

Appendix A

Notice of Preparation and Initial Study



SAN FRANCISCO PLANNING DEPARTMENT

July 1, 2009

**RE: NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT AND
NOTICE OF PUBLIC SCOPING MEETING FOR GLEN PARK COMMUNITY PLAN**

To: Responsible Agencies, Trustee Agencies, and Interested Parties

This Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Notice of Public Scoping Meeting for the above-referenced project, described below, has been issued by the San Francisco Planning Department (Planning Department). The NOP/Notice of Public Scoping Meeting is either attached or is available at the Planning Information Counter at 1660 Mission Street, 1st Floor, or on-line at www.sfplanning.org/mea.

Project Description. The *Draft Glen Park Community Plan (Community Plan)* describes proposed transportation improvements and zoning amendments that emerged from a community planning process led by the San Francisco Planning Department in 2003 in the Glen Park neighborhood. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue, Calvert Drive, and Bosworth Street to the south; and Elk Street to the west. Existing development in this area is a mix of small-scale commercial/retail and residential uses (predominantly single family residences). The plan area also includes the Glen Park BART Station.

The *Community Plan* would be adopted as an area plan under the *San Francisco General Plan*. In addition, implementation of the *Community Plan* would involve modification of zoning districts and height and bulk controls in the *San Francisco Planning Code (Planning Code)*. A new Glen Park Neighborhood Commercial Transit District (NCT) would be created and applied in the plan area to reflect the area's proximity to abundant transit service. This district would incorporate parcels currently zoned as Neighborhood Commercial (small-scale NC-2), as well as the BART parking lot (currently zoned as Public [P]), and a lot on Kern Avenue (currently zoned for Residential - One Family [RH-1]).

Transportation improvements identified during the planning process are currently being analyzed for technical feasibility. Such improvements could include any or all of the following:

- Roundabouts at key intersections along Bosworth Street east of Diamond Street;
- Improved access between Glen Park BART Station and J-Church Muni stop;
- Improved Muni access to the Glen Park BART Station via a bus loop and new concourse entry on the south side of the station;
- Better access to the Glen Park BART Plaza near Bosworth Street and Diamond Street;
- Improved pedestrian linkages to infill development (at the Glen Park BART Station parking lot); and
- Other traffic calming, streetscape, and pedestrian improvements throughout the plan area.

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The transportation improvements are currently being reviewed through a series of feasibility studies to determine their viability and conceptual performance from an engineering perspective. Some of these improvements may not be practically possible, due to spatial or other considerations. The feasibility study will identify which of the proposed improvements are feasible, thereby narrowing this list. Only improvements that are determined to be feasible will be studied in the EIR and other transportation improvements may be proposed in lieu of those that are found to be infeasible. In addition, other proposed infrastructure improvements are identified in the *Community Plan*, including daylighting portions of Islais Creek.

For the purposes of the EIR, the proposed project consists of the *Community Plan* and the feasible transportation improvements, as well as potential infill development at two sites: 1) the Glen Park BART Station parking lot on the north side of Bosworth and Arlington Streets, east of Diamond Street and extending northward to Wilder Street; and 2) five parcels on the northwest corner of Diamond Street and Bosworth Street, bounded by Brompton Avenue. Infill development at these sites would consist of mixed-use development, including residential and commercial uses. New housing at these two sites would be up to 120 units, about half of the total residential development that could occur with implementation of the *Community Plan*. Recommendations in the *Community Plan* would require amendments to *Planning Code* zoning and height regulations at the two infill sites. Proposed development of the infill sites will be analyzed at the project level in the EIR.

The City has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the proposed project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the proposed project. Prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

The Planning Department will hold one (1) **PUBLIC SCOPING MEETING**, in the Glen Park Recreation Center at 70 Elk Street at 6:30 p.m. on July 16, 2009. The purpose of this meeting is to receive oral comments to assist the Planning Department in reviewing the scope and content of the environmental impact analysis and information to be contained in the EIR for the project. Written comments will also be accepted at this meeting and until 5 p.m. on **July 31, 2009**. Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, Major Environmental Analysis, 1650 Mission Street, Suite 400, San Francisco, CA 94103. The Planning Department maintains a list of persons who have expressed an interest in the proposed project. In an effort to reduce paperwork, future mailings will be conducted via email to those persons for whom an email address has been provided.

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency.

If you have questions concerning attached materials and the environmental review process, please contact **Lisa Gibson** of the Planning Department at **(415) 575-9032**. Documents relating to the proposed project can be viewed at 1650 Mission Street, Suite 400, San Francisco, CA 94103, by appointment.



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

Date: July 1, 2009
Case No.: 2005.1004E
Contract No.: CS-148 (San Francisco Municipal Transportation Agency)
Project Title: **Glen Park Community Plan**
BPA Nos.: Not applicable
Zoning: Various; see below
Block/Lot: Various; see below
Lot Size: Not applicable
Project Sponsor: San Francisco Planning Department
Jon Swae – (415) 575-9069
Jon.Swae@sfgov.org
Lead Agency: San Francisco Planning Department
Staff Contact: Lisa Gibson – (415) 575-9032
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PROJECT DESCRIPTION

Project Context

The Glen Park neighborhood, located in the southern portion of San Francisco, was the subject of a community planning process that focused on the City's transit-served neighborhoods. A primary purpose of this effort was to develop a plan for the neighborhood's "downtown," which includes Glen Park's commercial district, the Glen Park BART Station, and nearby streets and public open spaces. After a series of public workshops, the *Draft Glen Park Community Plan Summary¹ (Community Plan)* was published in 2003 by the Planning Department. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue, Calvert Drive, and Bosworth Street to the south; and Elk Street to the west (see Figure 1, p. 3).

The commercial center of the Glen Park neighborhood is on Diamond Street, near the intersection of Diamond Street and Chenery Street. This area is in close proximity to the Glen Park BART Station, located at the intersection of Bosworth Street and Diamond Street. The downtown Glen Park area is also proximate to I-280 on-ramps, San Jose Avenue, and the Muni J-Church stop on San Jose Avenue. Glen Canyon Park, which contains a section of Islais Creek, is located approximately 0.3 miles west of

¹ City and County of San Francisco, Planning Department, *Draft Glen Park Community Plan*, prepared November 2003. Accessed at: <http://www.sfgov.org/site/uploadedfiles/planning/citywide/pdf/gpdplowres.pdf>.

downtown Glen Park. Islais Creek enters an underground culvert upon leaving the park, and runs parallel to Bosworth Street.

The *Community Plan* is a policy document that presents an overall concept for enhancing the existing neighborhood, as well as encouraging infill development at the BART parking lot north of the BART station and at the northwest intersection of Diamond Street and Bosworth Street. The *Community Plan* proposes general design features and policies to guide future infrastructure improvements and update zoning, design guidelines, and other city policies for future development. However, the details of the *Community Plan* are still in the process of being developed as part of the community planning process, and are subject to approval by the City Planning Commission and Board of Supervisors.

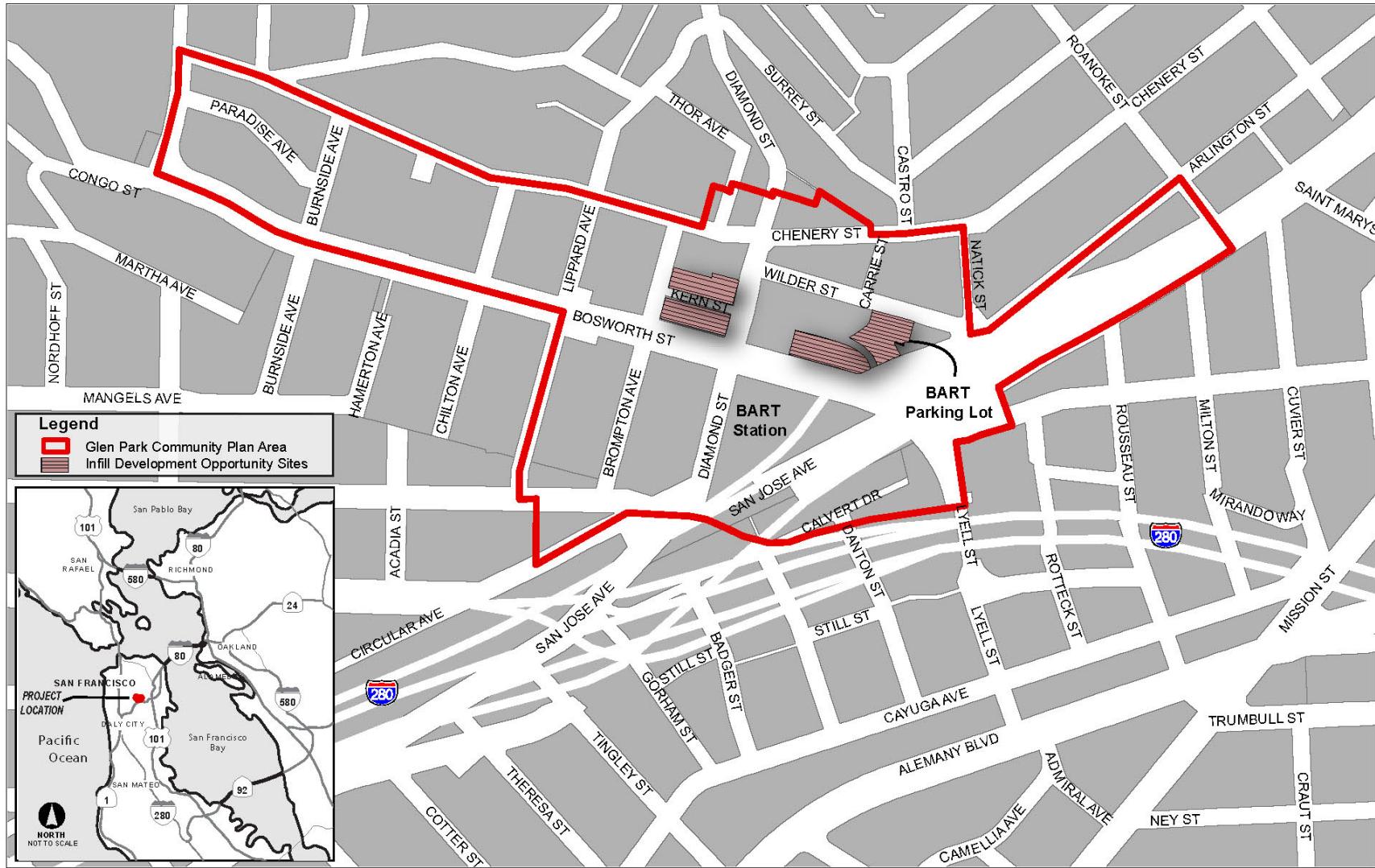
Design features and policies provided in the *Community Plan* address pedestrian safety, traffic flow, access to transit, parking and other transportation improvements described in further detail below. The *Community Plan* also includes improvements to public spaces, such as improvements to the design and character of streets, redesign of the BART station plaza, and connecting public open spaces throughout the plan area.

For the purposes of environmental review, the proposed project consists of recommendations for transportation/infrastructure and public space improvements proposed in the *Community Plan*, and the infill development that would be accommodated by the *Community Plan*, that would be expected to occur within the roughly 20-year time-frame of the environmental analysis (by 2030). Improvements expected to be completed beyond 2030 (e.g., converting San Jose Avenue from a “freeway” to a City street) are considered speculative in nature and are not included as part of the proposed project. These speculative projects would be subject to environmental review when specific plans for these proposals are developed.

Physical Improvements

Transportation and Infrastructure Improvements. The *Community Plan* contains policies that propose transportation and infrastructure improvements, including:

- Roundabouts at key intersections along Bosworth Street east of Diamond Street;
- Improved access between Glen Park BART Station and J-Church Muni stop;
- Improved Muni access to the Glen Park BART Station via a bus loop and new concourse entry on the south side of the station;
- Better access to the Glen Park BART Plaza near Bosworth Street and Diamond Street;
- Improved pedestrian linkages to infill development (at the Glen Park BART Station parking lot); and
- Other traffic calming, streetscape, and pedestrian improvements throughout the plan area.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
 FIGURE 1: PROJECT LOCATION MAP

The transportation improvements are currently being reviewed through a series of feasibility studies to determine their viability and conceptual performance from an engineering perspective. Some of these improvements may not be practically possible, due to spatial or other considerations. The feasibility study will identify which of the proposed improvements are feasible, thereby narrowing this list. Only improvements that are determined to be feasible will be studied in the EIR and other transportation improvements may be proposed in lieu of those that are found to be infeasible. In addition, other proposed infrastructure improvements are identified in the *Community Plan*, including daylighting portions of Islais Creek.

Infill Development Opportunities. The *Community Plan* identifies infill development opportunities at two sites: the existing Glen Park BART Station parking lot and the parcels at the northwest corner of Diamond Street and Bosworth Street.

- **Glen Park BART Station Parking Lot.²** The proposed project includes the redevelopment of the Glen Park BART Station parking lot (Assessor's Block 6745; Lots 042, 048, 053, 057, 066, 067, 068, and 069), located on the north side of Bosworth Street and Arlington Street, south of Wilder Street, east of Diamond Street, and west of Natick Street. This site would be developed into a mix of uses that would include ground-floor commercial uses along the Bosworth Street frontage and between 40 and 65 residential units. New zoning would allow three-story structures along Bosworth Street and Arlington Street. Parking would range from 0 to 65 private, off-street parking spaces. Currently, this site contains 54 5-hour off-street parking spaces designated for use by BART patrons.
- **Northwest Corner of Diamond Street and Bosworth Street.** This infill site includes five parcels on both sides of Kern Street, between Diamond Street, Bosworth Street, and Brompton Avenue (Assessor's Block 6744; Lots 025, 027, 030, 031, and 032). Potential development would include ground-floor commercial uses along the existing NC-2 (Small-Scale Neighborhood Commercial) zoned street frontages. The existing RH-2 (Residential, House District, Two-Family) use district is expected to be maintained for the site at Kern Street and Brompton Avenue. Approximately 30 to 55 units of housing and 0 to 55 parking spaces are estimated to be allowable on this site. New zoning would allow structures up to four stories tall on the corner of Diamond Street and Bosworth Street. Other structures at this site would be between two and three stories tall. Currently these parcels contain commercial/retail development fronting on Diamond Street, an off-street parking lot, and single-family residential development along Kern Street.

Planning Code Amendments

Zoning. Implementation of the *Community Plan* would require revisions to the existing *San Francisco Planning Code (Planning Code)* zoning districts and height districts in the plan area. Anticipated changes to the *Planning Code* include replacement of the existing NC-2 district with a new Glen Park Neighborhood Commercial Transit District (NCT). The Glen Park NCT zoning district, which is proposed to front on Diamond Street and extend from just north of Chenery Street to Monterey Boulevard, would modify

² This site is owned by the San Francisco Bay Area Rapid Transit (BART) District. In December 2008, BART issued a request for qualifications for developers interested in working with the City, BART, and the Glen Park community to determine the feasibility of a new transit-oriented development at the Glen Park BART Station.

parking regulations and residential densities to reflect the plan area's close proximity to abundant transit service. The BART parking lot at Bosworth Street and Arlington Street would be rezoned from its current Public (P) zoning designation. Residential zoning (RH-2 or RTO, Residential, Transit-Oriented) would likely be applied to the portion of the BART parking lot property fronting Wilder Street, and Glen Park NCT zoning would be applied to the portion of the property fronting Bosworth Street.

Heights. Residential-zoned areas would retain an existing height limit of 40 feet. However, height increases of up to 45 feet in the Glen Park NCT district may be considered to allow for active ground-floor uses. Some consideration would be given to increasing height limits on portions of the BART property to 65 feet to account for proximity to transit and grade changes on site.

General Plan Amendments

The *Community Plan* would be adopted as an area plan under the *San Francisco General Plan (General Plan)*. No other changes to the *General Plan* would be required other than minor referential amendments in other *General Plan* elements for consistency.

Project Approvals

It is anticipated that the proposed project would require the following project approvals:

- Amendment of *Planning Code* Article 2 for rezoning the BART parking lot property fronting Wilder Street from P to RH-2 or RTO.
- Amendment of *Planning Code* Article 7 for rezoning the existing NC-2 district to a new Glen Park NCT district for parcels on Diamond Street and Bosworth Street.
- Amendment of *Planning Code* Article 7 for rezoning Assessor's Block 6745, Lots 042, 048, 053, 057, 066, 067, 068, and 069 from P to Glen Park NCT.
- Amendment of *Planning Code* Article 7 for rezoning Assessor's Block 6744, Lot 030 from RH-1 to Glen Park NCT.
- Amendment of *Planning Code* Zoning Map ZNII to reflect the zoning changes indicated above.
- Amendment of *Planning Code* Zoning Map HTII to reflect revised height and bulk limits for the infill sites.

ENVIRONMENTAL REVIEW TOPICS

The Environmental Impact Report (EIR) for the proposed project will examine the potential for the improvements and development proposed under the *Community Plan* to cause or contribute to significant physical or environmental impacts. The EIR will also identify mitigation measures and analyze whether proposed mitigation measures would reduce the environmental effects to a less-than-significant level as defined by the *California Environmental Quality Act (CEQA)*. Two levels of analysis will be provided in the EIR:

- Transportation and infrastructure improvements and infill development at the Glen Park BART Station parking lot and at the Diamond Street and Bosworth Street parcels will be assessed at a project-level of analysis.
- The general policies of the *Community Plan*, along with the connected greenways and the Islais Creek daylighting, will be discussed at a program-level of analysis.

The Planning Department anticipates that the Initial Study will address all environmental review topics in advance of the EIR. The Initial Study will identify any mitigation measures necessary to reduce any potential impacts of the proposed project in these topic areas to a less-than-significant level. Topics that are likely to be eligible for adequate coverage in the Initial Study include: Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral/Energy Resources, Agricultural Resources; these topics would not be addressed in the EIR.

It is anticipated that the following environmental topics will be addressed in the EIR.

Plans and Policies

This section of the EIR will discuss any potential conflicts with applicable land use plans and policies, including the *General Plan* and Priority Policies, and other City policies that are designed to avoid or mitigate environmental effects. The EIR will discuss proposed amendments to the *General Plan* and *Planning Code*. The EIR will discuss the proposed project's potential inconsistencies with *General Plan* policies, as well as the City's *Sustainability Plan*. Any project inconsistency with City and regional plans, including the *Bay Area Air Quality Plan*, the *San Francisco Regional Water Quality Control Board Basin Plan*, the *San Francisco Congestion Management Plan*, the *San Francisco Municipal Transportation Plan*, areawide waste treatment plans, and regional housing plans, will also be identified.

Land Use

This section of the EIR will discuss the zoning and land use controls proposed in the *Community Plan* and the effect that alteration of existing controls could have on the existing land use character. Potential land use inconsistencies between existing and proposed uses will be discussed. The effects of increased densities at the two infill sites and changes in land use character will be described and evaluated. Other issues that will be discussed in this section include land use changes linked to improved transit access, daylighting of Islais Creek, reconfiguration of streets, and traffic-calming improvements.

Aesthetics

This section of the EIR will describe the existing visual character of the plan area and discuss potential impacts of the proposed land use and transportation changes on neighborhood and streetscape character and/or scenic views. The urban design features proposed in the *Community Plan* will be identified and assessed in the EIR in consideration of potential environmental impacts. The height, bulk, and massing of the proposed development at the infill opportunity sites will be compared with adjacent buildings to determine whether proposed development would be compatible with the existing built environment.

Cultural and Paleontological Resources

This section of the EIR will assess historic, archaeological, and paleontological resources in the plan area, and will identify the potential for proposed infrastructure improvements, development, or *Community Plan* policies to adversely affect these resources. Impacts will be assessed based on the City's *CEQA Review Procedures for Historic Resources*.

Transportation and Circulation

This section of the EIR will address the potential impacts associated with proposed infill development and transportation improvements on the City's transportation network, including area roadways, public transportation, and pedestrian accessibility. Proposed transportation improvements, and their effect on the overall circulation pattern, will be assessed according to the City's *Transportation Impact Analysis Guidelines for Environmental Review*.

Noise

This section of the EIR will analyze the potential for existing noise and vibration sources, including the I-280 freeway and local streets, BART operations, and Muni operations, to adversely affect proposed infill development. Impacts of construction-related noise generated by infill development and proposed infrastructure improvements on the local community will also be discussed, including any identified noise-sensitive receptors in the project vicinity.

Air Quality and Climate Change

This section of the EIR will analyze consistency of the *Community Plan* with applicable air quality plans. Project-specific air quality effects, including long-term operational and short-term construction related impacts; greenhouse gas (GHG) emissions; and air quality issues related to new development built in close proximity to high volume traffic corridors will be assessed.

Alternatives

This section of the EIR will discuss alternatives to the proposed project that would reduce or eliminate significant environmental effects. The alternatives will include a No Project Alternative, which is required by CEQA to be discussed in the EIR. This alternative would entail a continuation of existing zoning controls and General Plan policies in the area. Existing uses on the BART parking lot and the Diamond Street and Bosworth Street sites would remain, and no transportation improvements would be made. The EIR will also analyze up to three additional alternatives that will respond to potential significant environmental impacts that would occur with implementation of the proposed project.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).

PUBLIC SCOPING PROCESS

Pursuant to the State of California Public Resources Code Section 21083.9 and California Environmental Quality Act Guidelines Section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **July 16, 2009 at 6:30 p.m. at the Glen Park Community Recreation Center, 70 Elk Street**. Written comments will also be accepted at this meeting and until 5 p.m. on July 31, 2009. Written comments should be sent to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

If you work for a responsible State agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

July 1, 2009
Date

for Lisa K. [Signature]
Bill Wycko
Environmental Review Officer



SAN FRANCISCO PLANNING DEPARTMENT

INITIAL STUDY GLEN PARK COMMUNITY PLAN PLANNING DEPARTMENT CASE NO. 2005.1004E STATE CLEARINGHOUSE NO. 2009072013

Date: January 6, 2010
Case No.: 2005.1004E
Project Title: Glen Park Community Plan
BPA No.: Not Applicable
Zoning: Various
Block/Lot: Various
Lot Size: Not Applicable
Project Sponsor: San Francisco Planning Department
Jon Swae – (415) 575-9069
Jon.Swae@sfgov.org
Lead Agency: San Francisco Planning Department
Staff Contact: Lisa Gibson – (415) 575-9032
Lisa.Gibson@sfgov.org

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Project Description:

The draft *Glen Park Community Plan* (draft *Community Plan*) is a policy document that presents an overall concept for enhancing the existing neighborhood, as well as encouraging infill development at the BART parking lot north of the BART station and at the northwest intersection of Diamond Street and Bosworth Street. The draft *Community Plan* proposes general design features and policies to guide future infrastructure improvements and update zoning (to a Glen Park Neighborhood Commercial Transit District [NCT]), design guidelines, and other City policies for future development. Design features and policies provided in the draft *Community Plan* address pedestrian safety, traffic flow, access to transit, parking and other transportation improvements. The draft *Community Plan* also includes improvements to public spaces, such as improvements to the design and character of streets, redesign of the BART Station plaza, connecting public open spaces and greenways, and daylighting portions of Islais Creek. Additionally, the draft *Community Plan* presents a detailed analysis of the impacts associated with potential development of two infill sites: 1) at the BART parking lot north of the BART station, and 2) at the northwest intersection of Diamond Street and Bosworth Street. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street to the west.

Finding:

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the reasons as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

cc: Supervisor Bevan Dufty, District 8; Distribution List; Historic Preservation Commission; Bulletin Board/Master Decision File.

