION MONITORING AND REPORTING PROGRAM					
MITIGATION MEASURES		Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<i>Transportation and Circulation Mitigation Measures:</i>					
<b>TR-1: Provision of New Loading Space</b> The following mitigation measure shall apply to any removal of truck loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed. To avoid any potential adverse effect from the Proposed Project on loading, the Project Sponsor shall install new loading spaces, of equal length, on the same block and side-of-the street at locations where truck loading spaces are removed. This would ensure that an equally convenient supply of on-street loading space is provided to compensate for any space that is removed.		Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to approval of each subsequent project, through Mitigation Plan	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project
<i>Air Quality Mitigation Measures:</i>					
<b>AQ -1: Dust Control Plans</b> To ensure that potential dust-related air quality impacts resulting from future streetscape improvement project prepared in accordance with the BSP would be reduced to a level of insignificance, Site-specific Dust Control Plans shall be prepared pursuant to the Dust Control Ordinance by SFMTA, DPW, City Contractors, and other sponsors of future site-specific projects proposed under the BSP. Future Project Sponsors implementing BSP-related site specific projects shall: (1) submit a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; (2) wet down areas of soil at least three times per day; (3) provide an analysis of wind direction and install upwind and downwind particulate dust monitors; (4) record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; (5) establish shut-down conditions based on wind, soil migration, etc.; (6) establish a hotline for surrounding community members who may be potentially affected by project-related dust; (7) limit the area subject to construction activities at any one time; (8) install dust curtains and windbreaks on the property lines, as necessary; (8) limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; (10) enforce a 15 mph speed limit for vehicles entering and exiting construction areas; (11) sweep affected streets with water sweepers at the end of the day; (12) install and utilize wheel washers to clean truck tires; (13) terminate construction activities when winds exceed 25 miles per hour; (14) apply soil stabilizers to inactive areas; and (15) to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.		Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to the project's construction phase	Each project sponsor to provide the Planning Department with a Site-specific Dust Control Plan	Considered complete upon receipt of Site-specific Dust Control Plan

MITIGATION MONITORING AND REPORTING PROGRAM					
MITIGATION MEASURES		Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>Biological Resources:</b>					
<b>M-BIO-1: Biological Resources-Nesting Birds</b> To implement California Fish and Game Code Section 3503, the Project Sponsor would conduct a field survey 14 to 21 days prior to construction activities that would result in vegetation removal during the breeding season (February 1 through August 31). A qualified biologist shall determine if active nests of native birds are present in the construction zone. In the event an active nest is discovered in areas to be disturbed, removal of the nesting substrate shall be postponed until the nest is vacated and juveniles have fledged (typically 3-4 weeks for most small passerines), as determined by the biologist, and there is no evidence of second nesting attempts, unless the California Department of Fish and Game (and the U.S. Fish and Wildlife Service for migratory birds) authorize otherwise. No surveys are required and no impact would occur if vegetation removal, grading or other heavy construction activities would occur between September 1 to January 31, outside the nesting season.		Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to construction phase	Each project sponsor to provide the Planning Department and the Department of Fish and Game with a monitoring report prior to the project's construction phase	Considered complete upon receipt of monitoring report

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<b>Hazardous Materials Mitigation Measure</b>				
<p><b>HAZ-1: Hazardous Materials:</b></p> <p><b>Step 1: Determination of Presence of Contaminated Soils</b></p> <p>The project site is located in an area of the city known to contain fill material from the 1906 Earthquake and Fire, and such fill may contain elevated concentrations of metal and petroleum hydrocarbons. Therefore, prior to approval of a building permit for the Proposed Project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.</p> <p>The project sponsor shall submit the report on the soil testing for lead and a fee of \$501 in the form of a check payable to the San Francisco Department of Public Health (SFPDH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of \$501 shall cover five hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the project sponsor for each additional hour of review over the first five hours, at a rate of \$85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.</p> <p>If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.</p> <p><b>Step 2: Preparation of Site Mitigation Plan:</b></p> <p>If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing</p>	Project sponsor of each future streetscape improvement project related to the Better Streets Plan	Prior to soil excavation	Planning Department, in consultation with DPH. Where a site mitigation plan is required, Project Sponsor or contractor shall submit a monitoring report to DPH, with a copy to Planning Department and DBI, at end of construction	Considered complete upon approval of each subsequent project

