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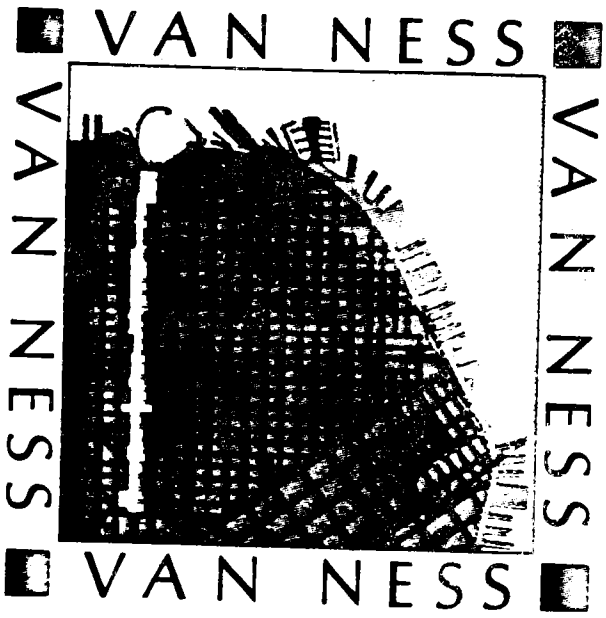

Final Environmental Impact Report

VAN NESS AVENUE PLAN
82.392E/87.586E

DRAFT EIR PUBLICATION DATE:	August 21, 1987
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CITY AND COUNTY OF SAN FRANCISCO DEPARTMENT OF CITY PLANNING

VAN NESS AVENUE PLAN EIR REPLACEMENT PAGES

Accompanying this memo is a set of replacement pages, which, when integrated into a copy of the Van Ness Avenue Plan Draft EIR, will produce the final language for the EIR. The new pages are in order, and have the same numbers as the pages they replace. Where additional text has been added, more insert pages than pages removed may be needed. In such cases, the additional pages have lower case letter designations and blank pages may be required to preserve overall page order. The Comments and Responses document, published December, 1987, also comprises part of the Final EIR. The EIR has a new cover and title page to show that the document is a copy of the final, certified EIR.

Text changes are marked with a black dot in the left-hand margin of the page. Where an entire page is new, the dot appears by the page number.

If you have any questions about the EIR, please call Paul Deutsch at 558-6383.

REPLACE DRAFT EIR PAGES:	WITH INSERT PAGES:
Cover and Title Page	Cover and Title Page
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VAN NESS AVENUE PLAN
DRAFT ENVIRONMENTAL IMPACT REPORT

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V. MITIGATION MEASURES

The proposed Van Ness Avenue Plan establishes policies and objectives which, with implementing zoning, would govern future development along most of Van Ness Avenue. From a citywide perspective, the Plan is intended to provide housing to alleviate demand for housing expected to be generated by continuing future development and job growth, especially in the downtown area. At the same time, it would limit office development in the Van Ness corridor, which could otherwise contribute to further housing demand. As such, the Plan is allied with mitigation measures identified in the Downtown Plan EIR to address jobs/housing balance relationships and can therefore be considered mitigative in intent. To the extent that downtown workers choose to reside in Van Ness Avenue housing, transportation and air quality impacts could be reduced over those that would occur if workers commuted over further distances, from locations without the public transit service available in the Plan area. Locating downtown workers in the 2,000+ housing units which could be built under the Plan would enable increased use of local transit, pedestrian, and bicycle transportation modes, which are the most efficient means of circulation in the greater downtown.

The area of Van Ness Avenue between McAllister Street and Broadway has been recognized in the Housing Element of the San Francisco Master Plan as one of the few areas of the city where new housing can be accommodated with relatively small impacts on existing residential neighborhoods and public services. Development of the type and extent proposed by the Plan on Van Ness Avenue could add over 2,000 housing units to the city's stock in an underdeveloped and changing area of the city that is well-served by public transit. Addition of this amount of housing in other locations in the city would be more incremental and likely generate greater environmental effects, particularly involving issues of traffic, transit, parking, urban design and scale, public services, land use, population, and noise.