**INITIAL STUDY
 GLEN PARK COMMUNITY PLAN
 PLANNING DEPARTMENT CASE NO. 2005.1004E
 STATE CLEARINGHOUSE NO. 2009072013**

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A. PROJECT DESCRIPTION

INTRODUCTION

The draft *Glen Park Community Plan*¹ (draft *Community Plan*) was developed in 2003 through coordination among the San Francisco Planning Department (Planning Department), the San Francisco Bay Area Rapid Transit (BART) District, and other agencies, with extensive involvement from the Glen Park community. The draft *Community Plan* presents an overall concept for enhancing the positive existing features of the neighborhood, as well as encouraging infill development near transit opportunities and improving accessibility. Design features and policies provided in the draft *Community Plan* address pedestrian safety, traffic flow, access to transit, parking, and other transportation improvements described in further detail below. The draft *Community Plan* also includes improvements to public spaces, such as improvements to the design and character of streets, redesign of the Glen Park BART Station plaza, connection of public open spaces throughout the plan area, and daylighting portions of Islais Creek.

For the purposes of environmental review, this Initial Study evaluates feasible transportation improvements, including improvements to pedestrian, transit, and bicycle circulation and accessibility; infill development at two sites; and potential development of a linear greenway. These transportation improvements, the infill development, and the greenway constitute the proposed project that is being environmentally cleared. In addition, the proposed project includes adoption of the final Glen Park Community Plan and associated rezoning and land use controls.

The transportation improvements analyzed in this document are a result of a study² commissioned by the San Francisco Municipal Transportation Agency (SFMTA) to examine the improvements identified in the Glen Park draft *Community Plan*. Transportation-related stakeholders, such as SFMTA, SF Planning, Caltrans, and BART, rated the effectiveness of the different improvements at achieving the intended objectives, affirmed the findings regarding feasibility, and recommended a set of feasible improvements for consideration in the Initial Study.

¹ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, November 2003, available at: <http://www.sfgov.org/site/uploadedfiles/planning/citywide/pdf/gpdplowres.pdf>.

² PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*, prepared on behalf of the City and County of San Francisco Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

The potential infill development analyzed in this Initial Study includes two sites: 1) the Glen Park BART Station parking lot on the north side of Bosworth and Arlington Streets, and 2) five parcels on the northwest corner of Diamond Street and Bosworth Street. The infill development would consist of mixed-used development, including residential and commercial uses. The proposed greenway would consist of a linear open space running from Glen Canyon Park to downtown Glen Park (BART parking lot) and would include possible creek daylighting (bringing Islais Creek to the surface), creation of a stormwater wetland (between Burnside and Chilton Avenue), incorporation of walkways and possible incorporation of bike lanes.

The EIR will provide a project-level and a program-level analysis. Transportation and infrastructure improvements and infill development at the Glen Park BART Station parking lot and at the Diamond Street and Bosworth Street parcels will be assessed at a project-level of analysis. The general policies of the Community Plan, along with the connected greenways and the Islais Creek daylighting, will be discussed at a program-level of analysis.

It is estimated that implementation of the draft *Community Plan* would occur over a 20-year time-frame (by 2030). Improvements that would occur beyond 2030 (e.g., converting San Jose Avenue from a “freeway” to a City street) are considered speculative in nature and are not included as part of the proposed project evaluated in this Initial Study. Additionally, the purchase of a house located on Lippard Avenue associated with construction of the linear greenway would also be considered speculative and, as such, is not included in the proposed project. These speculative improvements would be subject to environmental review when specific plans for these proposals are developed.

The draft *Community Plan* is still in draft form and may evolve before being finalized as the result of community input, technical studies, economic factors, and other new information. In addition, the Planning Department conducted meetings within the Glen Park neighborhood to solicit feedback on the draft *Community Plan*. The improvements and design strategies presented in this Initial Study reflect minor modifications to the draft *Community Plan*, all of which are consistent with the purpose and intention of the plan to enhance positive existing features of the neighborhood, encourage infill development near transit opportunities, and improve accessibility. While the draft *Community Plan* is still being modified, the final plan is expected to integrate general plan amendments (inclusion of a new area plan) and land use controls (changes in zoning). The plan may also include an implementation strategy which would specify the timing of implementation of capital projects and other aspects of the plan. The key features of the project as outlined in this section are not expected to change such that additional environmental review would be necessary.

Pursuant to the State of California *Public Resources Code* Section 21000 et seq. (“CEQA”) and *California Environmental Quality Act Guidelines* (“Guidelines”), Section 15206, the Planning Department issued a Notice of Preparation of an Environmental Impact Report (EIR) and Notice of Public Scoping Meeting for Glen Park Community Plan on July 1, 2009. A public scoping meeting was held on July 16, 2009 to receive oral comments concerning the scope of the EIR. Written comments were also accepted until 5 p.m. on July 31, 2009.

This Initial Study will be available for public comment for 30 days (until February 4, 2010); comments received during this period will be taken into account in the Draft EIR that will be prepared by the San Francisco Planning Department in connection with this project. The EIR will examine the potential for implementation of the draft *Community Plan* to cause or contribute to significant physical or environmental impacts. The EIR will also identify mitigation measures and analyze whether proposed mitigation measures would reduce the environmental effects to a less-than-significant level as defined by CEQA.

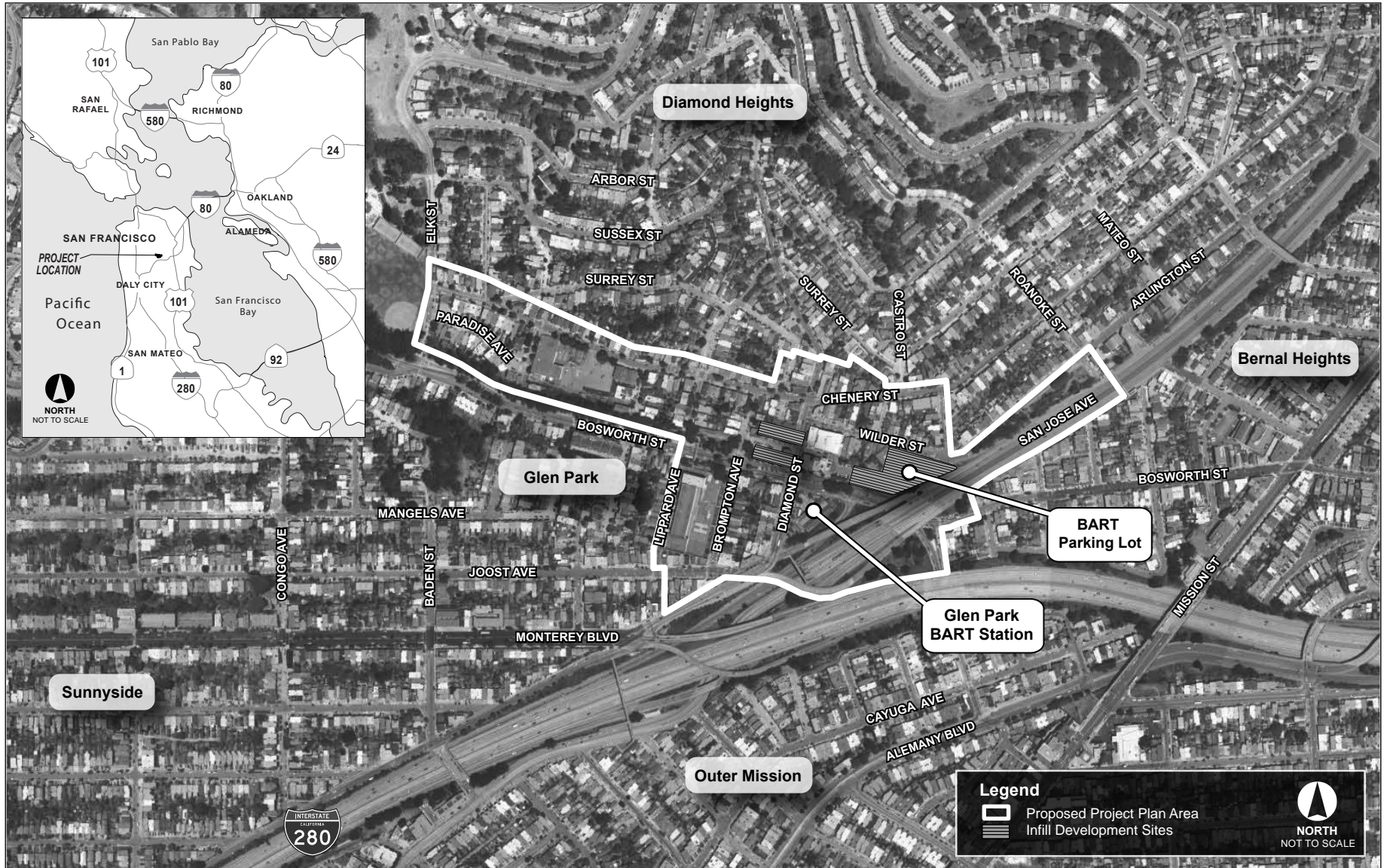
PROJECT LOCATION

As shown in Figure 1, p. 6, the plan area is located in the center of the Glen Park neighborhood in the City of San Francisco. Glen Park is located south of the Diamond Heights and Noe Valley neighborhoods, west of the Bernal Heights neighborhood, and east of Glen Canyon Park. The plan area is bounded generally by Chenery Street to the north; Roanoke Street to the east; San Jose Avenue and Bosworth Street to the south; and Elk Street to the west. Existing development in this area is a mix of small-scale commercial/retail and residential uses (predominantly single-family residences).

The plan area is generally consistent with the area known as “the village” or “downtown” that encompasses Glen Park’s commercial district, the Glen Park BART Station, and nearby public open spaces. The center of the plan area and the area that would be most altered as a result of the proposed project is the neighborhood commercial core at the intersection of Diamond Street and Bosworth Street. Surrounding residential neighborhoods are relatively built out under existing zoning, and the draft *Community Plan* does not propose to alter the land use pattern within these neighborhoods.³ The commercial core is within a valley in Glen Canyon. Houses on the surrounding hillsides frame the views along Diamond Street and create a sense of enclosure in the downtown area.

Land uses in Glen Park include a mix of residential, institutional (library), transit, retail, office, and recreational uses. Downtown Glen Park is a small-scale, mixed-use district characterized by two- to three-story buildings with ground-floor retail uses and mostly residential uses above.

³ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 46.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 1: REGIONAL AND CITY PROJECT LOCATION

Some office and commercial uses can be found on the second floor of buildings. In addition, a variety of neighborhood-serving stores can be found in the downtown area. The Glen Park BART Station is located on a triangular parcel between Diamond Street, Bosworth Street, and the Interstate 280 (I-280) on-ramp. The station is set back from the street on all sides, with plazas fronting Diamond Street and Bosworth Street and low-lying ground cover between the station and I-280. The station sits at an elevation below the intersection of Diamond Street and Bosworth Street, and below the San Jose Avenue and I-280 overpasses.

The primary public open space in the Glen Park neighborhood is Glen Canyon Park, a 70-acre natural and recreational area. The park provides both active and passive recreation opportunities for residents such as hiking trails, a baseball diamond, tennis courts, a recreation center, and one of the only free-flowing creeks in San Francisco. Glen Canyon Park is not part of the plan area. Islais Creek is free-flowing through the canyon, prior to flowing into an underground culvert just north of the Glen Park Recreation Center, at Elk Street. The creek flows beneath an east-west vegetated easement. The easement runs parallel to Bosworth Street through downtown Glen Park between Lippard Avenue and the BART parking lot, and is located within the plan boundary. The creek eventually discharges to the San Francisco Bay in the Bayview/Hunters Point neighborhood, in southeastern San Francisco.

Glen Park is served by BART; San Francisco Municipal Railway (Muni) bus lines 23, 26, 35, 44, and 52; and the J-Church Muni Metro light rail line. The neighborhood has immediate access to U.S. 101 and I-280. The proximity to I-280, BART, and U.S. 101 provides direct access to downtown San Francisco, the East Bay, the Peninsula, and South Bay regions.

The local street system in Glen Park has a significant influence on the character and accessibility of the neighborhood. Three major roadways define the area of the proposed project: San Jose Avenue, I-280, and Bosworth Street. Downtown Glen Park is located to the north of San Jose Avenue and I-280, east of Bosworth Avenue. The intersection of the three major roadways and the associated infrastructure at the heart of the neighborhood splits Glen Park into four distinct areas: north of San Jose Avenue; northwest of I-280; south of I-280; and between San Jose Avenue and I-280. These four areas created by the roadways define the larger Glen Park community and extend beyond the plan area evaluated in this Initial Study. Beyond the immediate area of the freeway overpasses, ramps, and other infrastructure, neighborhood streets are local serving and form the backbone of the residential and commercial neighborhoods.

There are five existing zoning districts within the plan area. Existing zoning in downtown Glen Park includes small-scale Neighborhood Commercial (NC-2) on parcels facing Diamond Street, Chenery Street, Joost Street, and Wilder Street; Residential, House Districts, One, Two, & Three

Family zoning (RH-1, RH-2, and RH-3, respectively), particularly between Bosworth Street and Chenery Street; and Public (P) along lots just north of Bosworth Street, Glen Park Elementary School, the BART Station, and areas adjacent to San Jose Avenue and the I-280 freeway entrances (Figure 2, p. 9). The majority of the plan area falls within the Residential - One Family (RH-1) District. This zoning district allows one dwelling unit per 3,000 gross square feet (gsf) of lot area. The plan area also includes several Residential - Two Family (RH-2) and Residential - Three Family (RH-3) zoned parcels that allow up to two dwelling units per 1,500 gsf of lot area and up to three dwelling units per 1,000 gsf of lot area, respectively, with conditional use approval. A number of parcels on Diamond Street are zoned Small-Scale Neighborhood Commercial (NC-2), a district that allows public/institutional uses up to 9,999 gsf; commercial uses over 10,000 gsf; and residential uses at a density of one unit per 800 gsf of lot area. This district is designed to preserve small-scale shopping districts that provide goods and services to surrounding neighborhoods. Finally, several parcels are zoned for Public (P) uses within the plan area, including the existing BART parking lot and the San Francisco Public Utilities Commission (SFPUC) public easement.

PROJECT CHARACTERISTICS

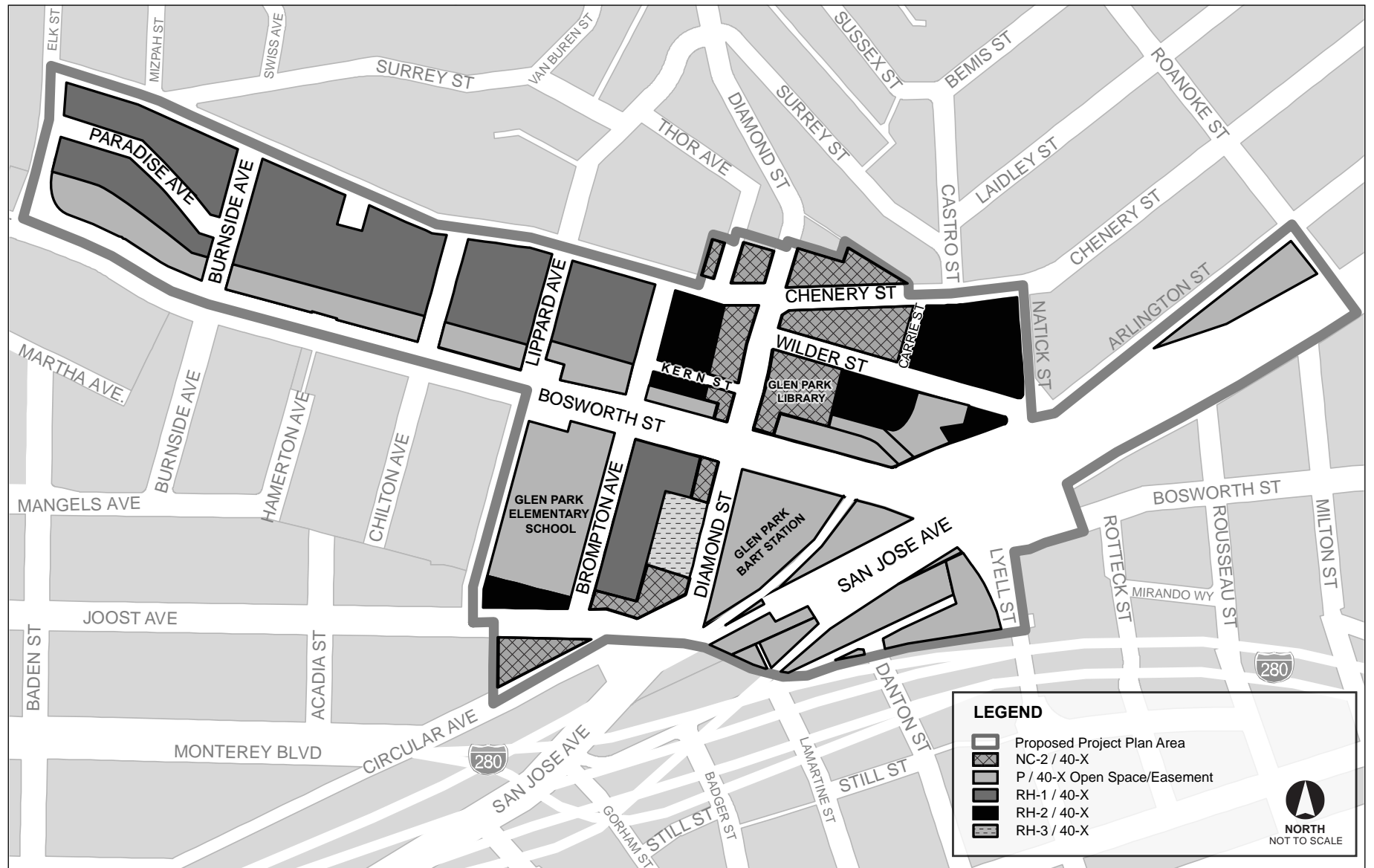
Implementation of the draft *Community Plan* would result in a number of physical improvements, including street network changes, transportation and infrastructure changes, infill development and open space improvements. In addition, the draft *Community Plan* would modify existing land use and zoning controls. Not all of the features of the draft *Community Plan* would be expected to alter the physical environment. Although this Initial Study provides an overview of the draft *Community Plan's* features, the analysis focuses on those features that would have the potential to result in environmental impacts.

Proposed Changes to Existing Land Use Policies

With adoption, the draft *Community Plan* would become a component of the City's *General Plan* and would shape the City's approach to land use planning within the Glen Park plan area. The primary recommendations of the draft *Community Plan*, summarized from Section IV of the draft *Community Plan*,⁴ are to:

- Take advantage of opportunities to increase the available open space within the Glen Park neighborhood.
- Recognize the interrelationship between housing, commercial uses, and parking, and plan accordingly.

⁴ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, pp. 46 to 50.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 2: EXISTING USE DISTRICTS AND HEIGHT LIMITS

- Define and maintain the limits of the downtown commercial core to preserve existing relationships between the existing high-quality locally-owned shops, services, and restaurants, minimizing the encroachment of chain stores.
- Provide opportunities for the development of new housing in proximity to the commercial core and transit options.

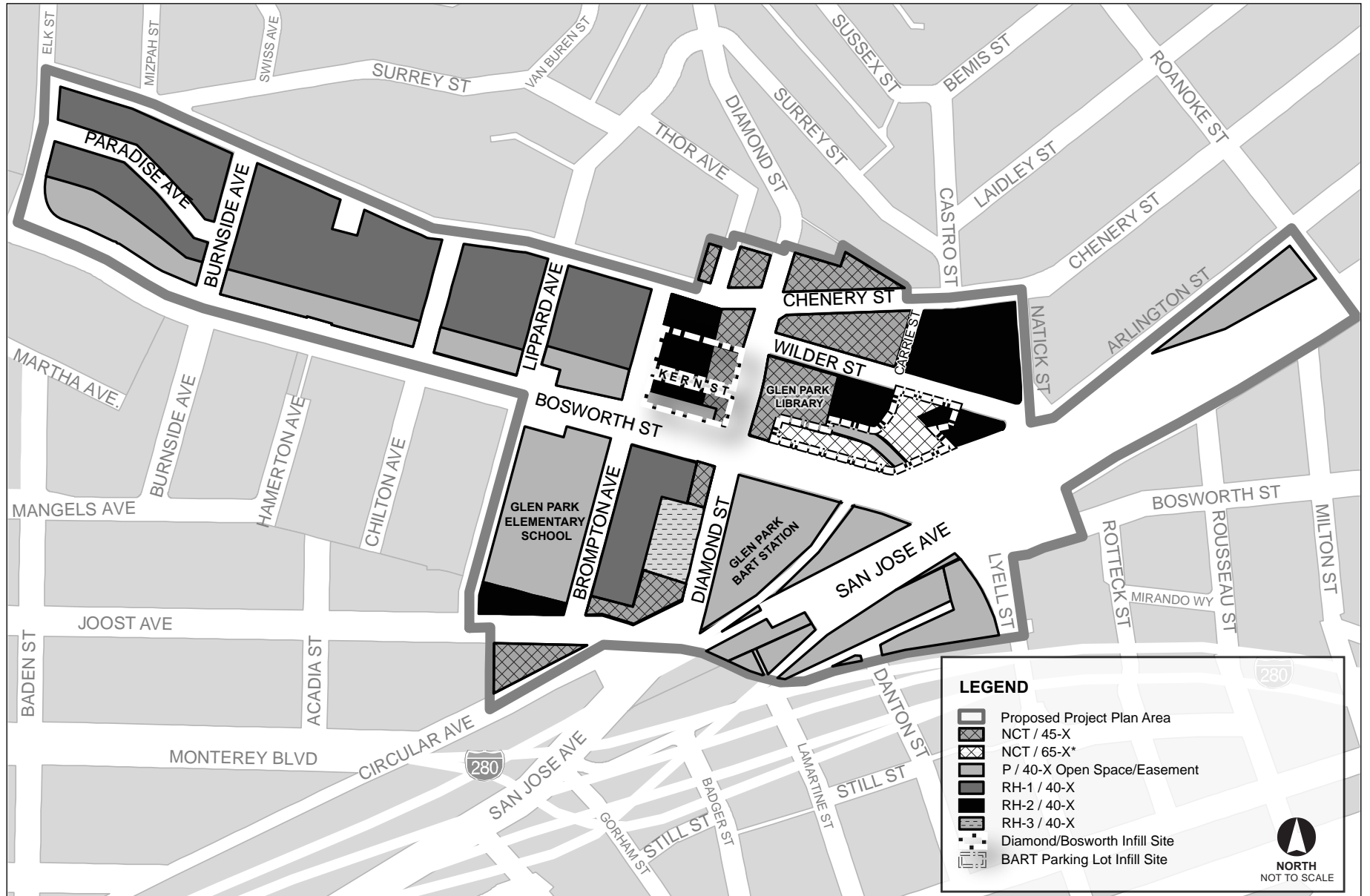
The draft *Community Plan* emphasizes public open space improvements in the downtown core through creation of a linear greenway (refer to Proposed Greenway Improvements subsection, p. 28). The draft *Community Plan* would also create a greater emphasis on synergistic planning of housing, commercial uses, and parking by promoting greater residential densities, mixed-use development, and parking management strategies designed to support local business in the downtown core. The draft *Community Plan's* land use policies would support small local retailers and service businesses by concentrating development within the traditional commercial core and preventing the encroachment of chain stores. By restricting retail and commercial development to the commercial core, the draft *Community Plan* would prevent retail development on the fringes of this district that would not be economically supported by pedestrian traffic and which could increase the need for local parking. Although development potential in Glen Park is limited, the draft *Community Plan* would promote development of additional housing, maintaining the neighborhood's diversity and taking advantage of its close proximity to shops, restaurants, services, and transit. Together these policies are intended to preserve and enhance the existing character of the Glen Park neighborhood.