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.</p> <p><u>Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils</u></p> <p>(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the site.</p> <p>(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.</p> <p>(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.</p> <p>(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.</p> <p>(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.</p> <p><u>Step 4: Preparation of Closure/Certification Report</u></p> <p>After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.</p> <p>Pursuant to <i>San Francisco Public Works Code Article 2.4 Excavation in the Public Right-of-Way, Section 2.4.53 Regulations Concerning Excavation Sites (d) Hazardous Material</i>, "Each owner and its agent shall be subject to hazardous material guidelines for date collection; disposal, handling, release, and treatment of hazardous material; site remediation; and worker safety and training. DPW, in consultation with DPH, shall develop, prescribe, and update such hazardous material guidelines. The guidelines shall require the owner and its agent to comply with all federal, state and local laws regarding hazardous material. For purposes of this subsection, "hazardous materials" shall mean any gas, material, substance, or waste which, because of its quantity, concentration, or physical or chemical characteristics, is deemed by any federal, state, or local governmental authority to pose a present or potential hazard to human health or safety or to the environment."</p> <p>Future project sponsors of affected site-specific street improvement projects would be required to consult with DPH prior to excavation and grading and undertake all requirements imposed by DPH. DPH may require that, prior to groundbreaking, these project sponsors conduct soil surveys to identify potentially hazardous materials, and prepare a site safety and health plan, as needed. In addition to measures that protect on-site workers, the site safety and health plan would be required to include measures to minimize public exposure to contaminated soils. Such measures could include dust control, appropriate site security, restriction of public access, and posting of warning signs. Such measures would apply from the time of surface disruption through the completion of earthwork construction.</p> <p>Soil levels in excess of applicable federal, state, or local limits for petroleum hydrocarbon or lead concentrations would be disposed of off-site in accordance with California hazardous waste disposal regulations (CCR Title 26) or managed in place with approval of the California Department of Toxic Substances Control or the Regional Water Quality Control Board. Future project sponsors of affected site-specific street improvement projects would be required to follow the applicable rules with respect to disposal of contaminated soils. Therefore, construction of Plan-proposed streetscape improvements</p>				

MITIGATION MONITORING AND REPORTING PROGRAM				
MITIGATION MEASURES	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>would not pose direct or indirect public health hazards to their surrounding neighborhoods, and the Proposed Project impacts and cumulative impacts related to this topic would be less than significant.</p> <p>Although sections of City streets undergoing future Plan-proposed streetscape improvements could potentially be within a quarter-mile of schools, compliance of future project sponsors of affected site-specific street improvement projects with existing regulations in <i>Public Works Code Article 2.4</i> would ensure that project-related hazardous materials impacts to schools would remain less than significant. In the event a site-specific project is located on or near a site listed in the California Department of Toxic Substances Control Hazardous Waste and Substances Sites List.</p>				



# SAN FRANCISCO PLANNING DEPARTMENT

## Planning Commission Draft Motion No. 18211 HEARING DATE: OCTOBER 28, 2010

*Date:* October 14, 2010  
*Case No.:* 2007.1238EMTRU  
*Project Address:* Citywide  
*Project Sponsor:* Planning Department, other agencies  
*Staff Contact:* Adam Varat – (415) 558-6405  
[adam.varat@sfgov.org](mailto:adam.varat@sfgov.org)

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ADOPTING FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES RELATED TO THE SAN FRANCISCO BETTER STREETS PLAN AND ASSOCIATED GENERAL PLAN AND MUNICIPAL CODE AMENDMENTS, AND OTHER RELATED ACTIONS.