The Van Ness Avenue Plan and rezoning proposal is inherently different from a specific development project. Unlike a development project, policies and zoning controls are not irreversible once they are adopted. If

environmental problems arise due to application of the policies or zoning controls, or if unforeseen problems or issues begin to emerge in the Plan area or its larger context, policies and zoning controls can be modified relatively easily to help resolve such problems or issues.

Environmental considerations were taken into account in the process which led to the Plan as proposed by the Department of City Planning. As such, many specific policies of the Plan and concomitant zoning requirements are designed to mitigate many impacts which could otherwise occur. The conditional use process, mandated through the proposed Plan and zoning for most development proposals, could be used to deny proposals which would generate adverse impacts or to impose conditions of approval to mitigate the adverse impacts. Also, specific development projects which may be proposed under the Plan that exceed thresholds set by the California Environmental Quality Act would be subject to environmental review on an individual, site-specific basis. At such time, detailed evaluation and disclosure of potential environmental impacts would be carried out, and, if significant impacts are revealed, the opportunity for review of alternatives and imposition of mitigation measures would occur through the public hearing process.

Notwithstanding the above considerations, development which could occur under the Plan would have some impacts, particularly in combination with cumulative projected downtown and citywide development. These impacts are noted in Section VI (Significant Environmental Effects that Cannot be Avoided if the Proposed Project is Implemented). The mitigating measures contained in the proposed Plan are identified below by subject and would have to be considered by the City Planning Commission as part of the Master Plan policies in reviewing conditional use applications for development. Any or all of them could be justified as conditions of project approval. Other measures that would address impacts of the proposed plan but are not included in the Plan are identified below as measures for consideration.

A. Land Use Mitigation

Measures Incorporated into the Proposed Plan

In designating Van Ness Avenue between McAllister Street and Broadway for high-density residential development, the Plan recognizes certain conditions which render the area appropriate for the proposed land use. These include proximity to the city's major employment center (the greater downtown/Civic Center area); extensive public transit service; well-developed infrastructure; wide roadway and sidewalks; availability of commercial businesses and services; and presence of minor streets, which facilitate access to and from new developments with minimal conflicts with major east-west thoroughfares or Van Ness Avenue. This match between conditions and proposed land uses should help to minimize land use impacts inherent in adding new development.

For the area between Broadway and Bay Street, the Plan's policies call for preservation of the existing housing stock along with carefully designed, medium density infill housing development to maintain the scale and density of this existing residential neighborhood. These policies and implementing RC-3 zoning (reclassification from the existing, less restrictive C-2 district) would minimize land use effects in this area.

The Plan calls for enhancement of the area north of Bay Street as an attractive gateway to the Avenue and transition from Fisherman's Wharf and Golden Gate National Recreation Area. Land use changes under the Plan would be minimal in this area and would be mitigative of existing problems. For example, the Plan supports replacement of excessive paved areas with landscaping to enhance the open space resources of the area.

Required public review for most new development. Conditional use approval by the City Planning Commission would be required for any new building or addition exceeding 40 feet in height and for the demolition of any existing housing. In considering any application in the Van Ness area under Section 303 of the City Planning Code, the City Planning Commission would consider conformity to the Van Ness Area Plan, a part of the Master Plan. This

mitigation is built into the proposed Plan to assure that all site-specific development be reviewed with adequate public input before the Planning Commission to prevent projects from being approved which might have possible adverse effects or otherwise not be in conformity with the Master Plan.

B. Visual and Urban Design Mitigation

Measures Incorporated into the Proposed Plan

The proposed Plan and zoning legislation would reduce height limits between California Street and Pacific Avenue from 130' to 80' to facilitate the transition to lower building heights toward the north.