Proposed Planning Code Amendments

Glen Park Neighborhood Commercial Transit District

Implementation of the draft *Community Plan* would introduce a new Glen Park Neighborhood Commercial Transit (Glen Park NCT) District to reflect the area's proximity to abundant transit service. The new Glen Park NCT District would incorporate parcels along Diamond Avenue currently zoned NC-2 (Figure 3, p. 11).

The City would also consider rezoning the BART parking lot (currently zoned Public [P]) to a combination of Glen Park NCT and RH-2 if an appropriate transit-oriented development project were proposed for this site. Minimum residential parking requirements within the Glen Park NCT District would be eliminated (refer to Residential Parking Management subsection p. 28, for an overview of proposed parking management strategies).



SOURCE: PBS&J, 2009.

* A 45-X height district will likely be applied at the western portion of this site. However, the boundaries of this district have not been determined.

GLEN PARK COMMUNITY PLAN
FIGURE 3: PROPOSED USE DISTRICTS AND HEIGHT LIMITS

Rezoning is an administrative action and does not constitute an entitlement of future development. The Glen Park NCT District rezoning would potentially introduce new physical changes such as setbacks, façade treatments, and minimization of curb cuts. However, this Initial Study recognizes that physical impacts could occur as a result of subsequent development resulting from rezoning, and considers such impacts within this Initial Study.

Revisions to Height and Bulk Controls

Implementation of the draft *Community Plan* would involve modification of height and bulk controls in the *Planning Code*. While most of the plan area would retain the prevailing height limit of 40-X, the height limit would be increased to 45 feet in areas rezoned to Glen Park NCT to encourage active ground-floor uses.

Some consideration would also be given to increasing height limits on portions of the BART parking lot site to 65 feet to account for proximity to transit, affordable housing bonuses, and on-site grade changes. The gradient of the site slopes to the east, resulting in a depression at the eastern portion of the site. The rooftops of buildings on the eastern portion of the site would not be allowed to extend above the rooftops of adjacent development at the intersection of Diamond Street and Bosworth Street. The analysis conservatively indicates a 65-X Height and Bulk District across most of the BART parking lot site. No other height and bulk controls would change as a result of the proposed project.

Anticipated Buildout Under the Proposed Glen Park NCT and RH-2 Zoning Districts

Near-Term Infill Development

The Initial Study provides a detailed analysis of impacts associated with potential development of two infill development sites within the proposed Glen Park NCT District (shown in Figure 3, p. 11). One potential infill site is on the northwest corner of Diamond Street and Bosworth Street, extending northward across Kern Street and bounded by Brompton Avenue to the west. The second site is at the BART parking lot⁵ on the north side of Bosworth Street and Arlington Street (east of Diamond Street and the NC-2 District on Diamond Street) extending northward to Wilder Street. Infill development at these sites would consist of mixed-use development, including residential and commercial uses. The new housing at these two sites could be up to 137 dwelling units, including the majority of the estimated total of 150 residential

⁵ The BART parking lot is owned by the San Francisco Bay Area Rapid Transit (BART) District. In December 2008, BART issued a request for qualifications for developers interested in working with the City, BART, and the Glen Park community to determine the feasibility of a new transit-oriented development at the Glen Park BART Station. BART is currently in the process of selecting a developer.

units that could be developed with implementation of the draft *Community Plan*. Proposed development at these two infill sites in accordance with the draft *Community Plan* would require amendments to Planning Code zoning and height regulations. Figure 3, p. 11, identifies the two infill sites within the context of the proposed Glen Park NCT District.

These sites were recognized in the draft *Community Plan* as the two sites most likely to be developed under the Glen Park NCT District in the near term because: (1) individuals or organizations with property interests in these parcels have expressed a desire to implement transit-oriented development projects at these sites, and (2) during preparation of the draft *Community Plan*, neighborhood residents indicated that these sites could be better utilized.⁶ By presenting the potential physical impacts associated with development of these two infill sites, this Initial Study discusses potential foreseeable environmental impacts. Consideration of potential development at these sites is not intended to convey an endorsement of a particular development strategy or design by the Planning Department or any other department or agency of the City and County of San Francisco.

A description of anticipated maximum development at these two infill development sites is presented below.

Northwest Corner of Diamond Street and Bosworth Street. The Diamond/Bosworth infill site includes five parcels on both sides of Kern Street, between Diamond Street, Bosworth Street, and Brompton Avenue (Assessor's Block 6744; Lots 013, 025, 027, 030, and 031). These parcels total approximately 22,859 gsf. The site is occupied by three residential properties (zoned RH-1) on Lots 030 and 013, fronting onto Brompton Avenue; two mixed-use buildings (zoned NC-2) on Lots 25 and 27, fronting onto Diamond Street; and a gravel parking lot on Lot 31 (zoned RH-2).

The draft *Community Plan* would allow development under the proposed Glen Park NCT District of the five lots at the Diamond and Bosworth infill site as three-story residential-only and mixed-use (ground-floor commercial and upper-floor residential) buildings. Redevelopment of this infill site could include the development of two mixed-use buildings facing onto Diamond Street and two residential-only buildings fronting onto Brompton Avenue. Assuming full buildout of this site, near-term infill development would include:

- 39 to 47 residential units (including two residential-only buildings);
- Between 0 and 8,582 gsf of ground-floor commercial space; and
- 13 to 26 private, off-street parking spaces.

⁶ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 9.

The maximum development potential at the Diamond/Bosworth infill development site would be 47 residential units, approximately 8,582 gsf of commercial space, and 26 off-street parking spaces. Section 152 of the *Planning Code* does not require off-street loading spaces for residential buildings with less than 100,000 gsf of floor area or for buildings with less than 10,000 gsf of floor area devoted to retail/non-profit use. Therefore, pursuant to Section 152 of the *Planning Code*, the Diamond/Bosworth infill site would not be required to include off-street loading spaces. The maximum development potential is used for the environmental analysis to anticipate and describe the greatest impacts that could occur from this development.

BART Parking Lot. The draft *Community Plan* would also rezone the Glen Park BART Station parking lot (Assessor's Block 6745; Lots 042, 048, 053, 057, 066, 067, 068, and 069). The parking lot is located on the north side of Bosworth Street and Arlington Street, south of Wilder Street, east of Diamond Street, and west of Natick Street. These parcels total 27,400 gsf and are zoned Public (P). This site is a 54-space surface parking lot with disabled parking, carshare parking, and five-hour limited parking for BART patrons. The site also contains a small single-story building housing a BART transformer and ventilation system.

The draft *Community Plan* envisions development of the BART parking lot infill development site as a three- to six-story mixed-use residential and commercial development. BART is currently considering such a development at this site. The City would assess any development proposed at this site against the goals of the draft *Community Plan* prior to rezoning the BART parking lot infill development site. The majority of the BART parking lot would be rezoned to the Glen Park NCT District. The parcel adjacent to the BART transformer, fronting on Wilder Street, would be zoned RH-2.

Buildout of the BART parking lot as a transit-oriented mixed-use development would include:

- Glen Park NCT District: mixed use, three- to six-story building with 45 to 90 residential units and between 0 and 14,913 gsf of commercial uses;⁷
- RH-2 District: two residential units; and
- Parking ranging from 2 to 123 off-street parking spaces.

The maximum development potential at the BART parking lot infill development site would be 92 residential units, 14,913 gsf of commercial space, and 123 off-street parking spaces.⁸ Section 152 of the *Planning Code* does not require off-street loading spaces for residential buildings with

⁷ The maximum development potential of a site was calculated by assuming a 65-X height district uniformly across the site.

⁸ Commercial space was estimated by assuming that ground-floor development along the Arlington Street frontage would be entirely devoted to commercial uses.

less than 100,000 gsf of floor area, but requires one loading space for buildings with between 10,000 to 100,000 gsf of floor area devoted to retail/non-profit use. Therefore, pursuant to Section 152 of the *Planning Code*, the BART parking lot infill site would be required to include one off-street loading space. The maximum development potential is used for the environmental analysis to provide a conservative (greatest) estimate of the environmental impacts from this development.

In total, the two infill development sites would accommodate a maximum of 137 residential units, approximately 23,495 gsf of commercial space, and 148 off-street parking spaces.

Other Development Potential

With the exception of the infill sites discussed above, the Glen Park neighborhood is largely built out. The intensity of the development in the residential neighborhoods surrounding the downtown area would not be expected to change with implementation of the draft *Community Plan*. However, it is expected that over the life of the draft *Community Plan* that development of additional parcels within the proposed Glen Park NCT District could occur. As a result of redevelopment, new structures conforming to the standards of the proposed Glen Park NCT District could be built. Such structures would likely be larger in size than existing development. While the majority of the plan area would retain an existing height limit of 40 feet in the residential districts, heights of up to 45 feet in the Glen Park NCT District would be considered to encourage active ground-floor uses.

The maximum development potential in the plan area, excluding development potential associated with the two infill development sites discussed above, would be 13 residential units. No increase in commercial floor areas is anticipated.⁹ The maximum development potential under the draft *Community Plan* was determined by assuming a 45-X height district uniformly across the Diamond/Boswell infill site and a 65-X height district uniformly across BART parking lot infill site. The maximum development potential of 150 units and 23,495 gsf of commercial space is used for the environmental analysis to provide a conservative (greatest) estimate of the environmental impacts associated with implementation of the draft *Community Plan*.

Proposed Design Guidelines

The draft *Community Plan* presents design guidelines to shape the aesthetic and functional character of future development. The design guidelines were developed to meet the objectives of the draft *Community Plan* and, for the purposes of this environmental review, could be

⁹ All of the existing buildings within the parcels that would be rezoned currently contain ground-floor commercial uses. Because the Glen Park NCT District limits commercial uses to the ground-floor, commercial uses would be replaced at a 1:1 ratio.

implemented either individually or as a whole. The following design goals were identified in the draft *Community Plan* and would be expected to be advanced by such guidelines:

- Preserve the neighborhood's distinctive character;
- Improve the appearance of the Diamond/Bosworth intersection as a strong entry into the neighborhood commercial district;
- Better integrate the Glen Park BART Station plaza into the surrounding community; and
- Improve design controls for private parking garages to minimize visual impacts and maximize public parking availability.

Public Realm (Streetscape) Guidelines

The draft *Community Plan* promotes smaller blocks and parcel sizes, continuous and shallow setbacks, limited curb cuts for driveways, shaded sidewalks with bulbouts at intersections, and large-canopy shade trees. Over time, the draft *Community Plan* promotes undergrounding of utilities, uniform lighting, special paving at the Diamond Street/Bosworth Street intersection, consolidation of signage, consolidation of news racks, and public art projects. The draft *Community Plan* recommends preparation of a streetscape master plan that would create design standards for these improvements. The analysis of these potential streetscape improvements begins on p. 39, Evaluation of Environmental Effects.

Architectural Design Guidelines

The draft *Community Plan* presents architectural design guidelines for the commercial core. The guidelines recognize that a diversity of architectural styles may be appropriate for this area, as long as the styles generally fit the context and are well built. The draft *Community Plan* recommends minimal setbacks; rhythmic façade treatments (repeating structural bays); visual distinctions between the roofs, middles, and bases of buildings (created through window placement and size, ground-floor architectural features, cornices and eaves, and other features); articulated façades; and minimization of curb cuts.

Infill Development Site Design Guidelines

Although the draft *Community Plan* presents site-specific design guidelines for the infill development sites, it is anticipated that these guidelines would be modified substantially prior to finalization of the draft *Community Plan* and in response to specific development proposals. It is not anticipated that the site-specific design guidelines would have environmental impacts greater than those discussed in this Initial Study and in the EIR. Thus, the site-specific design guidelines presented in the draft *Community Plan* are not addressed in this Initial Study.

Greenway Design Guidelines

Design guidelines pertaining to the linear greenway proposed in the draft *Community Plan* are discussed under Proposed Greenway Improvements, p. 28.

Proposed Transportation Improvements

The Glen Park draft *Community Plan* envisions implementation of a number of transportation improvements, including improvements for pedestrian, transit, and bicycle circulation and accessibility. As discussed in the Introduction, p. 1, SFMTA commissioned a study¹⁰ to examine the improvements identified in the Glen Park draft *Community Plan*, consider different ways of accomplishing the intended objectives of those improvements, and then evaluate their engineering feasibility. Transportation-related stakeholders, such as SFMTA, SF Planning, Caltrans, and BART, rated the effectiveness of the different improvements at achieving the intended objectives and affirmed the findings regarding feasibility. The stakeholder meetings were conducted at the SFMTA offices on August 18 and September 1, 2009, and as part of these meetings, the stakeholders were asked to indicate their preferences among the different improvements.

The outcome of these meetings and further assessment and refinement was a set of feasible improvements identified as best addressing the intent of the Glen Park draft *Community Plan* with respect to traffic calming, bicycle service, pedestrian circulation, and transit connectivity. In addition, the stakeholders identified several variants, or options, to the proposed transportation improvements from the transportation feasibility study that they also considered worthy of environmental review. For purposes of this environmental review, this set of improvements constitutes the proposed transportation improvements that are evaluated as part of the proposed project. The set of transportation improvements included in the proposed project illustrates a possible, logical combination of street, sidewalk, bicycle circulation, and transit modifications, and, collectively, represent the maximum environmental impact of any possible combination of improvements. Table 1, p. 18 summarizes the proposed transportation improvements and variants. These are described in greater detail below.

While the proposed transportation improvements and their variants are evaluated collectively as part of the proposed project, whether or not they are ultimately implemented would depend upon decision-maker support, funding, community interests and priorities, and other factors. The improvements may be implemented individually, in various combinations, or conceivably

¹⁰ PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*, prepared on behalf of the City and County of San Francisco, Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

not at all. Notably, each improvement has independent utility, meaning that each can be implemented separate from the other improvements and still provide transportation benefit. Importantly, the combination of improvements that could be implemented would result in the maximum combined environmental impact. Finally, the transportation effects of each improvement are highly localized and thus the combined effects of the full complement of the proposed transportation improvements would be virtually the same as the sum of the effects of each individual improvement.

**TABLE 1
PROPOSED TRANSPORTATION IMPROVEMENTS AND VARIANTS**

Type of Improvement Proposed	Improvement	Variants
Traffic Calming		
Bosworth Street	Speed table, lane narrowing east of Arlington Street, and two new crosswalks with in-pavement warning lights. Bulbout treatments at the intersection of: Monterey Avenue/Joost Avenue; Arlington Avenue/Joost Avenue/Natick Street, and Bosworth Street/Diamond Street.	Roundabout at Bosworth Street/Arlington Street/I-280 on-ramp with signal at Lyell
Bosworth/Diamond Intersection Improvement	Modified signalization with restriping ^a and scramble phase ^b	Widening of Diamond Street with scramble phase
Bicycle Networks		
Bicycle Lanes	Bicycle lane improvements and installation of bicycle racks in the commercial area	No variants
Pedestrian Access		
Pedestrian Connectivity	New pedestrian bridge from existing J-Church metro-line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard Intersection ^c	New at-grade ramp (with or without bus loop)
Pedestrian Improvement under Overpass	Improvement of pedestrian experience under the I-208 and San Jose Avenue	No variants
Alley Network/Greenway Connectivity	Pedestrian connectivity by improving alley network	No variants
Transit Improvements		
J-Church Access	Bus loop with BART concourse entry	No bus loop with BART concourse entry; move inbound 23 stop to Bosworth Street

Source: PBS&J, 2009.

Notes:

- a. Restriping refers to replacing old pavement markings.
- b. Scramble phase refers to an intersection that allows pedestrians to cross the intersection from different directions simultaneously.
- c. The existing pedestrian bridge would be demolished under the proposed project.

Traffic Calming

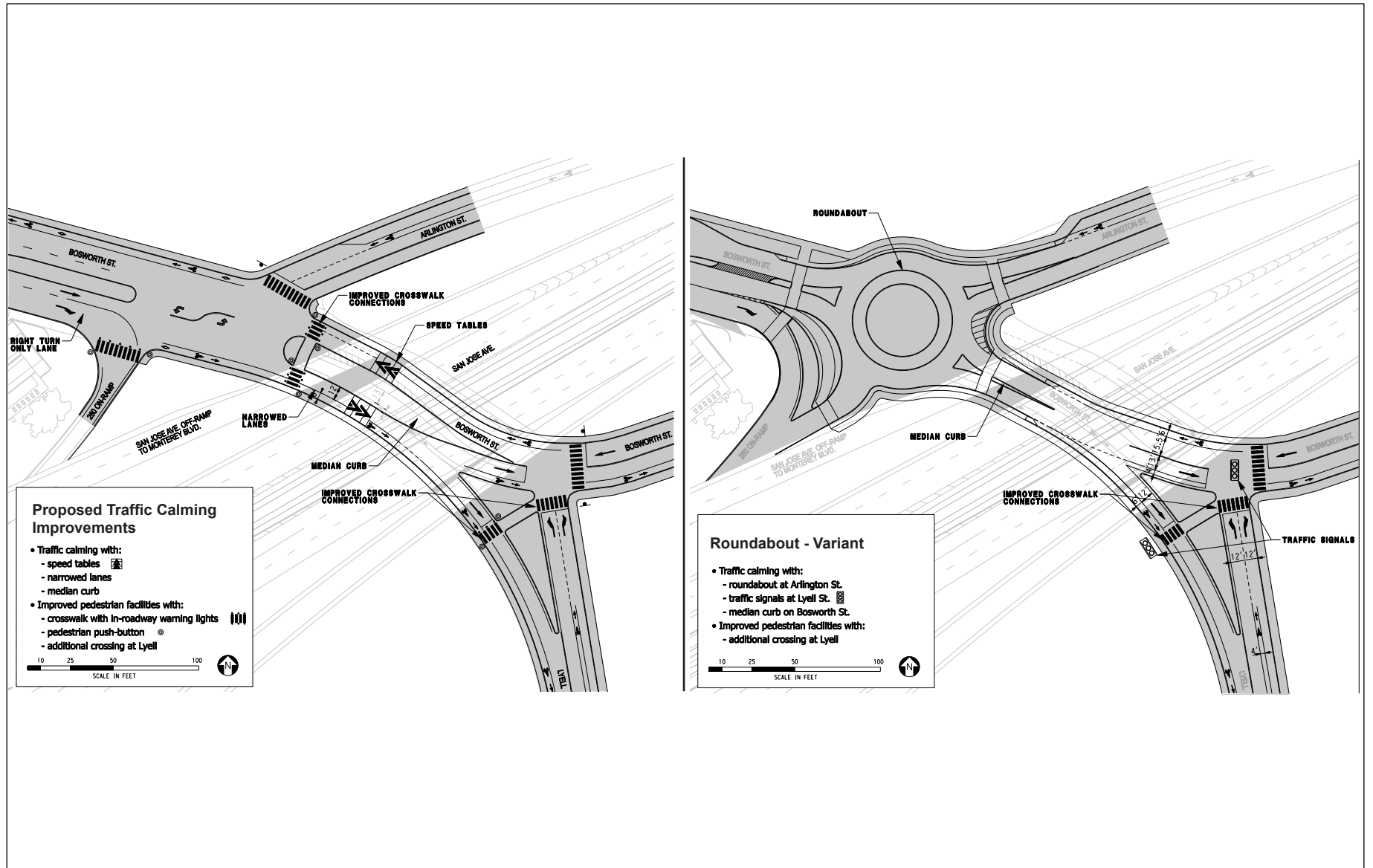
Bosworth Street. The draft *Community Plan* proposes to implement traffic calming measures along Bosworth Street to slow vehicular speeds. Stakeholders indicated a preference for a solution that included a speed table¹¹ and lane narrowing of Arlington Street. The group also agreed that a variant should be examined to install a roundabout at the Bosworth Street/Arlington Street/I-280. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. See Figure 4, p. 20 for a depiction of the proposed improvement and variant.

- **Proposed Traffic Calming Improvements.** Traffic calming measures and pedestrian improvements along Bosworth Street would include a speed table at the intersection of Bosworth Street and Lyell Street (no lanes would be removed), lane narrowing east of Arlington Street to Lyell Street, and two new crosswalks with in-pavement warning lights. Bulbout treatments would also be implemented at the following locations to improve pedestrian safety:
 - The intersection of Monterey Avenue/Joost Avenue (four bulbouts) (not shown in Figure 4);
 - The intersection of Arlington Avenue/Joost Avenue/Natick Street (three bulbouts) (not shown in Figure 4); and
 - The northwest corner of the intersection of Bosworth Street/Diamond Street, to shorten the crosswalk distance across Bosworth Street (one bulbout)
- **Roundabout Variant.** In lieu of the traffic calming measures listed above, this variant includes installation of a roundabout at the intersection of Bosworth Street/Arlington Street/I-280 on-ramp. The roundabout would be designed to meet Caltrans and SFMTA design standards. This variant would also include the signalization of the Bosworth Street/Lyell Street intersection. Although several roundabout sizes are under consideration, this Initial Study assumes that the maximum roundabout size of 110 feet in diameter would be implemented, as this provides the most conservative assessment of potential footprint impacts.

Bosworth Street/Diamond Street Intersection Improvements. The draft *Community Plan* proposes to implement traffic calming measures at the Bosworth Street/Diamond Street intersection, as described below (see Figure 5, p. 21 for a depiction of the proposed improvements and variant).