### PREAMBLE

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

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

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

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

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

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

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

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

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

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

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

## FINDINGS

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

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

## DECISION

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



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

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

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

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

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

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

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

Linda D. Avery  
Commission Secretary

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

**Motion No. 18211**  
**Hearing Date: October 28, 2010**

**CASE NO 2007.1238EMTRU**  
**Better Streets Plan**

**NAYS:**

**ABSENT:**

**ADOPTED: October 28, 2010**

## Exhibit A

### Conditions of Approval

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

#### Mitigation Measures

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

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10.28.10\FINAL\_BSP\_CEQA findings\_E.doc*





## SAN FRANCISCO PLANNING DEPARTMENT

### Planning Commission Resolution No. 18212

HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010  
Case No.: 2007.1238EMRTU  
Project: Better Streets Plan – Adopting General Plan Amendments  
Block/Lot: Various – Citywide  
Staff Contact: Adam Varat – (415) 558-6045  
[adam.varat@sfgov.org](mailto:adam.varat@sfgov.org)  
Recommendation: Approval

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FORMULATING A RESOLUTION TO ADOPT AMENDMENTS TO THE URBAN DESIGN AND TRANSPORTATION ELEMENTS OF THE GENERAL PLAN TO INCORPORATE THE BETTER STREETS PLAN BY REFERENCE, AND TO DESCRIBE BEST PRACTICES IN STREETSCAPE AND PEDESTRIAN DESIGN FROM THE BETTER STREETS PLAN.

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

The City has previously adopted the Transit-First Policy (San Francisco City Charter Section 16.102) and Better Streets Policy (San Francisco Administrative Code Section 98.1), which calls for decisions about the use and allocation of the public right-of-way to prioritize transportation by foot, bicycle, and transit, and for the City to balance the multitude of uses and functions of the street when arriving at street design decisions. City policy acknowledges that streets play a variety of transportation, recreation, social and ecological roles and that all of these functions must be considered and balanced in the design of public right-of-ways in San Francisco.

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

The Plan has been a collaboration between all City agencies involved in the design and management of the public right-of-way, including the Planning Department, Department of Public Health (DPH), Department of Public Works (DPW), Mayor's Office on Disability (MOD),

San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and San Francisco County Transportation Authority (SFCTA), all of which have reviewed and commented on the content of the Better Streets Plan.

The proposed General Plan amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would revise Objectives, Policies, and text to the Urban Design and Transportation Elements of the General Plan.

The proposed General Plan amendments would add and amend policies in the Urban Design and Transportation Elements of the General Plan identifying the Better Streets Plan and stating that improvements to the pedestrian realm in San Francisco should be governed by the Plan. It would also add text to the Transportation Element section on pedestrian transportation to identify new pedestrian features and to incorporate new concepts in the design and planning of pedestrian facilities that are described in the Better Streets Plan.

The goals of the Better Streets Plan are, on the whole, consistent with San Francisco General Plan Objectives and Policies. However, our understanding of the urban environment, multi-modal transportation system planning and the design and use of public rights-of-way has changed. The General Plan contains a number of Objectives, Policies and figures that do not fully reflect the goals and best practices that can be employed in the design of public rights-of-way that may be achieved by implementing the Better Streets Plan.

A draft Board of Supervisors ordinance, shown in Attachments 5 and 6, identifies the proposed revisions to the General Plan. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

At its regularly scheduled hearing on October 7, 2010, the Planning Commission passed Resolution #18191: Intention to Initiate Amendments to the General Plan relating to the Better Streets Plan, and directed staff to notice and schedule a hearing to consider adopting amendments to the General Plan on October 28, 2010, as a regularly calendared item on the Commission agenda.

#### Environmental Review

The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010. The Better Streets Plan was found to have less-than-significant environmental impacts with mitigation measures incorporated, per the Final Mitigated Negative Declaration. The Planning Commission adopted California Environmental Quality Act (CEQA) Findings with mitigation measures incorporated at a public hearing on October 28, 2010, prior to considering adopting amendments to the General Plan.

#### Planning Code Section 101.1 Findings

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The Planning Commission finds that the Better Streets Plan and the proposed General Plan amendments are on balance in conformity with the eight Priority Policies of Planning Code Section 101.1 and with the General Plan as it is proposed to be amended. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require adoption of the proposed General Plan amendments.

The Planning Commission finds that the proposed General Plan amendments as set forth in draft Board of Supervisor's Ordinance, attached hereto as Attachments 5 and 6, are consistent with the eight Priority Policies of Planning Code Section 101.1. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require approval of the proposed Planning Code amendments.