The Plan includes new height and bulk controls which have been established to meet the criteria of the Urban Design Element of the Comprehensive Plan. The new height districts are premised on the following design principles: (1) new development should incorporate setbacks as necessary to maintain the present streetwall as defined by a number of architecturally significant buildings; (2) towers should be separated and be varied in height in order to avoid visually lining up or benching at a single level; (3) new buildings should be designed to form a harmonious extension of adjacent architecturally significant buildings in terms of facade design and building height and bulk.

The Plan contains new bulk controls intended to make the tops of buildings slender, their silhouettes stepped and tapered. In response, conditional use review for any new tower proposed for construction along Van Ness Avenue would be reviewed against the bulk criteria contained within the Plan.

Planning Code amendments proposed to implement the Plan would establish special sign controls for Van Ness Avenue to minimize the aesthetic and nuisance effects of signs on present and future residents of the Avenue while recognizing the need for effective commercial signage.

Shadowing effects on Van Ness Avenue would be reduced due to the proposed height limits (80' and 130') and floor area ratios (4.5 to 1 and 7.0 to 1),

which, taken together, effectively mandate setbacks for new structures above 50 feet in height.

The Plan proposes adoption of a uniform landscape/greenspace plan which would enhance the visual quality of Van Ness Avenue. In addition, Plan policies implementable through the conditional use process would also encourage developers to provide pedestrian amenities such as plazas, places to sit, planting areas, fountains or cafes. Extensive landscaping on public as well as private areas would be encouraged.

To minimize wind impacts, a wind tunnel analysis must be prepared for all development proposals requiring conditional use review to determine impacts of the individual building design. Buildings that generate wind acceleration of 7 miles per hour in seating areas or 11 miles per hour along pedestrian walkways (sidewalks) would incorporate design revisions or other measures to reduce wind acceleration below these levels to maintain human comfort.

Measures for Consideration

A shadow analysis could be required for every new structure to be built within the study area. The results of this analysis could be an integral part of the design review and could aid in modifying project design to keep new shadows on the Avenue or on new open spaces created by new development at a minimum.

C. Population, Housing and Employment Mitigation

Measures Incorporated into the Proposed Plan

Protection of existing housing. The proposed Plan would address the issue of provision and retention of existing housing by requiring conditional use review by the City Planning Commission of any housing demolition or conversion proposals. Specific Plan policies, upon which conditional use decisions would be based, call for conservation of existing rental housing wherever possible.

Maximization of new housing opportunities. Regarding new construction, the Plan would allow broad design flexibility as to unit size, allowing the creation of smaller, affordable units. The Plan would relax existing parking requirements if there is a demonstrated lower parking demand for a particular development project, which would lower the per unit costs. However, given land and construction costs it is unlikely that low and moderate cost housing would be built on Van Ness Avenue without some kind of subsidy.

D. Cultural and Historical Resources Mitigation

Measures Incorporated into the Proposed Plan

The Van Ness Area Plan would recommend the designation of 33 buildings as city landmarks. Retention of these buildings would be facilitated, though not ensured, by the following measures:

1) Proposals involving the loss of existing housing or construction above 40 feet in height would necessitate evaluation by the City Planning Commission through the conditional use process. The City Planning Commission would consider the conditional use based, in part, on preservation policies of the Plan. The City Planning Commission would have the authority to approve, disapprove, or approve with conditions the proposal.

2) Based on the preservation policies of the Plan and Proposition M (passed by city voters in November 1986), the Department of City Planning is expected to refer applications for demolition or alteration permits involving buildings identified as architecturally or historically important in the proposed Plan to the Landmarks Preservation Advisory Board (LPAB) for their recommendation. If the LPAB recommendations so warrant, the Department would recommend that the City Planning Commission take Discretionary Review authority regarding such permits. The City Planning Commission would have the authority to approve, disapprove, or approve the permits with conditions. This existing policy has been followed since passage of Proposition M to implement its historic preservation policy.