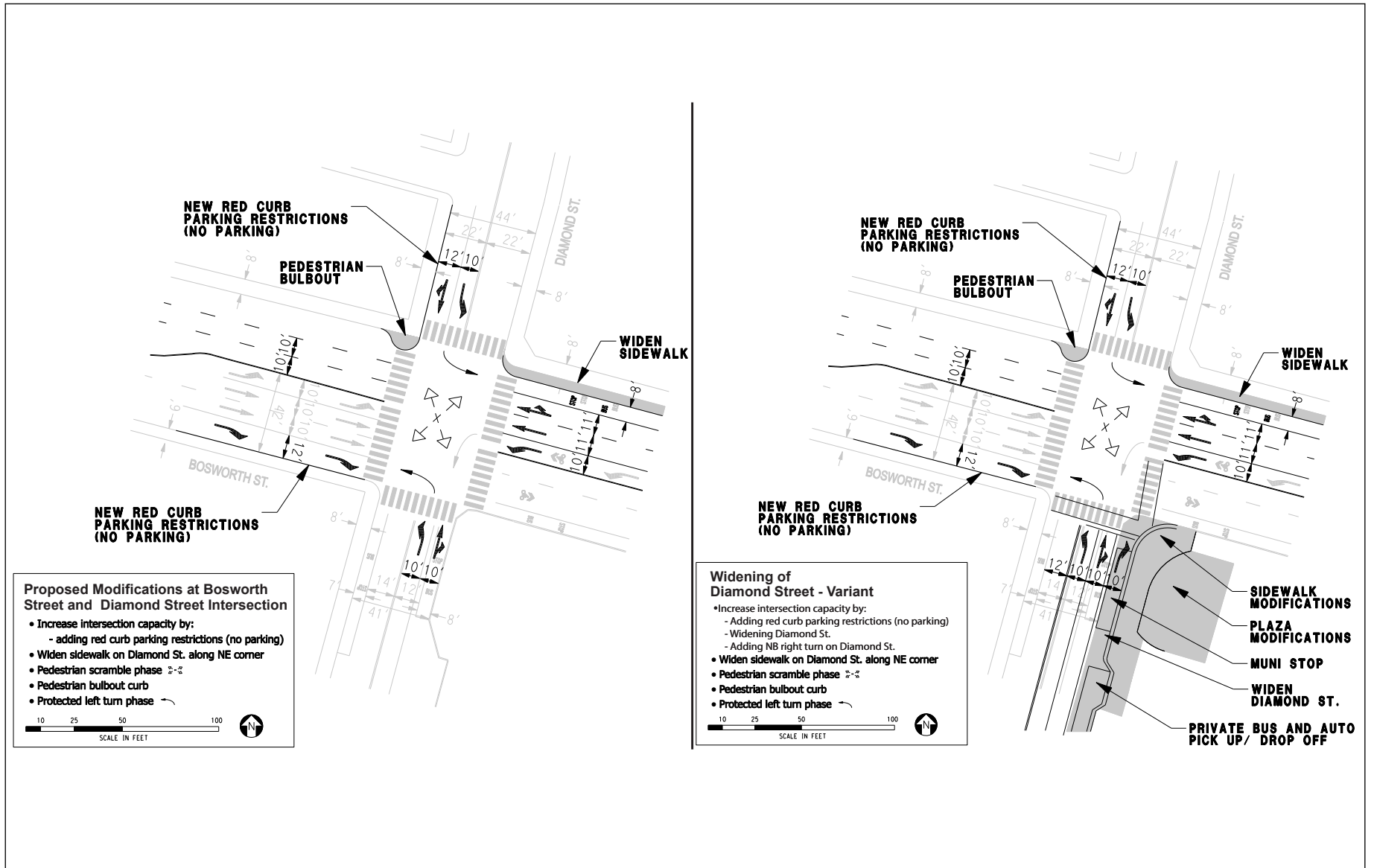
- **Proposed Modified Signalization, Lane Striping, and Pedestrian Scramble.** Modified signalization and lane striping would be implemented at the Bosworth Street/Diamond Street intersection to improve traffic conditions. Improvements would include protected left-turn lanes (northbound and southbound left-turn lanes) and modified signal

¹¹ A speed table is a wide speed hump with a flat section in the middle.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 4: PROPOSED IMPROVEMENTS TO BOSWORTH STREET



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 5: PROPOSED IMPROVEMENTS TO BOSWORTH STREET AND DIAMOND STREET INTERSECTION

phases¹² on Diamond Street. Currently the signalization has the following three phases: 1) a leading protected westbound left-turn/through/right-turn phase on Bosworth, 2) Bosworth east and westbound movements, and 3) Diamond north and southbound movements. The proposed improvements would include: 1) a pedestrian scramble phase, which would allow pedestrians to cross the intersection from different directions simultaneously, 2) a leading protected westbound left-turn/through/right-turn phase on Bosworth, 3) Bosworth east- and westbound movements, 4) leading Diamond north and southbound left turns on Diamond, and 5) Diamond north- and southbound movements. The Diamond/Bosworth intersection improvement would require removal of six on-street parking spaces (four of them actual spaces, three on the northwest corner of Diamond and one on southwest corner of Bosworth; the other two would come from prohibiting residents from parking in front of their driveways on the southwest corner of Bosworth Street). The three metered spaces on Diamond would be replaced by permanent (24-hour) southbound through/right-turn lane. The Bosworth parking restriction could be either peak-period or 24-hour.

- **Widening of Diamond Street Variant.** In addition to modified signalization and striping, the northbound approach of Diamond Street could be widened to add a northbound right-turn lane on Diamond Street.

Bicycle Networks

New bicycle lanes are planned for the Glen Park neighborhood in the draft *Community Plan*; however, the bicycle lane improvements proposed in the *San Francisco Bicycle Plan*, approved in June 2009, are more comprehensive and were planned in the context of a citywide bicycle network. Thus, it is assumed for the purposes of this document that the *Bicycle Plan* lane improvements would supersede the bicycle lane improvements identified in the draft *Community Plan*. The *Bicycle Plan* lane improvements for the Glen Park neighborhood have already undergone environmental review.¹³ For informational purposes, the bicycle lane improvements in the Glen Park area that are proposed in the *Bicycle Plan* include:

- Project 5-7a is the installation of Class II and Class III bicycle facilities along portions of existing Bicycle Route 45 (from O’Shaughnessy Boulevard, through Bosworth Street, and terminating at San Jose Avenue) and existing Bicycle Route 55 (from Chenery Street, across San Jose Avenue, to Alemany Boulevard) to close a gap between the existing bicycle lanes on San Jose Avenue and Alemany Boulevard on both sides of I-280 and to provide a better connection for bicyclists to the Glen Park BART Station.

¹² A signal phase is a time period during which a particular movement, or combination of movements, at a traffic control signal is allowed to proceed.

¹³ City and County of San Francisco, Planning Department, Major Environmental Analysis, 2009. *San Francisco Bicycle Plan Final Environmental Impact Report*. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

- Project 5-7b is the installation of Class I, Class II, and Class III bicycle facilities to close a gap between the existing bicycle lanes on San Jose Avenue, existing Bicycle Route 45, and the existing Class III bicycle Route 70 on Circular Avenue.

The draft *Community Plan* recommends installation of additional bicycle racks in the commercial core and inside the paid area of the BART station. This bicycle parking would supplement other bicycle parking proposed under the draft *Community Plan*. Finally, the traffic calming features discussed under Bosworth Street, p. 19, would also help to increase bicycle safety and accessibility throughout the plan area.

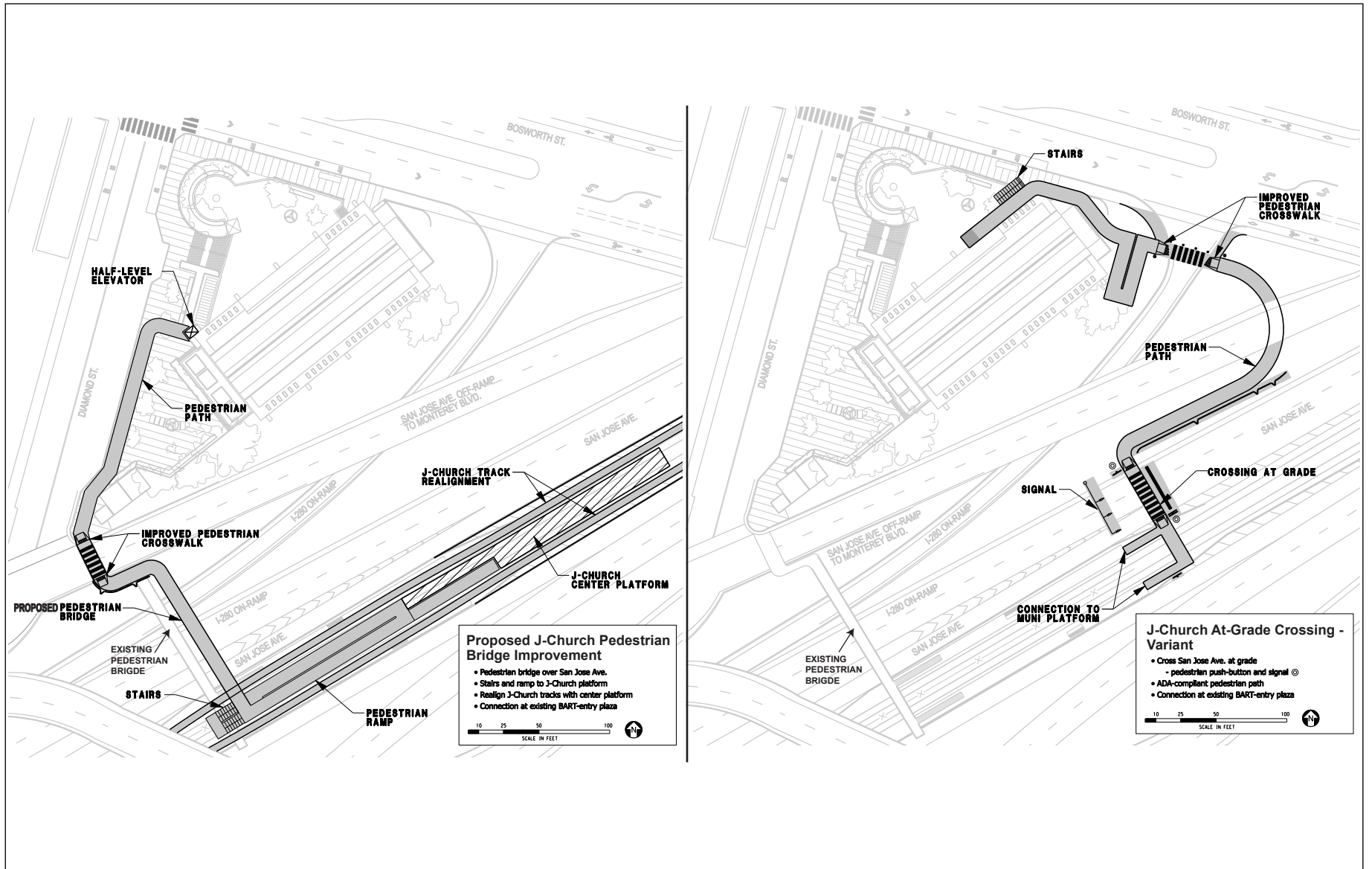
Pedestrian Access

Pedestrian Connection to J-Church Metro Line. The draft *Community Plan* proposes to improve connectivity between the BART station and the J-Church Muni stop on San Jose Avenue. The stakeholders indicated a preference for reconstruction of the existing pedestrian bridge from the existing J-Church Metro line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard. However, an at-grade crossing variant was also determined to be feasible and worth exploring further. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. (See Figure 6, p. 24 for a depiction of the proposed improvement and variant.)

- **Proposed J-Church Pedestrian Bridge Improvement.** The pedestrian bridge from the J-Church Metro line platform to the intersection of San Jose Avenue off-ramp, Diamond Street, and Monterey Boulevard would be demolished and rebuilt to provide *Americans with Disability Act (ADA)*-compliant access to the BART station. The new bridge would replace the old bridge which currently extends from the pedestrian ramp at the J-Church platform to the San Jose Avenue off-ramp. The new pedestrian bridge would include an accessible ramp at the J-Church platform and an elevator between Diamond Street and the BART station plaza.

J-Church At-Grade Crossing Variant. A variant to rebuilding the pedestrian bridge was determined to be feasible in the transportation feasibility study.¹⁴ Instead of rebuilding the existing pedestrian bridge, a new pedestrian ramp would be built between the J-Church platform and the BART station that would cross the J-Church tracks, westbound San Jose Avenue, and the I-280 southbound on-ramp at grade (the

¹⁴ PBS&J, 2009. *Package Compatibility Technical Memorandum, Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study*, prepared on behalf of the City and County of San Francisco, Municipal Transportation Agency. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 6: PROPOSED PEDESTRIAN CONNECTION IMPROVEMENTS FOR THE J-CHURCH METRO LINE

existing bridge would be demolished). The pedestrian ramp could be configured to be compatible with other proposed improvements and variants, such as the “bus loop improvement” or the “no bus loop variant” (see description below under Transit Improvements), providing access to either the new south side BART concourse-level entry or the existing BART entry plaza.

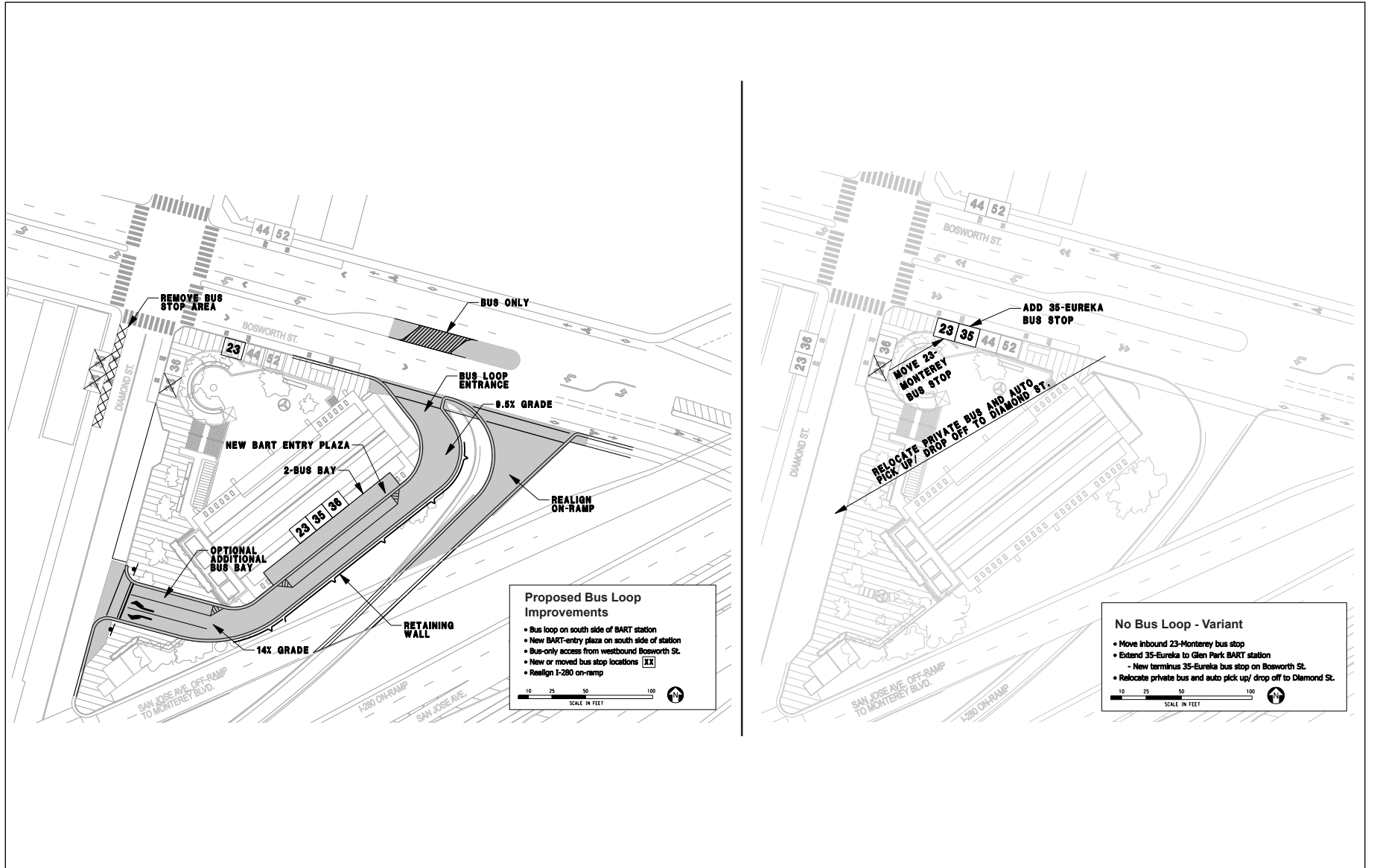
Pedestrian Improvements under Overpasses. The draft *Community Plan* discusses improving the pedestrian experience on Bosworth Street under the I-280 and San Jose Avenue overpasses. Achievement of this objective would largely depend on the urban design measures to be developed in the streetscape master plan (refer to the description of Public Realm [Streetscape] Guidelines, p. 16.)

Alley Network and Greenway Connectivity. The draft *Community Plan* discusses use of the existing alley network and proposed greenway as a means of achieving additional pedestrian connectivity (refer to the description of Proposed Greenway Improvements, p. 28).

Transit Improvements

To enhance transit connections between MUNI bus service and the Glen Park BART Station, the draft *Community Plan* proposes a dedicated busway, accommodating several bus lines, connecting to a new entry to the BART station. The stakeholders indicated a preference for this solution. However, it was also recommended that a variant without a bus loop but still enhanced bus connectivity be examined. Either the proposed improvement or the variant could be implemented following further design and review; thus, both are considered in this Initial Study. (See Figure 7, p. 26, for a depiction of the proposed improvement and variant.)

- **Proposed BART Station Bus Loop Improvement.** The draft *Community Plan* proposes a bus loop, providing dedicated access around the existing BART station, to minimize existing transit delays. The draft *Community Plan* considers construction of a bus loop around the Glen Park BART Station with a new concourse-level entry to BART from the south side of the station, with stops for three rerouted bus lines: 35-Eureka, southbound 36-Teresita, and outbound 23-Monterey. The concourse-level entry would include a walk-through bridge through the BART station over the down escalator that would provide access from the bus platform to the current BART entry plaza. As part of the proposed rerouting of the southbound 36-Teresita to the bus loop, the one-way northbound direction of Natick Street would be reversed in a southbound direction. The inbound 23-Monterey stop would also be relocated from Diamond Street to Bosworth Street. Additionally, the I-280 on-ramp would be realigned to accommodate the proposed bus loop.



SOURCE: PBS&J, 2009.

GLEN PARK COMMUNITY PLAN
FIGURE 7: PROPOSED TRANSIT IMPROVEMENTS

- **No Bus Loop Variant.** In the absence of a bus loop, the inbound 23-Monterey stop would be relocated from Diamond Street to Bosworth Street and the two existing private vehicle drop-off areas on Bosworth Street and on Diamond Street would be consolidated.

Proposed Parking Management Strategies

On-Street Parking Management

The draft *Community Plan* proposes to implement parking management strategies to better utilize available on-street parking spaces within the neighborhood. A study of existing on-street parking prepared for the draft *Community Plan* revealed that there are approximately 200 free, unregulated all-day parking spaces that are within 1,500 feet of the Glen Park BART Station and downtown core but are not in front of a business or home.¹⁵ Up to 41¹⁶ of these spaces, particularly those along Bosworth Street, would be removed with implementation of the *San Francisco Bicycle Plan*.¹⁷

The draft *Community Plan* proposes to regulate existing on-street parking according to the following priorities (in order of importance): short-term customer parking, local resident and employee parking, visitor parking for nearby recreational facilities and other attractions, and paid commuter parking. The draft *Community Plan* proposes to implement the following on-street parking management strategy based on these priorities:

- Spaces within 300 to 400 feet of the neighborhood commercial core would be converted to short-term paid parking.
- Spaces farthest from the neighborhood commercial core would be all-day paid parking, allowing employee parking and access to Glen Canyon Park. The fee and distance from the Glen Park BART Station would discourage commuters from using these spaces.
- Spaces mid-distance from the neighborhood commercial core would be managed to favor short-term parking. If the short-term spaces near the commercial district routinely exceeded 85 percent occupancy, the nearest long-term parking spaces would be converted to short-term, with two-hour time limits.
- Existing free two-hour spaces would be eliminated, as these spaces are difficult and costly to enforce.

¹⁵ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*, p. 18.

¹⁶ E-mail communication with Kim Walton, Contract & Transportation Feasibility Study Project Manager, San Francisco Municipal Transportation Agency, December 14, 2009.

¹⁷ City and County of San Francisco, Planning Department, Major Environmental Analysis, 2009. *San Francisco Bicycle Plan Final Environmental Impact Report*. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

Off-Street Parking Management

As discussed above, studies conducted for the draft *Community Plan* indicate that there is not enough demand to support the construction or operation of a publicly funded parking garage. San Francisco policy requires that all public garages be self-financed through user fees. Parking management studies are not currently being conducted due to a lack of funding and timeline limitations. Finally, BART has indicated that its revenue and ridership goals would be best met by development of the BART parking lot as housing. Thus, it is not anticipated that an alternative use of the BART parking lot for an off-street parking garage will be pursued.

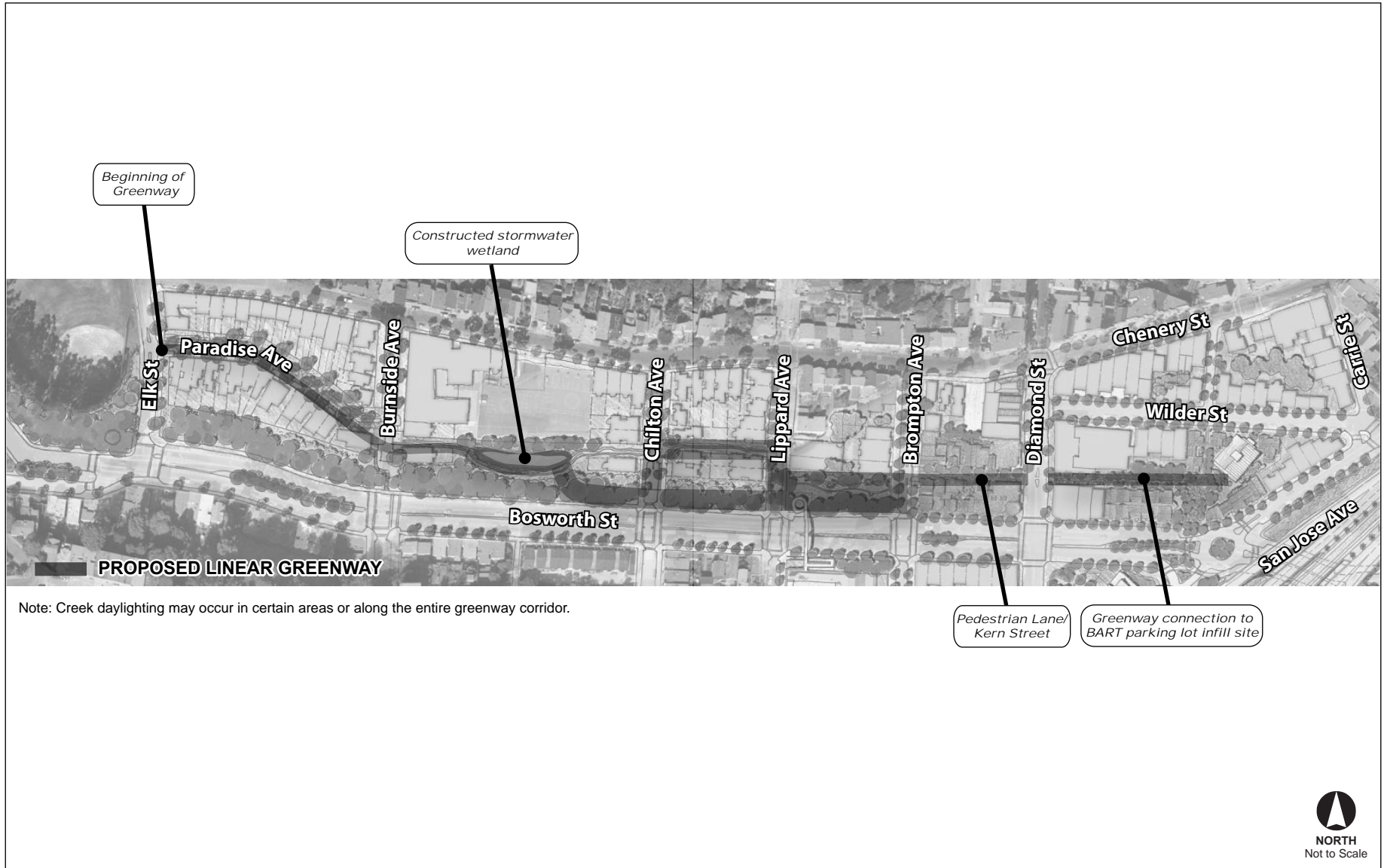
Residential Parking Management

The draft *Community Plan* proposes a number of residential parking management strategies, including eliminating minimum parking requirements for new residential development, establishing design controls to prevent adverse visual and traffic impacts, and changing the management approach to the Residential Parking Permit program that is currently being operated within the plan area. SFMTA has initiated some parking changes in the plan area, primarily focused on Bosworth Street, which include establishing time limits on previously unregulated on-street parking spaces, creating short-term metered spaces, and establishing a new Residential Permit Parking (RPP) Area.

Proposed Greenway Improvements

The draft *Community Plan* includes development of a linear greenway, running from Glen Canyon Park to downtown Glen Park in portions of the blocks between Bosworth Street and Chenery Street (see Figure 8, p. 29). The westernmost segment of this greenway would likely encompass a one-block stretch of Paradise Avenue. This block does not carry through-traffic, and its topographical low point is at the center of street, making it well-suited for bringing Islais Creek to the surface, also known as creek “daylighting.”