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

1. The project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses

*The Project will not negatively affect existing, neighborhood-serving retail. By enhancing the pedestrian and streetscape environment, the project will encourage pedestrian travel to neighborhood commercial districts.*

2. The project would not have an adverse effect on the City's housing stock or on neighborhood character.

*The Project would not have any effect on the City's existing housing stock. The project would result in enhancements to San Francisco's neighborhood character by guiding the creation of streetscape improvements that are consistent with neighborhood context.*

3. The project would have no adverse effect on the City's supply of affordable housing

*The Project would not have any effect on the City's supply of affordable housing.*

4. The project would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking

*The Project would not impede MUNI or other public transit service. The project will improve the pedestrian qualities of streets, encouraging walking as a mode of transportation. The project includes guidelines for the design of safe, accessible, and convenient transit stops, and other transit-supportive streetscape elements, which would encourage use of public transit*

5. The project would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors

*The Project would have no effect on the City's industrial and service sectors.*

6. The project would improve the facility's preparedness against injury and loss of life in an earthquake

*The Project would not have any effect on the City's preparedness for an earthquake.*

7. The project would have no adverse effect on landmarks or historic buildings

*The Project would not have an adverse effect on landmarks or historic buildings. The Better Streets Plan contains policies to preserve and restore historic elements in the street environment consistent with the Secretary of the Interior's Standards.*

8. The project would not have an adverse effect on parks and open space or their access to sunlight and vistas.

*The Project would not have any effect on City parks or open spaces or their access to sunlight.*

#### General Plan Conformity Findings

As required by § 4.105 of the Charter of the City and County of San Francisco and § 2A.53 of the Administrative Code of the City and County of San Francisco, the Planning Department is required to submit a report to the Board of Supervisors prior to their consideration physical changes to the design of public rights-of-way in San Francisco. In addition, General Plan amendments and Planning Code amendments require a finding of General Plan conformity prior to their adoption.

The Planning Commission finds the approval of related Planning documents and implementation measures, including a conforming General Plan Amendment, and recommending approval of the Better Streets Plan and amendments to the Administrative Code and Planning Code are, on balance, in conformity with the General Plan, as it is proposed to be amended, per the following discussion.

Amendments to the General Plan proposed as part of this legislation are indicated in italic underline. Proposed deletions are shown in ~~strike through~~.

#### COMMERCE AND INDUSTRY ELEMENT

POLICY 4.10 Enhance the working environment within industrial areas.

Public efforts to enhance the environment of industrial areas with little or no cost to the city should also be pursued. The promotion of a limited number of small retail areas, restaurants,



small parks, and pleasant sidewalks would serve to improve the environment of many dreary industrial areas. City actions of this sort can significantly influence the attractiveness and appeal of industrial neighborhoods.

POLICY 6.7 Promote high quality urban design on commercial streets.

POLICY 6.10 Promote neighborhood commercial revitalization, including community-based and other economic development efforts where feasible.

*Discussion: The Project calls for additional streetscape amenities in commercial and industrial neighborhoods, such that areas of employment have an attractive streetscape environment and improve workers' quality of life. The Project also calls for improved streetscapes including lighting, landscaping, and site furnishings that will help to revitalize neighborhood commercial corridors and encourage use of local shopping rather than regional shopping destinations.*

#### RECREATION AND OPEN SPACE ELEMENT

POLICY 2.9 Maintain and expand the urban forest.

Trees planted in city parks, on public open space, on city streets and on private property, collectively form the "urban forest".

POLICY 4.7 Provide open space to serve neighborhood commercial districts.

Most neighborhood commercial districts would benefit by improving the streetscape for pedestrians and providing public open space, however small in size, that can be used by shoppers and employees as well as neighborhood residents. Typically, neighborhood commercial districts combine residential and commercial uses and the residential units have little private open space. Street and sidewalk areas, which traditionally perform some public open space function, are heavily used and have many competing uses. Nevertheless, careful planning can produce opportunities to create useful open space. For example in certain areas sidewalks can be widened and seating and landscaping can be provided.

*Discussion: The Project calls for the provision of new street trees per established guidelines, and expands opportunities for street trees. The Project also calls for the use of excess areas of the public right-of-way in neighborhood commercial and other districts, such that these areas can create pockets of social activity and public life, including lighting, landscaping, and site furnishings.*

#### TRANSPORTATION ELEMENT

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

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

POLICY 1.6        Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

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

The roadway space needed by bicyclists varies between four and six feet depending on the presence of parked cars. The needs of bicyclists must be considered wherever lane widths, especially curb lanes, are proposed to be changed. Multiple turn lanes, designed to reduce congestion for autos, are confusing and dangerous to cyclists and pedestrians, and should not be used if feasible.