Measures for Consideration

Preservation of significant buildings in the Van Ness Avenue area could be enhanced if specific requirements and/or procedures regarding preservation were added to the Planning Code. For example, amendments to the Planning Code regarding Van Ness Avenue could require conditional use authorization for all proposed demolitions or significant alterations to identified architecturally and historically important buildings. In addition, such applications could be required to be referred to and considered by the Landmarks Preservation Advisory Board for their recommendation to the City Planning Commission.

E. Transportation and Parking Mitigation

TRAFFIC, PARKING, AND PEDESTRIAN IMPACT MITIGATION

Measures Incorporated into the Proposed Plan

A number of objectives and policies of the Van Ness Avenue Plan establish directives and guidelines that would minimize disruptions in traffic circulation; enhance short-term parking opportunity; and improve pedestrian circulation spaces and amenities in the study area. They could be applied by the City Planning Commission as conditions of approval of future development projects, as appropriate. At least some new office development within the Plan area would help finance transit improvements necessitated by that, and other cumulative, office development in the greater Downtown area through payment of Transit Impact Development Fees (TIDF). TIDF is applicable to net increases in office space in the portion of the Plan area bounded by Van Ness Avenue, McAllister Street, and Broadway, eastward."

Access confined to minor streets. Under the proposed Plan, vehicular, parking, freight loading, and service vehicle access to new development should be located, where possible, on the alleyways bisecting Van Ness Avenue blocks between Golden Gate Avenue and Pine Street. Where vehicular access in such locations is not possible, the proposed Plan calls for access to be located on the intersecting east-west cross streets. Only for sites that have no access to an intersecting street would vehicular access be considered on Van Ness Avenue. This would minimize disruption to arterial traffic flow and transit operations on Van Ness Avenue by confining possible vehicle queues forming at project access points to minor streets.

Conversion of auto showroom storage to parking. The proposed Plan suggests that upper-story storage areas within existing auto showrooms along Van Ness Avenue be converted as community parking facilities for adjacent mixed-use projects. Such conversion would be a highly desirable and appropriate adaptive reuse of these structures.

The Plan encourages new development and existing facilities to adopt a short-term parking rate structure for commercial spaces to discourage commuter parking and maximize available space for visitors and shoppers. The Plan would also encourage more efficient use of private parking facilities by suggesting that these spaces be made available to the public for short-term or evening use when not being utilized by the use to which it is accessory.

The proposed Van Ness Avenue Plan incorporates policies for improving the design and placement of sidewalk pedestrian amenities to provide an environment more pleasing and efficient for pedestrian circulation. The Plan also suggests that new development remove and/or consolidate existing obstacles to pedestrian movement, such as sidewalk elevators, street lamp and Muni power poles, traffic signals, and newsracks, especially those located at sidewalk corners.

Limit curb cuts. The proposed Plan recommends limiting curb cuts across sidewalks to those providing vehicular access to midblock parcels whose only access is from Van Ness Avenue, thereby reducing points of conflict between vehicles and pedestrian travel and with traffic flow on Van Ness Avenue.

The proposed Plan would provide for building entrances to be located to enhance pedestrian circulation. Major residential entrances would front on major east-west streets, with commercial entrances featured on Van Ness Avenue to better distribute pedestrian travel. Additionally, the proposed Plan suggests that minor east-west streets (alleyways) should provide safe and attractive pathways for pedestrians, sharing space with vehicles.

Measures for Consideration

As a condition of approval through the conditional use review process, the Planning Commission could require that a Transportation Systems Management (TSM) program be created for new developments in the Van Ness Avenue Plan area. TSM programs identify and encourage ways of minimizing use of private automobiles. They are currently required for office projects in the downtown C-3 districts under Section 163 of the City Planning Code. TSM programs involve coordination with the Department of City Planning in implementing such measures as the use of transportation brokers to facilitate the on-site sale of transit passes and coordination of ride-sharing needs for residents and employees. The effectiveness of a TSM program, however, is affected by the degree to which a concentrated pool of potential users exists, and how well programs can be tailored to the needs of clients. The determination of whether a future development project would benefit from a TSM program, and the application of such a measure, could be considered on a case-by-case basis through the conditional use review process.