Except for the small portion of Islais Creek that runs freely through Glen Park, the creek is in an underground culvert just north of the Glen Park Recreation Center, at Elk Street. The creek flows beneath an east-west vegetated easement that runs parallel to Bosworth Street through downtown Glen Park and eventually lets out into the San Francisco Bay. The daylighting of Islais Creek would be the first urban creek restoration in San Francisco and would be designed to serve as an educational model. The creek daylighting project is currently being studied as part of urban watershed planning charrettes and technical studies conducted by the SFPUC,



SOURCE: Glen Park Community Plan Summary, 2003.

GLEN PARK COMMUNITY PLAN
FIGURE 8: PROPOSED LINEAR GREENWAY

and would take place under an Integrated Watershed Management Program (IWMP) currently being prepared by the SFPUC.¹⁸ The IWMP would address wastewater and stormwater issues citywide. The IWMP has not been finalized, and the full details of the creek daylighting are not yet available.

The following strategies and design measures from the draft *Community Plan*, if implemented, could guide the construction/development of Islais Creek daylighting:

- The flow would be managed so that there is no additional risk of flooding. At every street crossing, the water volume would be checked with an orifice or spillway that would allow excess water to flow back into the storm drain, where it is currently carried.
- The design would minimize the potential for stagnant pools to form. During the design process, there would be an understanding of how to re-introduce water into an urban setting to avoid creating an attractive nuisance.
- Currently, the neighborhood experiences some local flooding along the historic creek path during storm events. In order to address this problem, a temporary detention pond would be constructed behind St. John's School. This would hold water from major storms, allowing it to be absorbed into the ground and the storm drain system more slowly and possibly avert a damaging flood. This issue is discussed in more detail on p. 70, Criterion C, under Utilities and Service Systems.

Overall, daylighting the creek would be accompanied by localized stormwater management programs and the creation of a stormwater detention features designed according to the City's *Better Streets Plan*.¹⁹

The conversion of Paradise Avenue into a greenway would involve removal of all concrete paving lining the street. A 10-foot-wide one-way access road would be installed on the southern side of street, providing access to driveways. An 8-foot wide linear stretch of turf blocks, cobbles or other permeable surface could be used for on-street parking pads for residences.

At Burnside Avenue, the greenway would enter an undeveloped linear easement owned by the SFPUC that runs parallel to Bosworth Street from Elk Street to Arlington Street. Islais Creek runs beneath the easement in an underground culvert. No buildings may be constructed on top of this easement; however, roads, paths, and landscaping are permitted. The easement forms a "greenway" that is used by some members of the community as an informal open space.

¹⁸ San Francisco Public Utilities Commission, "LID Basin Analysis Technical Memorandum Islais Creek Drainage Basin," April 2009, accessed at: http://sfwater.org/mto_main.cfm/MC_ID/14/MSC_ID/361/MTO_ID/550, accessed on December 4, 2009.

¹⁹ The *Better Streets Plan* provides design guidance for improvement of San Francisco streets and public areas. This program is described on p. 43 of this Initial Study.

Between Burnside Avenue and Chilton Avenue, adjacent to the St. John's School campus, a stormwater wetland would be created to provide flood management. The greenway would also include interpretive displays.

Between Chilton Avenue and Lippard Avenue, the greenway would split into two parallel stretches, following the SFPUC easement and the vacant lands on Bosworth, with existing houses remaining between. There are two additional houses south of Lippard Avenue in the easement, but the greenway would be routed to avoid removal of these houses. Between Brompton Avenue and Diamond Street, a pedestrian-only street, with limited auto access for deliveries, would be developed. This segment of the greenway would serve as a plaza for the commercial core.

The draft *Community Plan* also discusses the possibility of extending the greenway onto the BART parking lot infill development site. The pedestrian path along the proposed greenway would continue to the BART parking lot infill site along the entire length of the SFPUC easement, linking Diamond Street and Arlington Street. This path would be developed as a tree-lined greenway since this area would contain predominantly residential uses. In addition, a pedestrian path would be established to connect Bosworth Street with Wilder Street. The draft *Community Plan* also recommends the creation of a plaza between Bosworth Street and the SFPUC easement, along with a landscaped area between the SFPUC easement and the BART transformer building. The plaza area could include a central hardscape area, benches, shade trees, and lighting, which may be surrounded by landscaped areas. The landscaped area could be developed with a small community garden, multi-purpose grass areas, a children's play area, or a combination of features.

The description above of the greenway and creek daylighting reflects the 2003 draft *Community Plan Summary*.²⁰ However, the exact form and dimensions of the greenway and creek daylighting have not yet been determined. Other potential design options of the greenway and creek daylighting could include:

- The creek and greenway could run along the City-owned parcels along Bosworth Street.
- The creek and greenway could feature only a pedestrian and/or bike path and leave the creek below ground.

²⁰ City and County of San Francisco, Planning Department, *Glen Park Community Plan Summary*.p.74.

PROJECT APPROVALS

It is anticipated that the draft *Community Plan* would require the following project approvals, with acting bodies shown in italics:

- Amendment of *Planning Code* Article 2 for rezoning the BART parking lot property fronting Wilder Street from P to RH-2. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Amendment of *Planning Code* Article 7 for rezoning the existing NC-2 district to a new Glen Park NCT District for multiple parcels on Diamond Street and Bosworth Street; Assessor's Block 6745, Lots 042, 048, 053, 057, 066, 067, 068, and 069 from P to Glen Park NCT; and Assessor's Block 6744, Lot 030 from RH-1 to Glen Park NCT. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Amendment of *Planning Code* Zoning Map ZNII to reflect the zoning changes indicated above and Map HTII to reflect revised height and bulk limits for the BART parking lot (the extent of the new 65-X height district has not yet been determined). *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Certification of the Glen Park Community Plan EIR, adoption of the Final Glen Park Community Plan EIR, and adoption of the Mitigation Monitoring Report. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Adoption of the *Glen Park Community Plan* and its incorporation into the *General Plan*. *San Francisco Planning Commission and San Francisco Board of Supervisors.*
- Approval of infill development on the BART parking lot. *BART Board of Directors.*
- Approval of transportation improvement projects. *San Francisco Municipal Transportation Agency.*
- Approval of *Clean Water Act* Section 401 and Section 404 permits if applicable. *Regional Water Quality Control Board (RWQCB).*
- Consultation for the proposed greenway improvements (including the creek daylighting). *California Department of Fish and Game.*

B. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the <i>Planning Code</i> or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

GENERAL PLAN

The *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the draft *Community Plan* and policies that relate to physical environmental issues are discussed in Section D, *Evaluation of Environmental Effects*, p. 39. The compatibility of the draft *Community Plan* with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the draft *Community Plan*. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the draft *Community Plan*.

The draft *Community Plan* would be adopted as an area plan under the *General Plan*. No other changes to the *General Plan* would be required other than minor amendments in other *General Plan* elements, such as the Urban Design Element and the Transportation Element, for internal references and consistency.

PLANNING CODE

Zoning

The *San Francisco Planning Code (Planning Code)*, which incorporates by reference the City's Zoning Map, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to alter existing buildings, construct new buildings, or demolish existing buildings may not be issued for individual components of the draft *Community Plan* unless either the design of such components conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*.

Implementation of the draft *Community Plan* would require revisions to the existing *Planning Code* zoning districts and height districts in the plan area as described in Section A, Project Characteristics. The Glen Park NCT District, proposed to front on Diamond Street and extend from just north of Chenery Street to Monterey Boulevard, would modify parking regulations and residential densities to reflect the plan area's close proximity to abundant transit service. As discussed in the following sections, this zoning district would promote greater residential density limits.

Adoption of the draft *Community Plan* and new Glen Park NCT District would require review and approval by the Planning Commission and the Board of Supervisors in the context of the *General Plan* and other relevant plans. Approval of the rezoning would precede implementation of physical development; thus, infill development anticipated under the draft *Community Plan* would be required to be consistent with the zoning map designations that would be in place following creation of the Glen Park NCT District.

Proposition M

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are:

- (1) preservation and enhancement of neighborhood-serving retail uses;
- (2) protection of neighborhood character (Question 1c, Land Use);
- (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues);
- (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation);
- (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use);
- (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity);
- (7) landmark and historic building preservation (Question 4a, Cultural Resources); and
- (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space).

Prior to issuing a permit for any project which requires an Initial Study under CEQA, prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the project or legislation is consistent with the Priority Policies. As noted above, the impacts of the draft *Community Plan* with regard to the environmental topics associated with the Priority Policies are discussed in Section D, Evaluation of Environmental Effects (p. 39), and provide

information for use in the case reports for the draft *Community Plan*. The case reports and approval motions for the project will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the draft *Community Plan* with the Priority Policies.

SUSTAINABILITY PLAN

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The *Sustainability Plan for the City of San Francisco (Sustainability Plan)* was a result of community collaboration to establish sustainable development as a fundamental goal of municipal public policy.

The *Sustainability Plan* is divided into 15 topic areas, ten of which address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five of which are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the *Sustainability Plan* contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the *Sustainability Plan* became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The *Sustainability Plan* serves as a blueprint, with many of its individual proposals requiring further development and public comment.

CLIMATE ACTION PLAN

In September 2004, the San Francisco Department of the Environment and the SFPUC published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions (Climate Action Plan)*. The *Climate Action Plan* examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline greenhouse gas (GHG) emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by

2012; and presents next steps required over the near term to implement the *Climate Action Plan*. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions are now in progress.

BICYCLE PLAN

The *San Francisco Bicycle Plan*²¹ involves the adoption of a citywide bicycle transportation plan and phasing of implementation of near-term, long-term, and other improvements to the bicycle route network, as well as amendments to the *General Plan*, the *Planning Code*, and the *San Francisco Traffic Code*.

The current *San Francisco Bicycle Plan*, which was approved by the SFMTA Board of Directors in June 2009, is an update of the 1997 *San Francisco Bicycle Plan*. By maintaining an approved Bicycle Plan, the City and County of San Francisco is eligible for selected State and regional funds to develop bikeways and related facilities. Additionally, *San Francisco City Charter* Sections 16.102 and 8A.113 state that San Francisco should develop “a safe, interconnected bicycle circulation network; travel...by bicycle and on foot must be an attractive alternative to travel by private automobile” and “bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.” The bicycle lane improvements proposed in the draft *Community Plan* follow the alignment of lanes planned in the *San Francisco Bicycle Plan*. Thus, bicycle improvements proposed in the draft *Community Plan* have largely already undergone environmental review and been approved by the City.

BART TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

BART’s *Transit-Oriented Development Guidelines (TOD Guidelines)* were designed to help guide planning and development around BART stations throughout the entire BART system. The *TOD Guidelines* address the BART customer experience, station area land use, and station circulation and access as they relate to transit-oriented development. The *TOD Guidelines* consider the unique geography, transportation networks, and varied community priorities of the San Francisco Bay Area and also present recommendations that are intended to assist in the planning and development process to reduce delay and conflict for all stakeholders. The ultimate goal of the *TOD Guidelines* is to promote vibrant and livable station areas by supporting high quality transit-oriented development within walking distance of BART stations

²¹ The *San Francisco Bicycle Plan* is at the moment subject to a court injunction; these improvements would be implemented when the injunction is lifted.

that benefit both BART's customers and the surrounding community, and that promote the use of BART as a primary means of transportation.

The *TOD Guidelines* do not cite development standards or specify precise land uses for the areas surrounding BART stations. Instead, they allow for flexibility and creativity in adapting to local conditions while adhering to the fundamentals of transit-oriented development. In addition, there may be cases where a strict adherence to a specific guideline may not be feasible or appropriate. Development proposed or anticipated under the draft *Community Plan*, especially infill development at the BART parking lot, would be assessed against the *TOD Guidelines* for general consistency, but the *TOD Guidelines* serve as a guiding document rather than a set of mandatory design standards.

BETTER STREETS PLAN

The *City of San Francisco Better Streets Plan – Draft (Better Streets Plan)* creates a unified set of draft standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. The *Better Streets Plan* seeks to balance the needs of all street users, with a particular focus on pedestrians and how streets can be used as public space. The *Better Streets Plan* reflects the understanding that the pedestrian environment is about more than just transportation; that streets serve a multitude of social, recreational, and ecological needs. The City's Draft Vision for the *Better Streets Plan* includes goals such as prioritizing the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life; creating streets where people walk and spend time out of choice, not just necessity; establishing a green network that enhances the City's long-term ecological function and people's connection to the natural environment; and improving street-based social opportunities, community life, access, and mobility for all residents. The *Better Streets Plan* carries out the intent of San Francisco's *Better Streets Policy (Administrative Code Chapter 98)*, adopted by the Board of Supervisors on February 6, 2006.

C. SUMMARY OF ENVIRONMENTAL EFFECTS

The draft *Community Plan* could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|--------------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Geology and Soils |
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Wind and Shadow | <input checked="" type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input checked="" type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input checked="" type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Signif. |

EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The draft *Community Plan* has been evaluated to determine whether the improvements and foreseeable development associated with the plan would result in significant environmental impacts. The draft *Community Plan* could have a significant effect on **land use** because the zoning changes could result in conflicts with applicable policies and the infill development could affect the character of the project vicinity; **visual quality** because subsequent development within the project area could result in changes in the visual character of downtown Glen Park; **cultural resources** (historical, archaeological, and paleontological) because of the potential for these resources to be disturbed by subsequent development projects; **transportation and circulation** because the draft *Community Plan* could increase traffic, decrease levels-of-service (LOS), create hazardous design features and inadequate emergency access, decrease parking, and conflict with adopted policies; **noise** because the draft *Community Plan* could create construction and operation noise and vibration; and **air quality** because construction and operation of the draft *Community Plan* could increase emissions of criteria air pollutants and could expose sensitive receptors to pollutants. These topics, therefore, will be included in the EIR to determine if such impacts would be significant.

EFFECTS FOUND NOT TO BE SIGNIFICANT

All items in the above Initial Study checklist that were not checked as significant have been determined by Planning Department staff not to have a significant adverse effect on the environment. The following potential impacts were determined to be insignificant: population and housing; wind and shadow; recreation; utilities and service systems; public services; geology and soils; mineral and energy resources; and agricultural resources. In addition, biological resources, hydrology, and hazardous materials impacts were determined to be

significant, but can be mitigated to a less-than-significant level through measures included in this document. These items are discussed below and require no further environmental analysis in the EIR.

D. EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study examines the draft *Community Plan* to identify potential effects on the environment that would result from its implementation. For all items checked “Less-than-Significant Impact,” “No Impact,” or “Not Applicable,” the Planning Department has determined that the draft *Community Plan* could not have a significant adverse environmental effect. These issues are discussed below and conclusions regarding effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available from the Planning Department, such as the Department’s *Transportation Impact Analysis Guidelines for Environmental Review*.

For each checklist threshold, the analysis provides an overview of the draft *Community Plan*’s general impacts. In cases where certain features of the draft *Community Plan* would have different or more severe effects than other elements of the draft *Community Plan*, these impacts are called out under separate subheaders. In addition, where construction and operational impacts would be different for a certain threshold, the discussion provides subheaders to allow readers to identify the difference between such effects. Where mitigation is needed to reduce an impact to a less-than-significant level, appropriate mitigation measures are specified within each section.

For each checklist threshold analyzed, the evaluation has considered the impacts of the draft *Community Plan* both individually and cumulatively. Cumulative development includes development surrounding the plan area that would occur under buildout of local area plans (such as the *Balboa Park Area Plan*), transportation plans and projects (such as the *San Francisco Bicycle Plan* and the Sunnyside Traffic Calming Project), and other local development projects.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
1. LAND USE AND LAND USE PLANNING—					
Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Physical Division of an Established Community (Criterion a)

The Glen Park BART Station is at the intersection of Diamond Street and Bosworth Street, near the downtown core. This intersection and other points along and south of Bosworth Street are difficult for pedestrians to cross because of heavy traffic volumes, poor signalization, and other factors. ADA access to public transportation options, including the BART station and the J-Church Muni line, is also limited.

Draft Community Plan, General Impacts

The draft *Community Plan* does not propose any elements or features that would introduce obstructions to circulation or access or create new physical barriers. The *Community Plan* would allow increased development intensities at the Diamond Street/Bosworth Street infill site; however, proposed development would not be expected to result in a larger overall development footprint. Because the infill site would include pedestrian linkages and other open spaces, development at this site would not introduce obstructions to circulation or create other physical barriers such that division of the existing Glen Park community would occur. Proposed transportation improvements would enhance connectivity for pedestrians, bicycles, and transit by slowing traffic, improving signalization and crossings, and relocating transit stops for improved accessibility. These improvements would reduce the existing obstructions posed by traffic at the Bosworth Street/Diamond Street intersection and in other parts of the plan area. Implementation of proposed greenway improvements would improve access to an informal open space corridor by clearing overgrown vegetation and providing a pedestrian access path. Therefore, the draft *Community Plan* would have no impact with respect to physical division of an established community. This issue will not be discussed in the EIR.

Consistency with Land Use Policies (Criterion b)

Discussion of the consistency of a proposed project with applicable plans and policies is required by Section 15125(d) of the CEQA Guidelines. As discussed in Section B, Compatibility with Existing Zoning and Plans, p. 33, the draft *Community Plan* would be consistent with most applicable City policies, plans, and regulations. The draft *Community Plan* was developed based on General Plan policies that encourage: development of housing; integration of transportation and land use planning; reduction of automobile use; and promotion of alternative modes of travel. The draft *Community Plan's* emphasis on reducing auto use by developing mixed uses near transportation hubs and improving bicycle and pedestrian networks is also consistent with the transportation goals outlined in the San Francisco *Sustainability Plan* and the *Climate Action Plan*. The bicycle network expansions under the draft *Community Plan* would be consistent with the *Bicycle Plan* and the greenway improvements would help to promote the *Better Streets Plan*. The draft *Community Plan* was developed by the Planning Department through a collaborative planning process with the neighborhood community, BART, the SFMTA, Caltrans, the San Francisco County Transportation Authority (SFCTA), the San Francisco Recreation and Park Department, the SFPUC, and the San Francisco Department of Public Works (DPW). Through this process, the draft *Community Plan* has addressed many issues raised by concerned parties and has incorporated strategies and policies that are consistent with the planning efforts of these agencies.

The draft *Community Plan* will be reviewed by the Planning Commission and Board of Supervisors to make findings of consistency with the objectives, policies, and principles of the *General Plan*. Consistency with BART *TOD Guidelines* and other aspects of the *General Plan* would be addressed when detailed development proposals and improvements are subsequently considered for approval.

However, as determined in this Initial Study, the draft *Community Plan* has the potential to adversely affect visual quality, transportation, air quality, noise, and cultural resources issues. Further analysis is needed to determine whether the draft *Community Plan* would be consistent with the intent of policies designed to avoid or mitigate environmental effects related to these topics. Thus, this impact is considered to be potentially significant, and will be discussed in the EIR.

Land Use Character (Criterion c)

The plan area includes residential, retail, and small-scale commercial uses. There are also a number of transit facilities, including a BART station, Muni bus and train stops, and private shuttle drop-off stops. Surrounding building heights are approximately 30 to 40 feet high

(about two to three stories). Other uses in the vicinity include schools, a community center, and the 70-acre Glen Canyon Park.

Draft Community Plan, General Impacts

Overall, the draft *Community Plan* would not substantially alter the existing land use character of the Glen Park neighborhood. One of the primary goals of the draft *Community Plan* is to preserve the character of the Glen Park neighborhood. However, specific development components, such as the infill development that could be allowed under the Glen Park NCT District, could have potentially adverse impacts on the neighborhood’s character. Thus, this issue will be analyzed in the EIR.

Cumulative Impacts

Development proposed under the draft *Community Plan* would not physically divide an existing community, and thus, would not contribute to cumulative effects with respect to this topic. The potential for the project to contribute to cumulative effects pertaining to consistency with plans and policies and alteration of existing land use character will be discussed in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Scenic Vistas (Criterion a)

A project would result in significant obstruction of a scenic vista or view corridor if it proposed a structure that would substantially alter a view from a sensitive vantage point, such that characteristic scenic features would no longer be visible. Obstruction of views from private properties is generally not considered a significant physical impact.²²

²² Nonetheless, for informational purposes, the discussion of the draft *Community Plan’s* effect on visual character (to be provided in the EIR) will include a description of alteration of views from private residences.

The street grid and development pattern within the Glen Park neighborhood follow the topography of the canyon, and the commercial core, downtown Glen Park, is within a depression at the canyon's mouth. The canyon's crest is northwest of the plan area and runs in a southeasterly, downward sloping direction towards San Jose Avenue, following the historical path of Islais Creek. Views to the north and west of the plan area are limited due to the canyon walls, and primarily encompass foreground and mid-ground views of neighborhood development.

The intersection of Bosworth Street and Diamond Street in the southeastern portion of the plan area is at the crest of a small hill, affording limited views to the south and east. Views from this location do not encompass scenic features, except for hills and valleys that make up San Francisco's topography, as well as distant views of the San Francisco Bay. Views of these features from this location are partially obstructed by raised freeway on-ramps and existing structures, such as the Glen Park BART Station. Due to the topography and raised roadways and structures described above, there are no major scenic vistas from public vantage points in the plan area.

Draft Community Plan, General Impacts

Because there are no scenic vistas in the plan area, implementation of the draft *Community Plan* would not have the potential to alter such vistas, and no impact would occur. This topic will not be addressed in the EIR.

Scenic Resources (Criterion b)

The topography and steep walls of Glen Canyon, the canopy of mature trees rising from surrounding open spaces, and street trees within the plan area and surrounding residential neighborhood provide a wooded backdrop to the plan area. Rock outcroppings in Glen Canyon are visible from some parts of the plan area. The topographical features of the canyon, including the rock outcroppings, are considered to be scenic resources. Although trees contribute to the overall visual character of the neighborhood, individual trees are not considered scenic resources. However, groups of trees, such as trees lining the length of a street, are considered a scenic resource for the purposes of this Initial Study.

Draft Community Plan, General Impacts

Scenic resources consisting of topographical features, such as rock outcroppings, would not be altered as a result of any component of the draft *Community Plan*. These resources are generally outside the plan area within Glen Canyon Park. However, the transportation improvements, the daylighting of the creek, and the infill development that may occur as a result of the

rezoning would most likely result in the removal of trees. Tree removal is regulated by *Public Works Code*, Article 16, particularly of trees that are considered “significant” or “landmark” trees within 10 feet of a public right-of-way. These trees are discussed further under Topic 12, Biological Resources, p. 81. Under the draft *Community Plan*, all removed trees would be replaced by streetscape and greenway improvements, which would include new trees and other vegetation. However, the near-term infill development at the BART parking lot and the northwest corner of Bosworth and Diamond could result in tree removal along the tree-lined Bosworth Street corridor. This issue is discussed in more detail below.

Impacts of Individual Plan Components

Near-Term Infill Development. As discussed above, street trees would likely be removed as a result of draft *Community Plan* implementation. This effect would be most pronounced at the BART parking lot infill development site, where mature street trees line the Bosworth Street corridor. In addition, street trees could be removed at the Bosworth and Diamond infill site. Removal of street trees would be subject to the provisions of *Public Works Code*, Article 16 (refer also to the Biological Resources subsection, p. 81), and trees and vegetation removed pursuant to new development would be required to be replaced. Thus, the impact of street tree removal at this site would be less than significant, and will not be discussed in the EIR.

Visual Character (Criterion c)

Draft Community Plan, General Impacts

The plan area’s topography, open space, informal greenways, eclectic architectural styles, and small-scale buildings and street grid contribute to Glen Park’s distinct visual character. The draft *Community Plan* recommends an overall concept for enhancing the existing neighborhood and identifies potential infill development at the BART parking lot north of the BART station and at the northwest intersection of Diamond Street and Bosworth Street. The draft *Community Plan* proposes general design features and policies to guide future infrastructure improvements, and would update zoning, design guidelines, and other city policies for future development of the plan area.