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

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

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

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

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

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

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

- POLICY 20.7 Encourage ridership and clarify transit routes by means of a city-wide plan for street landscaping, lighting and transit preferential treatments.
- POLICY 21.9 Improve pedestrian and bicycle access to transit facilities.
- OBJECTIVE 23 IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.
- POLICY 23.1 Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.
- POLICY 23.2 Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or and where residential densities are high.
- POLICY 23.3 Maintain a strong presumption against reducing sidewalk widths, eliminating crosswalks and forcing indirect crossings to accommodate automobile traffic.
- POLICY 23.5 ~~Minimize obstructions to through pedestrian movement on sidewalks by maintaining an unobstructed width that allows for passage of people, strollers and wheelchairs.~~ Establish and enforce a set of sidewalk zones that provides guidance for the location of all pedestrian and streetscape elements, maintains sufficient unobstructed width for passage of people, strollers and wheelchairs, consolidates raised elements in distinct areas to activate the pedestrian environment, and allows sufficient access to buildings, vehicles, and streetscape amenities.
- POLICY 23.6 Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.
- POLICY 23.7 Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.
- POLICY 23.9 Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.
- OBJECTIVE 24 IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.
- POLICY 24.1 Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.
- POLICY 24.2 Maintain and expand the planting of street trees and the infrastructure to support them.

- POLICY 24.3 Install pedestrian-serving street furniture where appropriate.
- POLICY 24.5 Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets", by adding pocket parks in sidewalks or medians, especially in neighborhoods deficient in open space.
- POLICY 25.4 Maintain a presumption against the use of demand-activated traffic signals on any well-used pedestrian street, and particularly those streets in the Citywide Pedestrian and Neighborhood Networks.
- OBJECTIVE 26 CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.
- POLICY 26.1 Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.
- POLICY 26.2 Partially or wholly close certain streets not required as traffic carriers for pedestrian use or open space.
- POLICY 26.3 Encourage pedestrian serving uses on the sidewalk.

*Discussion: The Project calls for the enhancement of the quality of the pedestrian environment throughout the city, including provisions such as including lighting, landscaping, site furnishings, sidewalk widenings, improved pedestrian crossings, minimization and removal of crosswalk closures, minimization and removal of multiple turn lanes, priority pedestrian signal timing, curb ramps, traffic calming elements, and other features. It also calls for enhancement of transit stops, and streetscape design that supports transit service, which will help to improve the transit system in San Francisco. In general, by providing guidelines for the enhancement of the pedestrian realm, the Project would help to encourage greater use of alternative modes of transportation to private vehicles, including walking and transit use.*

*The Better Streets Plan reflects current best practices in pedestrian and streetscape design, which are not fully reflected in the General Plan. To that end, the project proposes to amend the policies, objectives, and text of the Transportation Element to incorporate these best practices.*

#### URBAN DESIGN ELEMENT

- OBJECTIVE 1 EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.
- POLICY 1.5 Emphasize the special nature of each district through distinctive landscaping and other features.
- POLICY 1.6 Make centers of activity more prominent through design of street features and by other means.

- POLICY 1.10 Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.
- POLICY ~~1.11~~10 Indicate the purposes of streets by means of a citywide plan for street landscaping.
- POLICY ~~1.12~~11 Indicate the purposes of streets by means of a citywide plan for street lighting.
- OBJECTIVE 4 IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY
- POLICY 4.1 Protect residential areas from the noise, pollution and physical danger of excessive traffic.
- POLICY 4.2 Provide buffering for residential properties when heavy traffic cannot be avoided.
- POLICY 4.3 Provide adequate lighting in public areas.
- POLICY 4.4 Design walkways and parking facilities to minimize danger to pedestrians.
- POLICY 4.11 Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.
- POLICY 4.12 Install, promote and maintain landscaping in public and private areas.
- POLICY 4.13 Improve pedestrian areas by providing human scale and interest.
- POLICY 4.14 Remove and obscure distracting and cluttering elements.