As an alternative to resident auto ownership, an auto rental program could be considered for Van Ness Avenue as new development is completed. This arrangement usually involves maintaining a stock of vehicles by a private vendor for short-term rental use by residents and workers in the area. Van Ness Avenue's central location within San Francisco and access to downtown transit lines could make such a program successful in lieu of car ownership for occasional trips that are not convenient by walking or transit.

To the extent possible, mixed commercial/residential development along Van Ness Avenue should establish joint parking programs to maximize utilization. Since commercial trips are often daytime-oriented, parking demand could be reduced through coordinated sharing of parking facilities with residents and/or visitors who use spaces in the evening, after business hours. Such an arrangement would most likely be formalized as a condition of project approval imposed by the City Planning Commission.

Where there is a demonstrated demand for additional truck loading facilities, on-street loading zones or metered truck spaces may be considered for future developments. Any additional on-street loading space(s), however, should also be evaluated with respect to the level of enforcement available to assure that use of loading spaces is not abused, thus undermining their mitigative purpose. Implementation responsibility would rest with the Department of Public Works.

Bicycle parking facilities provided on-site within future developments would improve convenience for bicyclists and could encourage greater usage of bicycles for travel. The use of bicycles by Van Ness residents and employees provides another alternative which may be particularly attractive for travel within San Francisco. On-site storage may also encourage bicycle use by commuters who can take advantage of bike transport services offered on many of the regional transit systems. The Planning Commission has the authority to require the provision of bicycle facilities in new buildings and upon rehabilitation of existing buildings through the conditional use review process.

Install pedestrian crossing signals at major intersections. The provision of "Walk" and "Don't Walk" pedestrian signalization would increase pedestrian safety at intersections and could decrease traffic delays resulting from higher volumes of pedestrians. It is possible that such installations would require change to traffic signal timing and synchronization to provide greater pedestrian crossing time on Van Ness Avenue, as well as some major cross streets if determined to be warranted. Such a measure would affect signal timing on all integrated North-of-Market computerized intersections and therefore should be considered only when greater pedestrian crossing volumes exhibit a demand. The impacts of such a widespread adjustment to signal integration on transit and traffic circulation would require a detailed technical feasibility study by the Department of Public Works, and technical review by the City's Interdepartmental Standing Committee of Traffic and Transportation (ISCOTT), and public hearing review through the San Francisco Department of Public Works Commission.

TRANSIT IMPACT MITIGATION

Measures Incorporated into the Proposed Plan

The proposed Plan contains two long-term transit development measures that would increase the accessibility between Van Ness Avenue and other areas in San Francisco. Presently, there is no planned study of either of these measures underway. The Plan, however, encourages their consideration for the long-range future. Both would require adoption and funding by the Metropolitan Transportation Commission (MTC) before they could be implemented by the City.

Study the feasibility of a Van Ness subway. Muni has identified Van Ness Avenue as suitable for a subway study. A grade-separated transit right-of-way would improve inter-city and intra-regional transit service, transit speeds and capacity along Van Ness Avenue, as well as improve intercity and regional transit service. It is expected that such a study of this long-range prospect would examine the implications for efficiency and reliability of transit service in the Van Ness corridor.

Investigate the feasibility of extending the California Street Cable Car to the Nihonmachi (Japantown) Center. Extension of the Cable car line, if found to be feasible, would provide an extended use as a transit system for residents, as well as an attractive means of transporting visitors to special places of interest.

Measures for Consideration

The proposed plan encourages greater transit capacity to the project area, as demand warrants. The measures itemized below would serve portions of the Van Ness Avenue Plan project area, as well as Citywide demand. Mitigation measures to address cumulative transportation demand, as itemized in the Downtown Plan EIR, have been incorporated by reference and summarized below. Some of the measures have a more direct relationship with the transit network serving the Van Ness Avenue Plan area and are explained in greater detail.