The plan recommendations in each of these categories are numerous and have the potential to cause discernable changes to the visual character of the plan area. Although it is anticipated that the vast majority of improvements would enhance the existing visual character, alteration of the character of downtown Glen Park may occur and is considered to be potentially significant. The draft *Community Plan’s* potential impacts on visual character will be addressed in the EIR.

Light and Glare (Criterion d)

Existing sources of light and glare in the Glen Park neighborhood are typical of mixed-use commercial and residential development, and include street lighting, signs, reflections from windows, and other similar sources. In addition, the Glen Park BART Station and its outdoor plaza is an additional source of light and glare in the neighborhood.

Draft Community Plan, General Impacts

Additional ambient light sources could be introduced with implementation of the draft *Community Plan*, but would not significantly affect surrounding properties. New light sources would include residential neighborhood and commercial/retail area streetscape and open space street light improvements as well as infill site development, such as light within the dwelling units and commercial/retail spaces, and light fixtures at the building entrances typical of residential and commercial development. Future development under the draft *Community Plan* would be required to comply with *San Francisco Planning Commission Resolution 9212*, which prohibits the use of mirrored or reflective glass and with *California Building Code* regulations pertaining to exterior lighting. Traffic would not be rerouted as a result of proposed transportation improvements such that light and glare from headlights would shine into residences and other sensitive receptor locations. Light and glare impacts would be less than significant; therefore, this topic will not be evaluated in the EIR.

Cumulative Impacts

As stated above, implementation of the draft *Community Plan* would have no impact on scenic vistas or scenic resources. Development proposed under the draft *Community Plan* would not contribute to cumulative impacts pertaining to these issues. Even though the draft *Community Plan* could have potentially significant impacts on visual character, the canyon and topography visually separate the plan area from other areas that might have foreseeable development. Effects pertaining to the visual character and light and glare of the plan area are localized, and because the draft *Community Plan* addresses all anticipated future development in this area, no additional cumulative impacts are anticipated with respect to visual character. Therefore, these issues will not be addressed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
3. POPULATION AND HOUSING—					
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Substantial Population Growth (Criterion a)

In general, a project would be considered growth-inducing if its implementation would result in a substantial population increase and/or new development that might not occur if the project were not implemented. The 2000 U.S. Census indicates that the population of the census tract that covers the plan area (Census Tract 218, an area bounded roughly by 30th Street to the north, San Jose Avenue to the east, Bosworth Street to the south, and Lippard Avenue/Bernie Street/Noe Street to the east) is approximately 3,914 persons. The total number of housing units in Census Tract 218 in 2000 was 1,872.²³

Draft Community Plan, General Impacts

Development anticipated under the draft *Community Plan* as a result of the proposed Glen Park NCT District would result in up to 150 dwelling units, the majority of which would be located at the infill sites. The draft *Community Plan* would also accommodate up to 23,495 gsf of retail space. This development would result in a plan area population increase of up to 314 residents²⁴ and up to 67 employees.²⁵ No population or employment increases would be anticipated as a result of proposed transportation or greenway improvements. The project would increase the overall residential population of the City and County of San Francisco by

²³ U.S. Census Bureau, DP-4. "Profile of Selected Housing Characteristics 2000: Census Tract 218, San Francisco County, California," accessed on August 6, 2009, accessed at: http://factfinder.census.gov/servlet/QTGeoSearchByKeywordServlet?_ts=267645364898

²⁴ U.S. Census Bureau, DP-4. "Profile of Selected Housing Characteristics 2000: Census Tract 218, San Francisco County, California." Based on information for Census Tract 218, the average household population was 2.09 persons/household. 150 units x 2.09 persons/unit = approximately 314 residents.

²⁵ Based on San Francisco Transportation Review Guidelines, retail/commercial uses have about 350 to 450 gsf per employee. (23,495 gsf/350 gsf/employee = 67 employees).

less than 0.1 percent.²⁶ In addition, based on the year U.S. Census 2000 population totals, a population increase of approximately 314 individuals would represent an approximately 8 percent increase in Census Tract 218.²⁷ Therefore, the draft *Community Plan* would not induce substantial population growth.

New residential units provided at the infill sites would help to address the citywide need for housing in which job growth and in-migration exceed the supply of new housing. In June 2008, the Association of Bay Area Governments (ABAG) projected regional needs in its *Housing Needs Plan for 2007-2014*. The projected need of the City and County of San Francisco for this time period is 31,193 new dwelling units, or an average annual need of 4,456 net new dwelling units. Of this total, 12,124 very low- to low-income housing units need to be constructed, for an average annual need of 1,732 net new affordable dwelling units.²⁸

The need for affordable housing is addressed in part by the City's Inclusionary Affordable Housing Program in *Planning Code* Sections 315 through 315.9. *Planning Code* Section 315 requires that any new residential project over five units provide affordable housing. This requirement can be satisfied by the provision of affordable units on site equal to 15 percent of the total number of units, provision of 20 percent of units off site, or payment of an in-lieu fee.²⁹ Any housing proposed within the Glen Park NCT District would be required to include affordable units. As such, the draft *Community Plan* would not have an adverse impact on affordable housing.

The existing BART parking lot does not have employees and the number of employees currently working at the commercial and retail portions of the Diamond/Bosworth infill site is unknown, but presumed to be about ten. The proposed project would provide permanent on-site employment for to up to 67 persons. The employment generated by the proposed project would result in a net increase of approximately 57 employees, which would result in a

²⁶ The calculation is based on the ABAG estimated total population of 795,800 persons in the City and County of San Francisco in 2005.

²⁷ Census 2000 population in Census Tract 218 was 3,914 and buildout under the draft *Community Plan* would increase population by about 314 residents. $314 \text{ residents} / 3,914 \text{ residents} = 8 \text{ percent increase}$.

²⁸ Association of Bay Area Governments, *San Francisco Bay Area Housing Needs Plan, 2007-2014*, June 2008. For more information see: <http://www.abag.ca.gov/planning/pdfs/SFHousingNeedsPlan.pdf>.

²⁹ Mayor's Office of Housing, *2008 Maximum Income by Household Size derived from the Median Income for the City and County of San Francisco*, accessed August 7, 2009, accessed at: www.sfgov.org/site/uploadedfiles/moh/Rent_Levels/MOH2008AMI_IncomeLimits-CCSFonly.pdf

corresponding demand for approximately 43 new housing units.³⁰ However, this demand would not be substantial in context of citywide housing growth over the next 20 years.

While the proposed project would increase population and employment at the infill sites relative to existing conditions, the project-specific impacts would not be significant compared to the number of residents and employees within the project vicinity. Overall, the increase in housing and employment would not be significant with regard to expected increases in the population and employment of San Francisco. Therefore, the project would not result in a significant increase in population, directly or indirectly. This topic will not be addressed in the EIR.

Housing and Population Displacement (Criteria b and c)

Demolition of existing housing in San Francisco often leads to the loss of housing units without replacement of these residential dwellings. As a result of demolition, existing residents can be displaced, causing personal hardship and relocation impacts.

Draft Community Plan, General Impacts

Modification of existing zoning would not result in the direct displacement of residents and housing. However, individual components of the draft *Community Plan* could have localized impacts, as discussed below.

Impacts of Individual Plan Components

Near-Term Infill Development. The BART parking lot infill development site is currently used for parking and houses no residents; therefore, neither dwelling units nor residents would be displaced as a result of the development at this site. However, there are currently three residential units and two mixed-use buildings at the Diamond/Bosworth infill development site, which house up to an estimated 10 residents.³¹ Residents would be displaced from these units as a result of infill development at this site, which would include demolition of the existing structures. In 1994, the Planning Commission adopted guidelines that require a conditional use permit in order to allow the demolition of residential units. In addition to the criteria for demolition approval, the guidelines require replacement housing or in-lieu fees to the City's

³⁰ According to ABAG Projections 2007, the employees per household ratio in the City of San Francisco in 2000 was 1.33 (437,533 employed residents/329,700 households = 1.33 employees per household). Therefore, 57 new employees/1.33 employees per household = approximately 43 new housing units.

³¹ Three residential units x 2.09 persons per household = approximately 6 people. Two mixed-use buildings with an estimated total of two units x 2.09 persons per household = approximately 4 people.

affordable housing fund as full or partial mitigation for each unit lost.³² Since 150 new residential units would be constructed in the plan area under the draft *Community Plan*, the existing residents could occupy the new units. As such, implementation of the draft *Community Plan* would result in a less-than-significant impact with regard to residential and housing displacement. This issue will not be discussed in the EIR.

Transportation Improvements. The transportation improvements would focus on improving existing streets and intersections. Under the proposed transportation improvements, several streets in the plan area would be widened to accommodate additional lanes; however, this would not require removal of residences. As such, no residents would be displaced due to the transportation improvements, resulting in no impact. This issue will not be discussed in the EIR.

Greenway Improvements. A public utilities easement crosses through the neighborhood, just north of and parallel to Bosworth Street. This easement accommodates the underground Islais Creek culvert. Three residential buildings are located within the easement and would remain with implementation of the proposed project. Thus, impacts associated with residential and housing displacement would be less than significant for the proposed greenway improvements. This issue will not be discussed in the EIR.

Cumulative Impacts

The additional 150 housing units that would be added to the Glen Park neighborhood as a result of draft *Community Plan* implementation could potentially impact the area when combined with other future housing developments in the area. However, population growth in this area is planned by the City, and is consistent with the ABAG projections for citywide growth. As such, cumulative population and housing impacts would be less than significant and will not be discussed in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

³² San Francisco Planning Department, *General Plan Housing Element*, Policy 2.1.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Architectural Resources (Criterion a)

Carey & Co., Inc. has surveyed and evaluated the built environment in the plan area in order to determine if historic architectural resources per CEQA are present and has prepared a Draft Historic Resources Evaluation (HRE) with its findings.³³ The plan area includes 161 parcels total, including 159 parcels with resources over 45 years old as well as two parcels containing the Glen Park BART Station and power station constructed in 1970. Of the 161 parcels, Carey & Co. surveyed 110 parcels and the San Francisco Planning Department surveyed the other 51 parcels. Seven resources on eight parcels were selected for additional review: 584 Bosworth Street; 21 Brompton Avenue; 23-25 Brompton Avenue; 2830-2842 Diamond Street; 2852-2862 Diamond Street; Glen Park BART Station; and Glen Park Elementary School.

With reference to the Glen Park BART Station, Carey & Co. concluded that it “appears to be eligible for the California Register of Historic Resources (CRHR) under Criterion 3 for possessing high artistic value, for representing the work of a master, and for embodying the distinctive characteristics of a period.”³⁴ With regards to the Glen Park School, Carey & Co. concluded that it “appears to be eligible for the National Register of Historic Places (NRHP) and the CRHR under Criterion A/1 for its association with the Golden Age of school construction in San Francisco and as an excellent example of a Public Works Administration (PWA)-funded school building constructed in the City during the Great Depression.” Carey & Co. also concluded that the Glen Park Elementary School “also appears to be eligible for the NRHP and CRHR under Criterion C/3 as a significant example of an Art-Deco style building in San Francisco”³⁵ and “also appears eligible as a City Landmark.”³⁶ The other five properties were determined to be ineligible for listing on the NRHP, the CRHR, or City Landmarks.

³³ Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park Community Plan*, September 1, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

³⁴ Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park Community Plan*, September 1, 2009, p. 2. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

³⁵ Ibid, p. 2.

³⁶ Ibid, p. 2.

Draft Community Plan, General Impacts

As discussed above, the plan area includes two potential historical resources that could be affected by implementation of the draft *Community Plan*: the Glen Park BART Station and Glen Park Elementary School. Although the proposed project would not impact the BART station building, it would redesign the BART station plaza to better integrate it with the surrounding community and could also add a bus loop to the station. These new features could alter the external appearance of the station as a whole, resulting in a potentially significant impact. As such, this topic will be discussed in the EIR. In addition, although the draft *Community Plan* does not propose modification of Glen Park Elementary School and would not result in impacts with respect to this structure, a more detailed analysis of this less-than-significant impact, along with other potential architectural resource impacts, will be discussed in the EIR.

Subsurface Resources (Criteria b to d)

Draft Community Plan, General Impacts

The plan area has sensitivity for pre-historic archeological resources in the area surrounding Islais Creek.³⁷ While there are no known archaeological resources, paleontological resources, or human remains within the plan area, it is possible that such resources may be present. These resources could be encountered during excavation activities resulting from infill development, installation of certain transportation improvements (including the roundabout and the bus loop), and as a result of proposed greenway improvements. Excavation activities could adversely impact existing prehistoric deposits, including human remains. These potentially significant impacts will be discussed in the EIR.

Cumulative Impacts

Implementation of the draft *Community Plan* could contribute to cumulative impacts to historic, archaeological, or paleontological resources, as well as human remains. These topics will be analyzed in the EIR.

³⁷ PBS&J, 2009. *Draft Archaeological Survey Plan*, August, p. 3.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
5. TRANSPORTATION AND CIRCULATION					
Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Traffic Effects (Criteria a and b)

Within downtown Glen Park, streets are narrow and winding with steep slopes; this slows traffic and creates an environment conducive to foot traffic. The plan area also has immediate access to U.S. 101 and I-280. The proximity to I-280 provides direct access to downtown San Francisco, the East Bay, the Peninsula, and the South Bay. Drivers access the freeway on-ramps and San Jose Avenue via Bosworth Street, a four-lane arterial that runs east-west through the plan area. Traffic along this road is heavy, and congestion at the intersection of Bosworth Street and Diamond Street, the primary intersection entering the downtown core, is common.

Draft Community Plan, General Impacts

Traffic volumes would likely increase as a result of increased development intensities along Bosworth Street, Arlington Street, and Diamond Street associated with proposed zoning changes and development at the infill sites at the northwest corner of Diamond Street and Bosworth Street and the BART station parking lot. This expected increase in traffic volumes

could cause level of service standards to be exceeded at one or more intersections despite the safety and operational improvements proposed for the plan area. In addition, a number of the proposed transportation improvements were designed to improve pedestrian safety and access, which could slow traffic, contributing to potentially significant delays. Because implementation of the draft *Community Plan* would have a potentially significant impact on traffic operations in the plan area, impacts on roads and intersections will be analyzed in the EIR.

Air Traffic Patterns (Criterion c)

Draft Community Plan, General Impacts

The plan area is not located within an airport land use plan area or within two miles of an airport. Therefore, impacts to air traffic patterns are not applicable to the draft *Community Plan* and will not be addressed in the EIR.

Design Hazards (Criterion d)

Draft Community Plan, General Impacts

All transportation design features associated with the draft *Community Plan*, including ingress and egress, rights-of-way, and other features, would be expected to meet current geometric and safety design standards. In general, it is not anticipated that implementation of the draft *Community Plan* would create hazardous conditions in the plan area. However, individual components of the draft *Community Plan* could have localized impacts, as discussed below.

Impacts of Individual Plan Components

Transportation Improvements. Pedestrian and bicycle movements around the proposed roundabout variant could expose users to safety hazards if not properly designed, resulting in a potentially significant impact. This issue will be addressed in the EIR. In addition, potential safety hazards associated with the proposed J-Church at-grade crossing variant will be addressed in the EIR.

Emergency Access (Criterion e)

Draft Community Plan, General Impacts

The traffic calming measures that are proposed to improve pedestrian safety and BART station accessibility would potentially slow traffic speeds and emergency response times in the plan area. The impacts of implementation of the draft *Community Plan* on emergency access will be analyzed in the EIR.

Parking (Criterion f)

Parking is a concern for many residents, businesses, and commuters in the Glen Park neighborhood. Merchants want to ensure that their customers are able to find short-term parking; residents desire available on-street parking near their houses; and commuters desire short- and long-term parking near the BART station and other transit options. However, parking availability in the plan area is limited. The draft *Community Plan* indicates that there are nearly 200 free, unregulated, all-day parking spaces within 1,500 feet of the BART station and the commercial district. Other existing parking areas in the plan area include a gravel parking lot at the northwest corner of Diamond Street and Boswell Street and the 54-space BART parking lot. However, existing parking management strategies do not fully address the need for short-term commercial parking and other parking priorities identified by the community.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand vary from day to day, from day to night and from month to month. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be a social effect, rather than an impact on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131 (a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. However, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's *Transit First Policy*. The City's *Transit First Policy*, established in the *City Charter* Section 16.102, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

Draft Community Plan, General Impacts

Proposed intersection improvement measures, the proposed bus loop, and the foreseeable development of infill sites on the northwest corner of Diamond Street and Bosworth Street and the Glen Park BART Station parking lot would require the removal of on-street and off-street parking.

The draft *Community Plan* proposes to address this loss of parking through the parking management strategies described under Proposed Parking Management Strategies, p. 27. The parking management strategies set priorities for parking use, provide guidelines for parking restrictions, and suggest recommendations for parking enforcement. These strategies would help to address the decrease in parking availability that would result with implementation of the draft *Community Plan*.

Although changes in the availability of parking are not considered to be significant, additional discussion of proposed parking changes will be provided in the EIR for informational purposes.

Alternative Transportation (Criterion g)

The Glen Park neighborhood is served by BART; Muni bus lines 23, 35, 36, 44, and 52; and the J-Church Muni light rail line. A number of private shuttles also pick up and drop off employees in front of the Glen Park BART Station during commuting hours. The neighborhood is also pedestrian friendly and new bicycle lanes will be implemented throughout the neighborhood as proposed by the *San Francisco Bike Plan* (which was approved June 2009).

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would not conflict with any policies, plans, or programs supporting alternative transportation accessibility. The draft *Community Plan* proposes to improve BART station accessibility through a redesign of the BART entry plaza, improve J-Church accessibility through development of a pedestrian bridge or at-grade crossing, and improve Muni bus stop accessibility through implementation of a bus loop (or with the variant, through relocation of stops).

The increased development intensities along Bosworth Street, Arlington Street, and Diamond Street associated with proposed zoning changes and development at the infill development sites could cause an increase in transit demand. Further study is needed to determine whether existing capacity would be adequate to accommodate the increase. Proposed transportation improvements could also affect transit travel times, a potential conflict with existing policies. Impacts associated with transit impacts would be potentially significant. Impacts on transit capacity and service times will be analyzed in the EIR.

Cumulative Impacts

Development in the vicinity of the plan area would have the potential to result in cumulative traffic and transit impacts. The effect of cumulative development on existing traffic conditions will be assessed in a traffic study, and the draft *Community Plan's* contribution to potential cumulative impacts will be analyzed in the EIR.

Implementation of the draft *Community Plan* would also contribute to cumulative loss of parking spaces. Although the draft *Community Plan* indicates that there are nearly 200 free, unregulated, all-day parking spaces within 1,500 feet of the BART station and the commercial district, up to 41 of these parking spaces are planned to be removed pursuant to implementation of the *San Francisco Bicycle Plan*. As discussed above, the proposed project would require the removal of on-street and off-street parking, which would be in addition to the parking loss associated with new bicycle lanes on Bosworth Street as proposed in the *San Francisco Bicycle Plan*. As such, the proposed project, in combination with the *San Francisco Bicycle Plan*, would result in potentially significant parking losses. Although parking is not considered a physical environmental effect by the City, disclosure of cumulative parking effects and any potential secondary impacts will be provided in the EIR for informational purposes. In addition, the Sunnyside Traffic Calming Project, located adjacent to the project site, would install speed bumps and raised crosswalks. Potential impacts on cumulative traffic conditions will be discussed further in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Exposure to Noise and Vibration (Criteria a, b, and g)

Sensitive receptors are land uses where people may be sleeping or performing tasks requiring concentration, such as residences, hospitals, libraries, and schools. In the plan area, sensitive receptors include residents of existing housing units, users of the public library, and Glen Park Elementary School students, and the future residents of proposed infill housing.

Ambient noise levels along the major streets in the plan area (i.e., Bosworth and Diamond) are likely higher than many other outlying neighborhoods in San Francisco because of their high traffic volumes, which include Muni buses serving the Glen Park BART and J-Church light rail stations. Other major noise sources just south of the plan area include BART trains and motor vehicle traffic on I-280.

Draft Community Plan, General Impacts

Local noise measurements and traffic noise modeling will be conducted to determine the noise impacts on existing and future sensitive receptors. Impacts on sensitive receptors from noise and vibration sources are considered potentially significant and will be discussed in the EIR.

Site preparation and other construction activities in the plan area associated with proposed infill development, transportation improvements, and greenway improvements could temporarily generate high noise and vibration levels on adjacent parcels. Without suitable precautions or mitigations, such levels could disrupt normal activities and/or cause damage to existing structures. This impact is considered to be potentially significant and will be discussed in the EIR. A screening-level construction impact assessment will be conducted to determine the draft *Community Plan's* effect on adjacent sensitive receptors.

Increased Ambient Noise Levels (Criteria c and d)

Draft Community Plan, General Impacts

Construction Impacts. Excavation and project construction would temporarily and intermittently increase noise and possibly vibration levels around the plan area and may be considered an annoyance by occupants of nearby properties and businesses. Noise and

vibration levels over the estimated construction period would fluctuate depending on the construction phase, equipment type, and duration of equipment use, distance between noise source and receptor, and presence or absence of intervening barriers. Construction noises associated with the proposed project would include excavation, grading, truck traffic, foundation construction, steel erection, and finishing. Of these, excavation, site work, and erection of the new buildings' exterior would likely generate the most construction-related noise. Throughout the construction period, there would be truck traffic to and from the site, hauling away excavated materials and debris, or delivering building materials. It is anticipated that the construction hours would be working hours from 7 a.m. to 5 p.m. during the week, with possible limited work during weekends.

The *San Francisco Noise Ordinance* (Article 29 of the *Police Code*) regulates construction-related noise. Although not listed as a mitigation measure, compliance with the *Noise Ordinance* is required by law and would serve to mitigate significant negative impacts of the proposed project on sensitive receptors. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA³⁸ at a distance of 100 feet from the source. Impact tools, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of the Department of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the *Noise Ordinance*.

The nearest sensitive receptors to the development infill sites, transportation improvements, and greenway improvements would be nearby residents, including occupants of the buildings surrounding the proposed infill sites, commercial and retail businesses located in the plan area, and students at Glen Park Elementary School.

Operational Impacts. Future development that would be allowed under the draft *Community Plan*, including near-term infill development, could generate noise from on-site HVAC equipment. Mechanical equipment would be required to comply with the *San Francisco Noise Ordinance*, *San Francisco Police Code* Section 2909. Compliance with *Noise Ordinance* Section 2909 would reduce mechanical equipment noise, avoiding a substantial increase in the ambient

³⁸ dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

noise level of the plan area. Therefore, operational noise from mechanical equipment would be expected to be less than significant. This issue will not be discussed in the EIR.

In general, the land uses proposed in the draft *Community Plan* would not generate enough motor vehicle traffic or include major stationary noise sources to substantially increase local ambient noise levels. However, individual components of the draft *Community Plan* could have potentially significant impacts, as discussed below.

Impacts of Individual Plan Components

Transportation Improvements. Alterations in the flow of traffic caused by implementation of the transportation improvements could result in localized traffic noise impacts in the plan area. Noise measurements and a traffic noise study will be conducted to determine the draft *Community Plan's* effect on existing and future sensitive receptors. This impact is considered to be potentially significant and will be discussed in the EIR.

Aircraft Noise (Criteria e and f)

Draft Community Plan, General Impacts

The plan area is not located near a major commercial airport (i.e., either San Francisco International or Oakland International) or to a private airstrip to expose future residents, employees, and visitors to substantial aircraft noise. This issue is not applicable and will not be discussed in the EIR.