Discussion: The Project provides a comprehensive set of citywide streetscape and pedestrian design guidelines, including lighting and landscaping features. The Project calls for the enhancement of the quality of the pedestrian environment throughout the city, including provisions such as lighting, landscaping, site furnishings, sidewalk widenings, traffic calming elements, and other features. The Project describes appropriate strategies for different street types: for example, it calls for protection of neighborhood residential areas through traffic calming features, and buffering from busy thoroughways by using landscaping, sidewalk widening, and other buffering elements.

Additionally, the Project calls for use of excess street space for open space, social, and recreational use. Finally, by providing a consistent set of guidance on design and layout of sidewalks, the Project would result in minimization to streetscape clutter.

*The Better Streets Plan provides a comprehensive set of citywide streetscape and pedestrian design guidelines, which is not currently reflected in the General Plan. To that end, the project proposes to amend the policies, objectives, and text of the Urban Design Element to incorporate Policy 1.10 to identify the Better Streets Plan as the City's guiding document for design of streetscape and pedestrian features, and to incorporate it into the General Plan.*

#### ENVIRONMENTAL PROTECTION ELEMENT

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

*Discussion: The Project promotes and provides guidelines for improving stormwater management in the public right-of-way, leading to decreases in sewer overflows and improved water quality in the Bay and Ocean. The Project would help to improve air quality by promoting and providing guidelines for alternative modes of transportation, including walking and use of public transit.*

#### COMMUNITY FACILITIES ELEMENT

- OBJECTIVE 10      LOCATE WASTEWATER FACILITIES IN A MANNER THAT WILL ENHANCE THE EFFECTIVE AND EFFICIENT TREATMENT OF STORM AND WASTEWATER.
- POLICY 10.1      Provide facilities for treatment of storm and wastewater prior to discharge into the Bay or ocean. Locate such facilities according to the Wastewater and Solid Waste Facilities Plan.

*Discussion: The Project promotes and provides guidelines for improving stormwater management in the public right-of-way, leading to decreases in sewer overflows and improved water quality in the Bay and Ocean.*

Resolution No. 18212  
October 28, 2010

CASE NO. 2007.1238EMRTU  
Amendments to the General Plan  
related to the Better Streets Plan

NOW THEREFORE BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA findings in Commission Motion No. 18211 and the findings related to consistency with the Planning Code Section 101.1 priority policies and conformity with the General Plan set forth above; and

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340, the Planning Commission adopts a Resolution to Adopt Amendments to the General Plan of the City and County of San Francisco, contained in the draft Ordinance attached hereto as Attachments 5 and 6, and recommends that the Board of Supervisors approve the amendments; and directs the Planning Department to update the General Plan's Land Use Index to reflect these amendments if necessary.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on October 28, 2011.

Linda Avery  
Commission Secretary

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

NOES:

ABSENT:

ADOPTED: October 28, 2010

*I:\Citywide\City Design\Better Streets\12) Adoptions\Planning Commission\Final PC resolutions  
10.28.10\FINAL\_BSP\_General Plan\_MR.doc*







## SAN FRANCISCO PLANNING DEPARTMENT

### Planning Commission Resolution No. 18213

HEARING DATE: OCTOBER 28, 2010

Date: October 14, 2010  
Case No.: 2007.1238EMRTU  
Project: Better Streets Plan – Adopting Planning Code Amendments  
Block/Lot: Various – Citywide  
Staff Contact: Adam Varat – (415) 558-6045  
[adam.varat@sfgov.org](mailto:adam.varat@sfgov.org)  
Recommendation: Approval

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FORMULATING A RESOLUTION TO RECOMMEND APPROVAL OF THE BETTER STREETS PLAN AS AN OFFICIAL PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO AND TO AMEND THE PLANNING CODE AND ADMINISTRATIVE CODE RELATED TO THE BETTER STREETS PLAN, INCLUDING SECTIONS 132, 135, 138.1, 249.1, 428, 825, AND 827 OF THE PLANNING CODE TO ESTABLISH AND DESCRIBE REQUIREMENTS FOR STREET IMPROVEMENTS FOR NEW DEVELOPMENT, AND CONSOLIDATE EXISTING REQUIREMENTS FOR STREET IMPROVEMENTS INTO A UNIFIED SECTION OF THE PLANNING CODE, AND SECTION 98.1 OF THE ADMINISTRATIVE CODE TO INCORPORATE THE BETTER STREETS PLAN INTO THE EXISTING 'BETTER STREETS POLICY'.