Those less directly related to the area are listed. Certain measures that reiterate city policy already adopted by the City Planning Commission, but which are not yet in the implementation stage, or which require action by agencies outside the jurisdiction of the Planning Commission, are identified.

The use of diamond lanes for bus use or sidewalk bulbing at bus stops could facilitate transit service on Van Ness Avenue. These measures would need to be approved and implemented by the California Department of Transportation. Alterations in overall vehicular circulation resulting from either measure would require further study to determine effects on overall operational characteristics of the Avenue.

Examine alternatives for Muni Metro service to Geary Boulevard and Third Street/Bayshore Boulevard Corridor. By nearly every measure, the Geary corridor is one of the busiest single transit lines in the region, with daily ridership of 55,000 trips. The Geary corridor provides direct service to the Van Ness Avenue Plan area, and impact analyses have shown future passenger loadings to the Northwest along the Geary corridor to be at uncomfortably crowded levels. While additional demand could be accommodated by adding buses to the corridor, it would be desirable to replace motor coach service with Metro service. While this measure would not be essential to accommodate peak period demand due to planned growth, conversion of the 38-Geary lines to Muni Metro service, with subway operation in the downtown area and surface operation elsewhere, could substantially improve service to the Northwest quadrant.

The Third Street/Bayshore Boulevard corridor extends south of the eastern end of Geary Street, creating a north-south connection which, if improved for transit, would complement existing Metro and BART service and provide increased service to the southeast quadrant of the City. While the relationship between travel demand generated by the VNAP and the Third Street corridor is less direct, improvements in the Geary corridor should be carried out with consideration of whether to also provide Muni Metro service on Third Street. Such improvements for Geary and Third Streets were adopted as city

policy through their inclusion in the Downtown Plan, a part of the Master Plan. Either of these improvements would require approval and funding from the Metropolitan Transportation Commission, and would be implemented by the San Francisco Municipal Railway and Public Utilities Commission.

Refine proposals and implement the Muni "F" streetcar line. The F-line would provide service between the Fort Mason-Fisherman's Wharf area and the Civic Center along The Embarcadero. Current planning includes a connection with the Muni Metro extension at the foot of Market Street at The Embarcadero. The ridership market for this service is expected to be residents, shoppers and workers along the Waterfront. The F-line would operate on Market Street from Civic Center to Justin Hermann Plaza, and extend north to the Fort Mason-Fisherman's Wharf area. Together with Van Ness Avenue, these measures would provide almost complete transit service around the perimeter of the City's northeast quadrant. The F-line was analyzed, along with the Muni Metro extension, in the I-280 Transfer Concept Program, has been adopted by the City Planning Commission as city policy through the Downtown Plan, and has been adopted by the Metropolitan Transportation Commission in the "San Francisco Bay Area New Rail Starts and Extension Plan", 1983. With funding authorization from MTC, this measure would be implemented by the San Francisco Municipal Railway and Public Utilities Commission.

Initiate studies on the potential for light rail transit to Marin County. Light rail transit (LRT) service to Marin County and other North Bay jurisdictions would provide increases in service over existing levels and may generate a shift to greater transit use. A study of the feasibility of this measure, which is supported by policy adopted by the City Planning Commission in the Downtown Plan, has been initiated by a multi-jurisdictional team. The Marin-101 Corridor Study has been underway since the end of 1983, and includes a feasibility analysis for light rail transit in the corridor to determine if greater transit capacity through the project area to downtown San Francisco from Marin County could substantially reduce automobile commuting within the project area. Any North Bay LRT system or other possible solutions for that corridor would have to be multi-jurisdictional, and as such, could not be implemented solely by the City.

Implement a common transit fare system, or regional transit pass, that would allow a passenger to transfer between systems without paying full fare for each system. One approach would be to expand the existing system of discount transfers between Muni and the regional transit agencies to include Golden Gate buses and SamTrans service. The discount transfer system requires operating agreements between Muni and the other transit agencies to allow an exchange of revenues. Past experience indicates that this could result in overall increases in daily transit ridership. The BART/Muni Fast Pass can be seen as a first project that provides for regional transit passes for the cost of a single system pass. Eventually, a system of regional passes could be developed that would allow for interline transfers without any incremental costs to the patron.