Cumulative Impacts

The cumulative impacts of the draft *Community Plan* with respect to ambient noise and vibration and exposure of sensitive receptors to noise and vibration sources will be assessed in the EIR. The draft *Community Plan* would have no impact with regards to aircraft noise and would not contribute to a cumulative effect for this topic, which will not be discussed in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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7. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

- | | | | | | |
|---------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---------------------------------------------------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Air Quality Plan Consistency (Criterion a)

The Bay Area Air Quality Management District's (BAAQMD)'s Bay Area 2005 Ozone Strategy and the 2001 Ozone Attainment Plan are regional air quality plans that were developed to improve air quality and attain State and federal ambient air quality standards. The 2005 Ozone Strategy explains how the Bay Area plans to achieve State ozone standards and also discusses related air quality issues including climate change, fine particulate matter and the BAAQMD's Community Air Risk Evaluation (CARE) program for reducing toxic air contaminant (TAC) exposures regionally. The 2001 Ozone Attainment Plan was prepared as the Bay Area's part of California's State Implementation Plan for the achievement of the federal ozone standard.

Draft Community Plan, General Impacts

The population increase associated with the draft Community Plan would not exceed population increases anticipated in the 2005 Ozone Strategy. Additionally, the General Plan, Planning Code, and City Charter implement various Transportation Control Measures identified in the 2005 Ozone Strategy through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. However, the draft Community Plan would involve modification of existing zoning districts, which the BAAQMD CEQA Guidelines identify as a potential criterion for judging the significance of any local land use plan. In light of the latter consideration, this zoning change is potentially significant and will be evaluated in the EIR.

Substantial Pollutant Emissions/Concentrations (Criteria b and d)

Draft Community Plan, General Impacts

Construction Impacts. During construction of infill development, transportation improvements, and greenway improvements, air quality could potentially be affected. Heavy-duty construction equipment would emit oxides of nitrogen (NO_x), carbon monoxide (CO),

sulfur dioxide (SO₂), hydrocarbons (HC), and PM₁₀ (particulates) as a result of diesel fuel combustion. PM₁₀ also would be generated from construction activities such as excavation or soil movement.

Demolition, excavation, grading, foundation construction, and other ground-disturbing construction activity would temporarily affect localized air quality for the extent of the construction period during demolition, excavation and shoring, and construction of the foundation, causing temporary and intermittent increases in particulate dust and other pollutants. Excavation and movement of heavy equipment could create fugitive dust and emit NO_x, CO, SO₂, reactive organic gases or hydrocarbons (ROG or HC), and particulate matter with a diameter of less than 10 microns (PM₁₀) as a result of diesel fuel combustion. Fugitive dust is made up of particulate matter including PM₁₀ and PM_{2.5}. Soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil. While construction emissions would occur in short-term, temporary phases, they could cause adverse effects on local air quality. The BAAQMD, in accordance with CEQA Guidelines, has developed an analytical approach that obviates the need to estimate these emissions quantitatively.

Plan-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of State and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

In response, the San Francisco Board of Supervisors approved a series of amendments to the *Building Code* and *Health Code* generally referred hereto as the *Construction Dust Control Ordinance* (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The *Construction Dust Control Ordinance* requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

Contractors responsible for construction activities at development sites are required to use the following practices to control construction dust (or other practices that result in equivalent dust control that are acceptable to the Director):

- Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour.
- Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the *Public Works Code*. If not required, reclaimed water should be used whenever possible. Contractors should provide as much water as necessary to control dust (without creating runoff in any area of land clearing, and/or earth movement).
- During excavation and dirt-moving activities, contractors should wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday.
- Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil should be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

For projects over one half-acre, the *Construction Dust Control Ordinance* requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health (DPH). Construction of infill projects, especially at the two identified near-term infill development sites, would encompass areas over one half-acre; therefore, construction contractors would be required to submit a Dust Control Plan for approval by DPH.

With implementation of the BAAQMD's construction emission control measures and the City's *Construction Dust Control Ordinance*, construction of anticipated development under the draft *Community Plan* would have a less-than-significant impact regarding construction pollutants. This issue will not be discussed in the EIR.

Operational Impacts. Although construction air emissions would be regulated and would not affect nearby sensitive receptors, the operation of components of the draft *Community Plan*

could contribute to potentially significant air quality impacts. Infill residential development proposed under the draft *Community Plan* would be located near high-traffic arterials (San Jose Avenue and Bosworth Street) and a major freeway (I-280) with two local on-ramps. Such development could expose future residents of the proposed housing to harmful pollutants, including diesel particulate matter (DPM), a major toxic air contaminant, and carbon monoxide. In addition, proposed traffic improvements would alter traffic flow patterns, resulting in redistribution of mobile emissions sources (particularly of diesel-powered buses serving the Glen Park community and the BART station), with the potential for concentrating such pollutants in the plan area. New development in the plan area would also introduce on-site stationary pollutant sources (such as building energy use, use of consumer products, application of paints and solvents, etc.), although such sources would be relatively small compared to mobile-source emissions.

Article 38 of the San Francisco Health Code, approved November 25, 2008, requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average). If this standard is exceeded, the project sponsor must install a filtered air supply system with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

Air quality impacts are potentially significant and will be evaluated in the EIR. In consultation with DPH, an Air Quality Assessment will be prepared to determine whether implementation of the draft *Community Plan* would result in violations of air quality standards or expose sensitive receptors to substantial pollutant concentrations.³⁹

Odors (Criterion e)

Draft Community Plan, General Impacts

Objectionable odors are a localized phenomenon and are confined to the vicinity of the emitter of the odor. None of the draft *Community Plan* components would result in a perceptible increase of or change in odors in the plan area, as none of the uses proposed typically generate

³⁹ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, accessed at www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2008.

substantial odors. Therefore, objectionable odors would not affect a substantial number of people, and no impact would occur. As discussed above, the temporary operation of diesel generators during construction would result in release of diesel fumes and odors. However, this potential impact would be temporary and intermittent. Therefore, odor-related impacts would be less than significant. This issue will not be discussed in further detail in the EIR.

Greenhouse Gases

Draft Community Plan, General Impacts

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs). GHGs emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” GHGs contribute to an increase in the temperature of the earth’s atmosphere by preventing the escape of heat. The principal GHGs are carbon dioxide, methane, nitrous oxide, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth’s atmosphere, also contributes to retention of heat.) Of these gases, carbon dioxide and methane are emitted in the greatest quantities from human activities. Emissions of carbon dioxide are largely byproducts of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills, and nitrous oxide is emitted primarily from agricultural activities.

The draft *Community Plan’s* incremental increase in GHG emissions associated with traffic and energy use would contribute to regional and global increases in GHG emissions and associated climate change effects. Although the draft *Community Plan* encourages infill residential uses in a community that provides retail uses and services within easy walking or bicycling distance and near regional mass transit, the draft *Community Plan’s* effect on GHG emissions requires further quantitative analysis and comparison against applicable significance thresholds. This impact is potentially significant and will be evaluated in the EIR.

Cumulative Air Quality (Criterion c)

Draft Community Plan, General Impacts

BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is small, as emissions would be spread out over a 20-year implementation horizon, and all of the appropriate and feasible construction-

related measures recommended by BAAQMD,⁴⁰ along with the City's *Construction Dust Control Ordinance*, would be implemented. Accordingly, the contribution of construction emissions associated with all components of the draft *Community Plan* would not be cumulatively considerable. This issue will not be discussed in further detail in the EIR.

Potential operational impacts associated with proposed infill development and transportation and greenway improvements of the draft *Community Plan* would generally be localized, resulting from exposure to air emissions at a limited number of sites. However, pending completion of a traffic study, this Initial Study conservatively assumes that operational effects would be potentially significant, and that the draft *Community Plan's* effect could be cumulatively considerable. Also, the BAAQMD *CEQA Guidelines* identify modification of existing zoning districts as a potential criterion for judging the cumulative significance of any local land use plan. This impact will be evaluated in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
8. WIND AND SHADOW—					
Would the project:					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind (Criterion a)

To provide a comfortable wind environment for people in San Francisco, the City has established specific pedestrian comfort and hazard criteria to be used in the evaluation of proposed buildings in areas in and around downtown San Francisco. Wind impacts are generally caused by large buildings or structures extending substantially above neighboring buildings, or new buildings oriented or designed with large walls that interfere with and channel prevailing winds. Generally, wind impacts are caused by construction of buildings over 80 feet tall in high-density areas.

⁴⁰ It is important to note that the BAAQMD is in the process of revising their CEQA guidelines and could be proposing quantification of construction emissions for future projects. Should the BAAQMD change their guidance, an analysis may be required to determine whether the draft *Community Plan's* construction emissions would be below new thresholds. This could require discussion in the EIR.

Draft Community Plan, General Impacts

The City's wind standards do not apply in the plan area because existing structures in the study area are less than 40 feet tall, and proposed height limits in the Glen Park NCT District would be 45 feet (although buildings on the eastern portion of the BART parking lot infill development site could be as high as 65 feet if an exception were granted). Therefore, development anticipated under the draft *Community Plan* would not substantially affect the existing wind environment according to the City's standards. This impact is considered less than significant and will not be addressed in the EIR.

Shadow (Criterion b)

Section 295 of the *Planning Code* restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Department (RPD) during the period of one hour after sunrise to one hour before sunset, at any time of the year by any new structure exceeding 40 feet in height unless the Planning Commission, in consultation with the General Manager of the Recreation and Park Department and the Recreation and Park Commission, finds the impact to be insignificant. Glen Canyon Park and Recreational Center and the Dorothy Erskine Park, which are owned and operated by the RPD, are immediately adjacent to the plan area. The buildings at the infill development sites would be over 40 feet in height, and thus subject to Section 295.

There are two publicly-accessible recreation areas within the plan area that are not subject to Section 295. One area is the Glen Park BART Station plaza, which consists of landscaped areas and benches. This plaza is owned and operated by BART. The other public area is the vegetated public easement that parallels Bosworth Street and is used as a walking trail. The public easement is under the jurisdiction of the SFPUC. Although these open space areas are available for public use, they are not under the jurisdiction of the RPD and therefore are not subject to Section 295. There are no public areas within the plan area that are subject to Section 295. Glen Canyon Park and Recreational Center and the Dorothy Erskine Park, which are owned and operated by the RDP, are immediately adjacent to the plan area. Nonetheless, these areas are still considered public open spaces and are required to be analyzed under CEQA.

Draft Community Plan, General Impacts

While implementation of the draft *Community Plan* would involve modification of zoning districts and height and bulk controls, the distance of existing RPD-owned parks from the proposed development is too far from the downtown core for proposed improvements and infill developments to create a shadow impact. As such, the infill development would have no impact on the public spaces that are protected under Section 295. The Glen Park BART Station

plaza, which is not owned by the RPD, would also not be impacted by the infill development given the distance of the plaza to the infill sites. In addition, although the public easement that is under the jurisdiction of the SFPUC is immediately adjacent to the infill sites, this area is currently shadowed by the trees in the easement and the nearby structures. Therefore, the new buildings at the infill sites would not add a substantial amount of new shadows, resulting in a less-than-significant impact. This topic will not be discussed in the EIR.

In general, transportation improvements such as street widening, pedestrian improvements, and traffic calming measures would not cast shadows on nearby public spaces. Some transportation features such as the bus loop and the pedestrian bridge, could create new shadows; however, these shadows would not be adjacent to public parks or open spaces. Greenway improvements would not involve construction of new buildings; only roads, paths, and landscaping would be permitted in addition to bringing Islais Creek to the surface. Although the new infill development buildings would be constructed adjacent to the new greenway and would cast shadows on this new public area, this is not an existing condition and therefore would not be considered a significant impact. Therefore, no new shadow would be created that would affect outdoor recreation facilities or other public areas, and this issue will not be addressed in the EIR.

Cumulative Impacts

The Glen Park neighborhood is largely built out and no development beyond that proposed by the project is being considered. As such, the draft *Community Plan* would not contribute to cumulatively considerable wind or shadow impacts. These issues will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Parks and Recreation (Criteria a, b, and c)

The RPD administers more than 200 parks, playgrounds, and open spaces throughout the City.⁴¹ The primary public open space of the Glen Park neighborhood is Glen Canyon Park, a 70-acre regional park owned by the RPD. Glen Canyon Park provides both active and passive recreation opportunities for residents, such as hiking trails, a baseball diamond, tennis courts, a recreation center, and playgrounds. The Glen Canyon Park recreational center is at the south end of the park, at Elk Street. Islais Creek flows through the canyon, entering an underground culvert at Elk Street. The culvert runs beneath an undeveloped easement that parallels Bosworth Street, which is planted with various types of vegetation, including trees. This easement, which is within the plan area, is used by the public as an informal trail and an open space area.

The Glen Park community is also served by several neighborhood parks that are owned and operated by the RPD. Walter Haas Playground, 0.4 miles north of the plan area, is a 0.4-acre park that provides the neighborhood with a play structure, grass and picnic areas, basketball courts, and pedestrian paths. Billy Goat Hill Park, also 0.4 miles north of the plan area, consists of a public open space on a steep slope with a small, level recreational field. Saint Mary's Playground, an eight-acre park, is located 0.4 miles east of the plan area, across San Jose Avenue. This park includes a recreational center with indoor basketball courts and an auditorium, two baseball diamonds, a soccer field, playground, tennis courts, outdoor basketball courts, and a dog park. In addition, Holly Park, 0.5 miles northeast of the plan area across San Jose Avenue, provides approximately eight acres of recreational space, including tennis and basketball courts, a playground, soccer fields, and barbeque areas.

Several other smaller parks and plazas serve residents and visitors of the plan area. In the immediate plan area, the plaza in front of the Glen Park BART Station contains benches and open space available for public use. Dorothy Erskine Park, less than 0.1 miles south of the plan area, contains approximately 1.5 acres of forested natural land with public-access trails. Arlington Community Gardens, located 0.3 miles northeast of the plan area, is owned by the DPW and consists of a 20-plot community garden with a greenhouse, a composting area, and a small orchard. The Fairmount Plaza and the Everson Digby Lots, both located approximately 0.25 miles north of the plan area, are also open spaces accessible to the public.

⁴¹ San Francisco Recreation and Parks Department, "Welcome," accessed at http://www.parks.sfgov.org/site/recpark_index.asp?id=24168, accessed on October 19, 2009.

In August 2004, the RPD published a *Recreation Assessment Report* that evaluates the recreational needs of San Francisco residents.⁴² Nine service area maps were developed for the report. The service area maps were intended to help RPD staff and key leadership assess where services are offered, how equitable the service delivery is across the City, and how effective the service is in serving the needs of key demographic groups – families with children, the elderly, and low-income households. The service area maps prepared for the *Recreation Assessment Report* indicate that the plan area is adequately served by park and recreation facilities that meet the needs of special needs populations found in the plan area.

Draft Community Plan, General Impacts

The draft *Community Plan* proposes to create a linear greenway along the length of a utilities easement, converting SFPUC-owned vacant parcels along Bosworth Street into a recreational amenity by creating small, interconnected parks on each block. The greenway would also provide a safe route to walk and bike to Glen Canyon Park. At the Glen Park BART Station, improvements would be made to existing landscaped areas to enhance accessibility and add open space amenities. Although plans for the BART parking lot infill development have not been finalized, the draft *Community Plan* envisions development of a small plaza between Bosworth Street and the SFPUC easement and a landscaped area between the SFPUC easement and the BART transformer building. These areas could include benches, shade trees, a small community garden, multi-purpose lawn, or a children's play area.

The new plazas and pedestrian paths proposed under the draft *Community Plan* would be open to the public and would increase recreational opportunities in the Glen Park neighborhood. The environmental impacts of constructing the proposed greenways and creek daylighting are discussed throughout this document. Potentially significant impacts related to this component of the draft *Community Plan* are discussed in more detail in the other sections of this Initial Study. However, the construction of the creek daylighting and the greenway improvements would not increase the demand for existing parks and open spaces in the Glen Park neighborhood. As such, no impact would occur and this topic will not be discussed in the EIR.

New residents associated with infill development would increase the demand for parks and recreational facilities. Future residents would be expected to utilize the recreational facilities and open spaces currently provided in the Glen Park neighborhood. Although the draft *Community Plan* would result in an increase in the use of existing recreational facilities and open spaces, such increase would be minimal given the relatively small number of new residents

⁴² City and County of San Francisco, Recreation and Park Department, *Recreation Assessment Report*, August 2004, accessed at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310, accessed August 7, 2009.

associated with the plan. Moreover, the draft *Community Plan* would include new plazas, play areas, and pedestrian paths within the plan area. Transportation improvements would not encroach on existing recreational facilities or add new residents to the area, who could affect existing open spaces.

Implementation of the draft *Community Plan* would not increase the use of existing parks or recreational facilities such that new facilities would be required or physical degradation of these facilities would occur. As a result, this topic will not be discussed in the EIR.

Cumulative Impacts

Recreation facility use in the plan area would likely increase with cumulative development. However, the increase in public open space anticipated with implementation of the draft *Community Plan*, as well as compliance with *Planning Code* open space requirements would ensure future impacts to recreation resources are not cumulatively considerable. As such, implementation of the draft *Community Plan* would not result in a cumulative impact on recreational resources. This issue will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
10. UTILITIES AND SERVICE SYSTEMS—					
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Water/Wastewater/Stormwater Treatment Requirements and Infrastructure (Criteria a, b and c)

San Francisco has a combined sewer system that collects sewage and stormwater in the same network of pipes. The City discharges approximately 85 million gallons per day (mgd) of treated wastewater and stormwater during dry weather conditions and can treat approximately 575 million gallons of combined flow each day during wet weather.⁴³ The Southeast Water Pollution Control Plant (SEP), which serves Glen Park and the plan area, is located near Third Street and Jerrold Avenue and discharges treated wastewater and stormwater into the San Francisco Bay through a deep water outfall at Pier 80. This facility treats wastewater generated by two-thirds of the City's citizens. The SEP can treat up to 250 million gallons of wastewater per day during wet weather. SEP treats about 80 percent of the total wastewater flow generated within San Francisco and removes over 90 percent of the solids and biodegradable organics.⁴⁴

Water infrastructure is provided to the plan area by the SFPUC, which manages a complex Regional Water Supply (RWS), stretching from the Sierra Nevada Mountains to San Francisco Bay Area, and serves 2.4 million residential, commercial, and industrial customers in the Bay Area and the Sierra Nevada foothills.⁴⁵ The RWS consists of three integrated water supply and conveyance systems: Hetch Hetchy, Alameda, and the Peninsula systems.

The SFPUC developed the Water Supply Improvement Program (WSIP), approved in February 2005, to enhance the reliability of the RWS, improve dry-year supplies, diversify the water supply portfolio, and meet projected wholesale and retail demand through 2030. The SFPUC also adopted a Phased WSIP option in 2008, which committed the SFPUC to providing 10 mgd of local supply through development of the local water supply improvements discussed below.

Draft Community Plan, General Impacts

Wastewater would be generated by infill development anticipated under the draft *Community Plan*. Flows to the City's combined stormwater and sewer system would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the SEP prior to discharge into the Bay. Because the NPDES standards are set and regulated by the Bay Area Regional Water Quality Control Board (RWQCB), implementation of the draft *Community Plan* would not conflict with RWQCB requirements.

⁴³ City and County of San Francisco, Public Utilities Commission, *Wastewater Enterprise*, accessed at http://sfwater.org/Dept.cfm/MO_ID/48, accessed July 28, 2009.

⁴⁴ Ibid.

⁴⁵ City and County of San Francisco, Public Utilities Commission (SFPUC), website accessed at http://sfwater.org/mc_main.cfm/MC_ID/13, accessed on October 27, 2009.

Development anticipated under the draft *Community Plan* would not require substantial expansion of wastewater treatment facilities or an extension of a sewer trunk line. The infill development sites are currently served by existing facilities, which would be upgraded to accommodate future development. The addition of up to 150 units under the draft *Community Plan* would not increase wastewater flows to the extent that they would exceed the capacity of existing wastewater infrastructure. The draft *Community Plan's* impacts on wastewater/stormwater infrastructure and treatment would be less than significant, and this topic will not be discussed in the EIR.

Additionally, the draft *Community Plan* would not be expected to result in an overall net increase in impervious surface, which could result in increased stormwater flows. However, temporary or localized increases in stormwater flow could occur as the result of anticipated development. Development anticipated under the draft *Community Plan* would be subject to stormwater management requirements in the City's *Green Building Ordinance* (Chapter 13C of the *Building Code*), which requires compliance with LEED® performance standards for New Construction, Version 2.2, criteria SS6.1 and SS6.2 for stormwater management, as well as the SFPUC-recommended Best Management Practices (BMPs) and *Stormwater Design Guidelines* (1304C.0.3). Stormwater BMPs are reviewed by the SFPUC and approved by DBI prior to granting of building and construction permits.

The transportation improvements proposed under the draft *Community Plan* would widen streets, improve intersections, and improve vehicular and pedestrian accessibility. However, these improvements would not involve the removal of existing combined sewer infrastructure, nor would they increase the amount of stormwater generated. In addition, the transportation improvements would not result in a substantial change in surface permeability or an alteration of the plan area topography, which could result in increased runoff. As such, the transportation improvements would have no substantial impact on wastewater/stormwater facilities and will not be discussed in the EIR.

As explained in more detail in Topic 14, Hydrology and Water Quality, p. 91, implementation of the creek daylighting project would alter the overall drainage pattern of the plan area by allowing surface runoff to flow into Islais Creek, reducing localized flooding around the historical creek bed. The design of the creek would provide capacity for peak flows to ensure that flooding would not occur. In addition, the creek daylighting would help to relieve stormwater flows into the existing drains by installing a temporary detention pond behind St.

John's School to hold water during major storms.⁴⁶ These design features would reduce the need for installation of additional stormwater infrastructure in the plan area to serve development proposed under the draft *Community Plan*. As such, no significant stormwater impacts would occur. This topic will not be discussed in the EIR.

In addition, the current and planned facility projects under the Phased WSIP would provide for sufficient treatment capacity for the water to be supplied under the Phased WSIP, and the Phased WSIP supply is sufficient to serve the draft *Community Plan*. As such, implementation of the draft *Community Plan* would not require or result in the construction of new or expanded water treatment facilities, resulting in a less-than-significant impact. This issue will not be discussed in the EIR.

Water Supply (Criterion d)

The SFPUC supplies water to the plan area through the RWS. In Fiscal Year 2007/08, the RWS delivered an annual average of approximately 256.7 million gallons⁴⁷ of water per day (mgd), with approximately 85 percent of that water supply provided by the Hetch Hetchy system, which diverts water from the Tuolumne River. The balance (of approximately 15 percent) comes from runoff in the Alameda Creek watershed, which is stored in the Calaveras and San Antonio reservoirs, and runoff from the San Francisco Peninsula, which is stored in the Crystal Springs, San Andreas, and Pilarcitos reservoirs. A small portion of retail demand is met through locally produced groundwater, used primarily for irrigation at local parks and on highway medians, and recycled water, which is used for wastewater treatment process water, sewer box flushing, and similar wash down operations.

Under Senate Bill 610 and Senate Bill 221,⁴⁸ all proposed large-size projects in California subject to CEQA are required to obtain a Water Supply Assessment (WSA) from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. A WSA is required for residential developments of 500 units or more.

⁴⁶ City and County of San Francisco, Planning Department, *Draft Glen Park Community Plan*, prepared May 2003. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

⁴⁷ PBS&J, *Water Supply Availability Study of City and County of San Francisco*, October, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2007.0946E, Candlestick Point – Hunters Point Shipyard Phase II Project.

⁴⁸ California Department of Water Resources, *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001*, accessed at <http://www.owue.water.ca.gov/Guidebook.pdf>, accessed July 28, 2009.