WHEREAS, On September 21, 2010, Mayor Gavin Newsom introduced legislation at the Board of Supervisors that would adopt the Better Street Plan as an official plan of the City and County of San Francisco and amend the Planning Code, Administrative Code, Public Works Code, and Subdivision Code to incorporate the Better Streets Plan and related concepts.

The City has previously adopted the Transit-First Policy (San Francisco City Charter Section 16.102) and Better Streets Policy (San Francisco Administrative Code Section 98.1), which calls for decisions about the use and allocation of the public right-of-way to prioritize transportation by foot, bicycle, and transit, and for the City to balance the multitude of uses and functions of the street when arriving at street design decisions. City policy acknowledges that streets play a variety of transportation, recreation, social and ecological roles and that all of these functions must be considered and balanced in the design of public right-of-ways in San Francisco.

#### Better Streets Plan

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

The Plan is the product of a significant public outreach program. City staff held over 100 public meetings, including neighborhood meetings, walking tours, focus groups, and tabling events in public spaces, to develop content and receive feedback on the plan, and received over 1,000 responses to two surveys. In addition, staff met monthly with a 15-member Community Advisory Committee to garner directed feedback into the plan development.

The Plan has been a collaboration between all City agencies involved in the design and management of the public right-of-way, including the Planning Department, Department of Public Health (DPH), Department of Public Works (DPW), Mayor's Office on Disability (MOD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and San Francisco County Transportation Authority (SFCTA), all of which have reviewed and commented on the content of the Better Streets Plan.

#### Planning Code Amendments

Section 302 of the Planning Code empowers the Board of Supervisors to amend the Planning Code by ordinance, in response to changing physical, social, economic, environmental or legislative conditions. Section 4.105 of the Charter of the City and County of San Francisco provides to the Planning Commission the opportunity to periodically recommend amendments to the Planning Code to the Board of Supervisors.

The Planning Code governs permitted land uses and planning standards. Conforming amendments to the Planning Code are required in order to implement the General Plan as it is proposed to be amended in related case 2007.1238M and the Better Streets Plan.

The proposed Planning Code amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco. When implemented, the Better Streets Plan will result in improvements to pedestrian accessibility and safety, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. In order to achieve these goals, the Planning Department recommends adopting amendments to the Planning Code.

Pursuant to Planning Code Section 302 (b), the Commission will consider recommending approval of amendments to sections 132, 135, 138.1, 249.1, 428, 825, and 827 of the Planning Code. The amendments would establish and describe requirements for street improvements for public and private projects, and consolidate existing requirements for street improvements into a unified section of the Planning Code.

The proposed Planning Code amendments would add requirements for project sponsors of large projects (projects that include new construction, greater than 20% addition, or greater than 50% alteration, for projects on lots that are greater than ½-acre in size, have more than 250 linear feet of lot frontage, or whose frontage encompasses an entire block face) to provide the Department with a streetscape plan, and require the Department to consider, but need not require, street improvements consistent with the Better Streets Plan. The proposed amendments would make minor revisions to Sections 132, 135, 138.1, 249.1, 428, 825, and 827, and move

portions of Sections 249.1, 428, 825, and 827 relating to street improvements into Section 138.1, to consolidate all requirements for street improvements into a unified section of the Planning Code.

#### Administrative Code Amendments

Section 5.41 of the Board of Supervisors Rules of Order directs the Board of Supervisors to refer any changes to the Administrative Code that involve planning or land use issues to the Planning Commission.

The proposed Administrative Code amendments are related to encouraging safe walking and improving the pedestrian experience in San Francisco, relating to the Better Streets Plan. The amendments are related to the enhancement of streets for pedestrian accessibility, use of streets as public space, and the aesthetics, greening, and ecological functioning of public right-of-ways. The proposal would augment the existing "Better Streets Policy" (Chapter 98.1 of the Administrative Code).

The specific amendments to the Planning Code and Administrative Code are included in a draft ordinance, attached hereto as Attachment 8, and reviewed as to form by the City Attorney.

Staff recommends adoption of the draft Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco and to Amend the Planning Code and Administrative Code Related to the Better Streets Plan.