The Metropolitan Transportation Commission would be involved in the agreements. A regional transit pass would reduce the cost and complexity of a multi-system transit trip and would allow agencies that now provide competing service (i.e., BART/AC, Muni/BART, Golden Gate buses/Muni) to optimize the structure of routes and service provided. A regional pass program would require transit funding to be handled on a regional basis rather than on the current system of individual transit districts.

Other measures incorporated by reference from the Downtown Plan EIR (Vol. 1, pp. V.E. 1 through 30a): Carry out plans for expanding transit service on BART, Caltrain, Muni, AC Transit, SamTrans, and Golden Gate Transit; extend BART to San Francisco International Airport; Evaluate possible extension of Caltrain to a downtown station location; Build BART extensions to Warm Springs (in Fremont) and North Concord; Provide high occupancy vehicle (HOV) lanes on freeways and freeway on-ramps; implement discount Muni transfers with all suburban corridor transit carriers; improve and expand the Transbay Terminal; moderate curbside on-street boarding of Golden Gate and SamTrans service; initiate feasibility studies for additional ferry service; install and improve transit lanes on downtown streets; initiate a feasibility study for a second type of taxi service.

F. Air Quality Mitigation

Measures Incorporated into the Proposed Plan

The location of the VNAP area within the greater downtown would make public transit and bicycle/pedestrian modes of travel more attractive than the use of automobiles, particularly for future residents who may work downtown. To the extent this mode shift takes place, the number of potential vehicle miles travelled within the city could be reduced, thus reducing potential vehicle emissions, particularly carbon monoxide (CO). This reduction, combined with the increasing fuel efficiency and emission controls of the automobile fleet over the future, is expected to reduce CO levels to within State and Federal standards. Currently, violations of the eight-hour CO emission standards occur on Van Ness Avenue. Concentrations of automobile-generated TSP would also decrease with less automobile use in the downtown area, although such reductions may not eliminate potential future violations of TSP standards.

Measures for Consideration

Implementation of mitigation measures identified for transportation impacts would also mitigate potential air quality impacts. TSM and transit improvement measures that would reduce vehicle miles travelled and/or reduce vehicular congestion through increased ridesharing (carpool, vanpool, and transit), and implementation of flexible and/or staggered work hours, would reduce local and regional emissions of all pollutants.

There are a number of mitigating measures that could be imposed as conditions of project approval by the City Planning Commission through the conditional use process. Requiring project sponsors to sprinkle demolition sites with water continuously during demolition activities; sprinkle unpaved construction sites with water at least twice a day; cover stockpiles of soil, sand, and other such material; and sweep streets surrounding demolition and construction sites at least once per day would reduce potential TSP emissions. Project sponsors should be required to maintain and operate

construction equipment so as to minimize exhaust emissions of TSP and other pollutants, by such means as a prohibition on idling motors when equipment is not in use, and a requirement for specific maintenance programs (to reduce emissions) for equipment that would be in constant use for much of a construction period. These measures could be imposed on a case-by-case basis.

G. Noise Mitigation

Measures Incorporated into the Proposed Plan

The proposed Plan calls for setbacks above the commercial street which would serve as a sound barrier for those units behind the setback. Also recommended is the insulation of bedrooms and whole units by solaria, which would be counted as private usable open space.

The proposed Plan recommends the use of sound-rated windows, deep balconies and solid balcony rails to control noise for dwellings.

The urban design component of the Plan incorporates the principle that noise control for open spaces can be provided by using buildings themselves as a barrier to obstruct noise. The Plan encourages a variety of intimate, personal spaces well insulated from the exterior street noise. Bedroom units are encouraged to be oriented towards interior court spaces.

H. Energy Mitigation

Measures Incorporated into the Proposed Plan

The Plan encourages passive solar heating by permitting solaria to be counted as required private usable open space.