#### Environmental Review

The Draft Mitigated Negative Declaration (MND) was published on July 28, 2010; the Draft MND was available for public comment until August 17, 2010; and the Final MND was published on September 15, 2010. The Better Streets Plan was found to have less-than-significant environmental impacts with mitigation measures incorporated, per the Final Mitigated Negative Declaration. The Planning Commission adopted California Environmental Quality Act (CEQA) Findings with mitigation measures incorporated at a public hearing on October 28, 2010, prior to considering adopting amendments to the General Plan.

#### Planning Code Section 101.1 Findings

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The Planning Commission finds that the Better Streets Plan and the proposed Planning Code amendments are on balance in conformity with the eight Priority Policies of Planning Code Section 101.1. The Planning Commission, pursuant to Planning Code Section 302, finds from the facts presented that the public necessity, convenience and general welfare require the proposed Planning Code amendments.

Resolution No. 18213  
October 28, 2010

**CASE NO. 2007.1238EMRTU**  
**Amendments to the Planning Code**  
**related to the Better Streets Plan**

Planning Code Section 101.1 findings are included as part of Planning Commission Resolution No. 18212 and are summarized in Attachment 7. These documents are incorporated herein by reference.

**General Plan Findings**

As required by § 4.105 of the Charter of the City and County of San Francisco and § 2A.53 of the Administrative Code of the City and County of San Francisco, the Planning Department is required to submit a report to the Board of Supervisors prior to their consideration physical changes to the design of public rights-of-way in San Francisco.

The Planning Commission finds the approval of related Planning documents and implementation measures, including a conforming General Plan Amendment, a Planning Code Amendment, and recommending approval of the Better Streets Plan and amendments to other sections of the San Francisco Municipal Codes are, on balance, in conformity with the General Plan, as it is proposed to be amended.

General Plan findings are included as part of Planning Commission Resolution No. 18212 and are summarized in Attachment 7. These documents are incorporated herein by reference.

NOW THEREFORE BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA findings in Commission Motion No. 18211 and the findings related to consistency with the Planning Code Section 101.1 priority policies and conformity with the General Plan described in Planning Commission Resolution No. 18212 (Attachment 7); and

BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 302 (b) and Section 5.41 of the Board of Supervisors Rules of Order, the Planning Commission hereby adopts a Resolution to Recommend Approval of the Better Streets Plan as an Official Plan of the City and County of San Francisco, and to Recommend Approval of Associated Amendments to the Planning Code and to the Administrative Code contained the draft Ordinance attached hereto as Attachment 8, and recommends that the Board of Supervisors approve the amendments.

I hereby certify that the foregoing Resolution was ADOPTED by the San Francisco Planning Commission on October 28, 2010.

Linda Avery  
Commission Secretary

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

NOES:

ABSENT:

ADOPTED: October 28, 2010

Resolution No. 18213  
October 28, 2010

CASE NO. 2007.1238EMRTU  
Amendments to the Planning Code  
related to the Better Streets Plan

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10.28.10\FINAL\_BSP\_Planning Code\_TU.doc*

BOARD of SUPERVISORS



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Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
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September 30, 2010

File No. 101193

Bill Wycko  
Environmental Review Officer  
Planning Department  
1650 Mission Street, 4<sup>th</sup> Floor  
San Francisco, CA 94103

Dear Mr. Wycko:

On September 21, 2010, Mayor Newsom introduced the following proposed legislation:

File No. 101193

Ordinance amending the Urban Design and Transportation Elements of the San Francisco General Plan to incorporate the San Francisco Better Streets Plan by reference, and to make objectives and policies relating to pedestrian transportation consistent with the Better Streets Plan; making environmental findings that the proposed amendments are consistent with the General Plan and the eight priority policies of the Planning Code Section 101.1.

The legislation is being transmitted to you for environmental review, pursuant to Planning Code Section 306.7(c).

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, reading "Alisa Somera".

By: Alisa Somera, Committee Clerk  
Land Use & Economic Development Committee

Attachment

- c: Nannie Turrell, Major Environmental Analysis  
Brett Bollinger, Major Environmental Analysis

*Environmental review completed,  
per M. Hagedorn Negative  
Declaration on the San  
Francisco Better Streets  
Plan finalized on  
September 17, 2010.*

*Nannie R. Turrell  
October 4, 2010*