Draft Community Plan, General Impacts

Because the proposed project would include less than 500 units, a WSA would not be required for the infill developments. Implementation of the draft *Community Plan* would be expected to slightly increase water use within the plan area. Water demand for residential uses is expected to be approximately 14,805 gallons per day (gpd), whereas commercial uses would be expected to use approximately 3,759 gpd.⁴⁹ Given the relatively small amount of development under the *Community Plan*, this would be insignificant relative to the water use in the rest of the City, resulting in a less-than-significant impact.

The transportation improvements and *Planning Code* amendments under the draft *Community Plan* would not increase water use during operation and would have no impact to water supplies. The proposed greenway improvements would include landscaping that would require irrigation. Although vegetation already exists in the majority of the greenway areas, the current vegetation is not irrigated. However, vegetation planted along the creek daylighting greenway would use naturally-flowing water from Islais Creek for irrigation rather than water from the municipal water supply. As such, the creek daylighting and greenway improvements would not increase water demand. This issue will not be analyzed in the EIR.

Solid Waste (Criteria f and g)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill in Livermore. Altamont Landfill serves a number of jurisdictions, including several East Bay cities such as Oakland, Alameda, Emeryville, and Richmond; however, San Francisco is the largest single contributor to the landfill. In 1988, the City of San Francisco entered into an agreement with the Waste Management of Alameda for the disposal of 15 million tons of solid waste at Altamont. Through August 1, 2009, the City has used 12,579,318 tons of this capacity. The City projects that the remaining capacity would be reached no sooner than August 2014 (assuming an average of 467,000 tons a year disposal).⁵⁰

The City has issued a Request for Qualifications to solicit bids for a new contract to accommodate the City's disposal capacity beyond the expiration of the current agreement. The City has identified three landfills that have the capacity to meet the City's future needs and is in the final stages of the selection process that will result in an agreement for ratification by the

⁴⁹ Assuming 98.7 gpd per residence and 0.16 gpd per sq.ft. of commercial, as defined in p. 24 of the Water Supply Availability Study. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2007.0946E, Candlestick Point – Hunters Point Shipyard Phase II Project.

⁵⁰ E-mail communication with David Assman, City of San Francisco, Department of the Environment, October 19, 2009.

Board of Supervisors no later than early 2010. The agreement will be for an additional 5 million tons of capacity, which could represent 10 or more years of capacity for San Francisco's waste. Future agreements will be negotiated as needed for San Francisco's waste disposal needs.

In 2007, the volume of waste contributed by San Francisco represented approximately 41 percent of the total waste interred at the Altamont Landfill. This facility's total capacity is 62 million cubic yards, of which 73.7 percent (45.7 million cubic yards) is remaining as of August 2009.^{51,52} According to the California Integrated Waste Management Board (CIWMB) Solid Waste Information (SWIS) database, the landfill would reach capacity in January 2032 if disposal continues at current rates; however, the Altamont Landfill is currently scheduled for closure on January 1, 2029.⁵³

Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The San Francisco Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. In 2006, 70 percent of the City's solid wastes were diverted from the Altamont Landfill.⁵⁴ With the City's increase in recycling efforts and a new contract to accommodate the City's disposal capacity, the City's solid waste disposal demand could be met through at least 2026.

Implementation of the draft *Community Plan* would not be expected to generate a substantial increase in solid waste in the plan area. Project construction would generate demolition waste in the form of asphalt, pavement, soil removal, and landscaped materials. However, infill development allowed under the draft *Community Plan* would be required to comply with federal, State, and local statutes and regulations governing solid waste. San Francisco Ordinance No. 27-06 creates a mandatory program to recycle mixed construction and demolition (C&D) debris. The ordinance requires that mixed C&D debris be transported off site by a Registered Transporter and taken to a Registered Facility that can process and divert from

⁵¹ California Integrated Waste Management Board, 2009. *Active Landfill Profile for Altamont Landfill & Resource Recovery (01-AA-0009)*, accessed at <http://www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=1&FACID=01-AA-0009>, accessed August 24, 2009.

⁵² Landfill capacity is measured in cubic yards, since landfill capacity is more a function of volume than weight. Densities of constituents of municipal solid waste vary, while municipal solid waste is tracked in tons. For purposes of this analysis, known densities of materials types are utilized to calculate the amount of solid waste that the City contributes to the Altamont Landfill in cubic yards.

⁵³ City of San Francisco, Environment Department. Phone communication with David Assman. August 11, 2009.

⁵⁴ California Integrated Waste Management Board, *Jurisdiction Profile for San Francisco*, accessed at <http://www.ciwmb.ca.gov/Profiles/Juris/JurProfile2.asp?RG=Local20Government&JURID=438&JUR=San+Francisco>, accessed July 31, 2009.

landfill a minimum of 65 percent of the material generated from construction, demolition or remodeling projects.

A project requiring full demolition of an existing structure must submit a waste diversion plan to the Director of the Department of the Environment that provides for a minimum of 65 percent diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling that would otherwise not be subject to Chapter 14 of the *Environment Code, Construction and Demolition Debris Recovery Ordinance*.

Future development anticipated under the draft *Community Plan* would be required to comply with San Francisco Ordinance 27-06. In addition, given the capacity of the Altamont Landfill, construction debris would not result in a significant impact. As such, the transportation improvements, creek daylighting, and greenway improvements would result in a less-than-significant impact to landfills during construction.

The residents and employees anticipated under the draft *Community Plan* would be expected to participate in the City’s recycling and composting programs and other efforts to reduce the solid waste disposal stream. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste facilities from the draft *Community Plan* would be less than significant. As such, this issue will not be analyzed in the EIR.

Cumulative Impacts

Cumulative development in San Francisco would increase demand on utilities and service systems. Given that existing service management plans address anticipated growth in the region, the draft *Community Plan* would not have a significant cumulative effect on utilities and service systems.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Police Protection Services (Criterion a)

There are no police stations within the plan area. The closest San Francisco Police Department (SFPD) station to the plan area is the Ingleside Station at 1 John V. Young Lane, approximately 0.9 miles southwest of the Glen Park BART Station. The Ingleside District has 114,000 residents and encompasses approximately 6.5 square miles in area. The residents and merchants in the Ingleside District are well-served with approximately 150 police officers.⁵⁵ No new stations are proposed in the project vicinity. The Mayor's Proposed 2008-2009 Budget includes a 4 percent funding increase from fiscal year 2008-2009 for police services within the entire SFPD, including the hiring of up to 30 additional police officers. This staffing increase would help maintain sworn personnel staffing near the current level.⁵⁶

The Mayor's Proposed 2008-2009 Budget also includes "Performance Measures" and establishes target emergency response times for 2008-2009. The time that the SFPD takes to respond to emergency calls is measured as follows:⁵⁷

- Priority A – calls that involve a "life-threatening emergency." The SFPD target response time is 4.4 minutes for Priority A calls and the average response time in 2007 in the Ingleside District was 3.8 minutes.
- Priority B – calls that involve "potential harm to life and/or property." The SFPD target response time is 8.3 minutes for Priority B calls and the average response time in 2007 in the Ingleside District was 10.0 minutes.
- C Priority – calls that involve a "crime committed with no threat to life or property. Suspect left the crime scene." The SFPD target response time is 10.3 minutes for Priority C calls and the average response time in 2007 in the Ingleside District was 11.3 minutes.

As shown above, the Ingleside Station met the target response time for Priority A calls, but was unable to meet the target response time for Priorities B and C calls in 2007. Out of the entire SFPD, only three districts (Park, Richmond, and the Tenderloin) met the Priority B target and

⁵⁵ City of San Francisco, Police Department, Ingleside Police Station, *Captain's Message: David Lazar*, website: accessed at http://www.sfgov.org/site/police_index.asp?id=107933, accessed August 18, 2009.

⁵⁶ City and County of San Francisco. Mayor's Proposed Budget 2009-2010, accessed at <http://www.sfgov.org/site/uploadedfiles/mayor/PolicyFinance/CCSF%20Mayor%20Proposed%20FY2009-2010%20Budget.pdf>, accessed on July 31, 2009.

⁵⁷ Police Executive Research Forum, *Organization Assessment of the San Francisco Police Department: A Technical Report*, December 2008, accessed at: http://www.sfgov.org/site/uploadedfiles/police/information/San_Francisco_Organizational_Review.pdf, accessed on October 19, 2009.

only five districts (Bayview, Park, Richmond, Taraval, and the Tenderloin) met the Priority C standard in 2007.⁵⁸

Draft Community Plan. General Impacts

Development anticipated under the draft *Community Plan*, including near-term development at the two identified infill development sites, would bring new residential and retail uses to the plan area. This increased intensity of uses could increase the service calls to the SFPD and could require increased crime prevention activities and additional policing of the project area.

The transportation improvements would not increase the population in the plan area and thus would not trigger increased demand for police services. Although police officers would respond to potential traffic violations in the plan area, the SFPD already monitors the existing traffic situation. The creek daylighting and greenway improvements would improve pedestrian pathways and add open spaces that would require police protection. However, the easement is currently used as an informal trail and open space, and a substantial increase in policing efforts would not be expected.

The anticipated population increase of approximately 314 residents and 67 employees associated with the draft *Community Plan* would be minimal in comparison to the population currently served by the Ingleside Station. The Ingleside Station currently serves a jurisdiction of approximately 114,000 residents and employs 150 police officers,⁵⁹ resulting in a service ratio of about 1.32 officers per 1,000 residents. The approximately 314 residents anticipated in the plan area with buildout of the draft *Community Plan* would lower the ratio to 1.31, which is considered an insignificant decrease. The new residents and employees are also not expected to decrease emergency response times, since the development would occur within the existing developed areas and thus would not extend service demand beyond the current limits of the service area. Therefore, the draft *Community Plan* would not result in a substantial decrease of the existing police-to-residents ratio and would not trigger the need for new police facilities.

In addition, given staffing and funding increases contained in the Mayor's *Proposed 2008-2009 Budget*, the SFPD has sufficient resources to accommodate a project of this size. Hence, the draft *Community Plan* would have a less-than-significant impact on the need for new police facilities. This issue will not be discussed in the EIR.

⁵⁸ Police Executive Research Forum, *Organization Assessment of the San Francisco Police Department: A Technical Report*, December 2008, accessed at: http://www.sfgov.org/site/uploadedfiles/police/information/San_Francisco_Organizational_Review.pdf, accessed on October 19, 2009.

⁵⁹ City of San Francisco, Police Department, *Ingleside Police Station*, accessed at http://www.sfgov.org/site/police_index.asp?id=107933, accessed August 18, 2009.

Fire Protection Services (Criterion a)

There are no fire stations within the plan area. However, the plan area is served by the San Francisco Fire Department (SFFD) Stations 26, 24, and 11, Division 3, Battalion 6 of the SFFD. The closest fire station, Station 26, is located at 80 Digby Street.

Draft Community Plan, General Impacts

As discussed above, implementation of the draft *Community Plan* would result in an increase in the population of the plan area. The proposed infill development and other potential growth would be expected to increase the number of calls for services from the plan area. The increase in calls would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City. Moreover, new construction would be required to comply with all regulations of the 2001 *California Fire Code*, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Implementation of the draft *Community Plan* would not adversely affect service standards or require an increase in SFFD staff. Thus, implementation of the draft *Community Plan* would not trigger the need for new fire facilities and no significant impact would occur. This topic will not be addressed in the EIR.

Schools (Criterion a)

The San Francisco Unified School District (SFUSD) provides school services to the project area. The only SFUSD school within the plan area is Glen Park Elementary (K-5). Other schools adjacent to the plan area include James Denman Middle School (6-8), one mile south of the plan area, Balboa High School (9-12), one mile south of the plan area, and the School of the Arts (9-12), 1.25 miles northwest of the plan area. There are numerous schools at all levels within two miles of the plan area. Glen Park Elementary, Miraloma Elementary, and the School of the Arts are currently under capacity. In general, the SFUSD is under capacity; in the last decade, enrollment declined by about nine percent. District-wide enrollment is projected to decline by approximately seven percent between 2007 and 2015.⁶⁰

Draft Community Plan, General Impacts

The estimated number of future students that would be anticipated as a result of implementation of the draft *Community Plan* was derived by multiplying the number of students per dwelling unit (the Student Yield Factor) by the number of projected dwelling units

⁶⁰ San Francisco Unified School District, *Capital Plan FY 2007-2017*, August 2007, accessed at http://portal.sfusd.edu/data/facilities/CAPITAL_PLAN_100107.pdf, accessed on July 31, 2009.

with the project (up to 150 units). The California State Allocation Board Office of Public School Construction reports that the Statewide student yield factor per dwelling unit is 0.5 students for grades K through 6th and 0.2 students for grades 7th through 12th, resulting in a school district average of 0.7 students per household. Construction of up to 150 new units is anticipated under the draft *Community Plan*, which would result in an increase of approximately 105 new students.⁶¹

As discussed above, district-wide enrollment is projected to decline, and with nearby schools currently under capacity, new students generated as a result of implementation of the draft *Community Plan* would be able to enter the SFUSD without triggering the need for additional school facilities. In addition, all development projects, including the infill development anticipated under the draft *Community Plan*, are subject to Senate Bill (SB) 50 School Impact Fees (established by the Leroy F. Greene School Facilities Act of 1998). Section 65996 of the *State Government Code* explains that payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development that may be required from a developer by any local or State agency. As such, implementation of the draft *Community Plan* would have a less-than-significant impact on the SFUSD and would not require the construction of new or expanded school facilities. This issue will not be discussed in the EIR.

Community Facilities (Criterion a)

The Glen Park Public Library at 2825 Diamond Street is within the plan area, approximately 0.1 miles north of the Glen Park BART Station. This library opened in October 2007 and became the sixth branch to be renovated through the San Francisco Public Branch Library Improvement Program. With the renovation of the Glen Park branch, the library facilities would be sufficient to meet local demand generated by the draft *Community Plan*.

A variety of community centers/facilities are also available in the plan area. The Community Service Directory of the San Francisco Public Library website lists 27 community organizations in the plan area and in the greater Glen Park neighborhood.⁶² These organizations include neighborhood and community associations, recreation facilities and performance spaces, youth and family centers, health services, programs for the elderly, healthcare centers, playgrounds, and other community organizations.

⁶¹ State of California Enrollment Certification/Projection, *School Facility Program, Form SAB 50-01*, accessed at http://www.documents.dgs.ca.gov/opsc/Forms/SAB_50-01.pdf, accessed October 20, 2009.

⁶² San Francisco Public Library, *San Francisco Community Services Directory*, accessed at <http://sflib1.sfpl.org:83/search/X?SEARCH=94131+or+s%3Aglen&SORT=R&x=68&y=10>, on July 31, 2009.

Draft Community Plan, General Impacts

New residents anticipated in the plan area with implementation of the draft *Community Plan* would increase the demand for libraries, community centers, and other public facilities. However, demand for various community services would be distributed among all of the various community organizations available in the Glen Park neighborhood. As such, the residents at the infill development sites would not significantly impact one community facility in particular. Accordingly, community centers and other public facilities would not be adversely affected by the project and no new facilities would need to be constructed. Impacts would be less than significant; therefore, this issue will not be discussed in the EIR.

The transportation improvements and greenway improvements in the plan area would not increase residents and employee populations and thus would not necessitate new or expanded community facilities. As a result, these improvements would have a less-than-significant impact on community centers and would not require the construction of additional facilities. This issue will not be discussed in the EIR.

Cumulative Impacts

Cumulative development in the study area would increase demand for public services. However, this increased demand would not be substantial in light of the existing demand and capacity for public services in the area. Since the draft *Community Plan* would not result in a substantial population increase, the draft *Community Plan* would not increase demand in excess of available service levels provided for in the plan area and would not require the construction of any new public service facilities. The draft *Community Plan* would therefore not be expected to adversely affect the ability of police, fire, schools, and community facilities to adequately provide services to the project area and to the City as a whole. Thus, the cumulative impacts on public services would be less than significant and the draft *Community Plan* would not trigger the need for construction of new police, fire, school, or community facilities. This issue will not be discussed in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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12. BIOLOGICAL RESOURCES—

Would the project:

- | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sensitive Species and Habitat (Criteria a and d)

A review of the California Natural Diversity Database (CNDDDB) was conducted for historic occurrences of listed and non-listed sensitive plant and animal species and vegetation communities within the San Francisco North and South USGS 7.5-minute quadrangles (where the plan area is located).⁶³ A summary of this query is provided as Appendix A. Twenty-six sensitive animal species and forty-one sensitive plant species were identified in this search. Many of these species have been extirpated from the plan area. Although the majority of the remaining species require specialized coastal habitat or habitat associated with serpentine soils that are not found within the plan area, there is suitable habitat for species such as the California red-legged frog (*Rana draytonii*), the San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), and other species within Glen Canyon Park (which is not included in the plan area). Habitat in the plan area is summarized below.

Reconnaissance-level surveys of the plan area were conducted on October 23, 2009. Several bird species, including the Western scrub-jay (*Aphelocoma californica*) and white-crowned sparrow (*Zonotrichia leucophrys*), both of which are protected by the *Fish and Game Code* and the *Migratory Bird Treaty Act of 1918* (MBTA), were observed within the plan area.

⁶³ California Department of Fish and Game, *California Natural Diversity Database – RareFind*, version 3.1.0; information updated August 1, 2009. Query of the San Francisco North and South USGS 7.5-minute quadrangles. The full report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

There is no native, ground-level habitat within the plan area. However, Glen Canyon Park is immediately west of the plan area. The SFPUC easement currently serves as an informal open space corridor. Existing vegetation within this easement consists primarily of non-native, weedy species. As such, the easement is heavily disturbed and does not contain habitat suitable for sensitive species. The easement may allow wildlife movement from the Glen Canyon Park to lower elevations; however, the corridor exits in downtown Glen Park and thus, provides poor habitat connectivity.

Draft Community Plan, General Impacts

The portions of the plan area that would be affected by the proposed rezoning, including parcels along Diamond Street and Bosworth Street and the two infill development sites, are developed and/or paved. Although the proposed bus loop around the Glen Park BART Station would require removal of vegetation on the southeastern side of the station, this area currently contains English ivy and other non-native ruderal species.

The draft *Community Plan* also discusses development of a linear greenway from Elk Street to Arlington Street along a public utilities easement north of and parallel to Bosworth Street; this easement is currently undeveloped and is used as an informal pathway and open space by residents. As discussed above, this easement does not currently provide intact habitat or serve as a wildlife movement corridor. However, the creek daylighting component of the proposed project would enhance the habitat qualities of the easement by adding native vegetation and allowing open access to Islais Creek by terrestrial species. The draft *Community Plan* contains design guidelines that would prevent formation of stagnant pools near the creek, preventing the spread of mosquito-borne disease, such as West Nile virus, in compliance with the City's Fight the Bite program. As a result, the proposed project would not adversely affect sensitive species, their habitat, or their movement along wildlife corridors, resulting in a less-than-significant impact. This topic will not be addressed in the EIR.

A number of ornamental/street trees are extant within the plan area, and provide canopy nesting habitat for migratory bird species. Nesting birds, their nests, and eggs are protected under *Fish and Game Code* (Sections 3503, 3503.5) and the Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many common species. Destruction or disturbance of a nest would be a violation of these regulations and is considered a potentially significant impact.

Impacts to nesting birds would most likely occur during the bird nesting period (February 1 through August 31). Applicants proposing development under the draft *Community Plan* shall implement Mitigation Measure M-BI-1, p. 84, requiring pre-construction surveys for nesting

birds, should construction occur during this period. The incorporation of Mitigation Measure M-BI-1 would reduce potential impacts to nesting birds to a less-than-significant level, and this topic will not be addressed in the EIR.

Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey

Any construction pursuant to the draft *Community Plan*, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 150 feet of the nest until a wildlife biologist has determined the status of the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the MBTA, no further action is required and construction activities may proceed.

This mitigation measure would reduce impacts to nesting birds associated with implementation of the draft *Community Plan* to a less-than-significant level.

Impacts of Individual Plan Components

Greenway Improvements. While Islais Creek currently has little to no habitat value in its current configuration through (underground) the plan area, daylighting of the creek could invoke such issues as altering the creek alignment, planting of creekside vegetation, and removal and rerouting of water during construction. Sections 404 and 401 of the Clean Water Act, and Section 1600 (Streambed Alteration Agreement) of the *Fish and Game Code* are administered by the U.S. Army Corps of Engineers (Corps), San Francisco Bay Regional Water Quality Control Board (RWQCB), and CDFG, respectively. The San Francisco Planning Department and the SFPUC (the project sponsors) would be required to consult with the Corps to determine if it would be necessary to complete such actions as delineate the area subject to the Corps' jurisdiction, develop a mitigation plan, and/or obtain a permit. Consultation with the RWQCB and CDFG would also be necessary to determine if a Section 401 permit and/or Streambed Alteration Agreement would be required. Compliance with these federal and State regulations, if applicable, would ensure that the creek daylighting component of the draft

Community Plan would have a less-than-significant impact on sensitive habitats. In addition, the creek daylighting component of the proposed project would be subject to a separate review and permitting process, subsequent to the EIR. This topic will not be discussed in the EIR.

Habitat Conservation Plans, Protected Wetlands, and Riparian Areas (Criteria b, c, and f)

Draft Community Plan, General Impacts

There is no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan applicable to the plan area.

The *San Francisco Significant Natural Resources Areas Management Plan* does identify issues and recommendations with regards to Islais Creek; however, the plan area is not located within the “Glen Canyon Park and O’Shaughnessy Hollow” area, for which the issues and recommendations apply.⁶⁴ Glen Canyon Park is less than 0.1 miles to the west of the plan area. Regardless, the daylighting of Islais Creek does address the management plan’s concerns with regards to the creek, such as Issue GC/OH-10, which encourages the enhancement of the creek’s habitat value. Moreover, the alignment for creek daylighting proposed under the draft *Community Plan* would meet the alignment of the currently daylighted portion of Islais Creek as it leaves Glen Canyon Park. Therefore, the draft *Community Plan* would not result in a significant impact due to conflict with HCPs or NCCPs. This issue will not be discussed in the EIR.

Biological Resources Ordinances (Criterion e)

The San Francisco Board of Supervisors adopted legislation that amended the City’s *Urban Forestry Ordinance*, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees.⁶⁵ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

A “landmark” tree has the highest level of protection. It must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City’s character. The Urban Forestry Council and the Board of Supervisors must find the tree worthy of landmark status after public hearings. A “significant” tree is a tree that: (1) is located either on DPW property or on private property within 10 feet of a public right-of-way; and (2) has a

⁶⁴ San Francisco, City of, Significant Natural Resource Areas Management Plan, February 2006, p. 6.3-1 to 6.3-21, accessed at: http://www.parks.sfgov.org/wcm_recpark/SNRAMP_Final_Draft/6_Site-Specific/63OShaughnessy_GlenPark.pdf, accessed on: December 3, 2009.

⁶⁵ Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801, et seq.

diameter at breast height (DBH)⁶⁶ greater than 12 inches, or a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of a landmark, significant, or a street tree requires a permit from DPW. In addition, all such trees are subject to certain maintenance and protection standards. The San Francisco Planning Department, DBI, and DPW have established guidelines to ensure that the provisions concerning protected trees are implemented. As part of these guidelines, the Planning Department requires that a "Tree Disclosure Statement" accompany all permit applications that could potentially affect a protected tree, whether the tree is on the project site or adjacent sites.

Trees in the plan area include non-native species as maidenhair (*Gingko biloba*), silver dollar gum (*Eucalyptus polyanthemos*), red flowering gum (*Eucalyptus ficifolia*), California pepper (*Schinus molle*), and Brazilian pepper (*Schinus terebinthifolius*), the most prominent being the red flowering gum.

Draft Community Plan, General Impacts

Based on the results of the aforementioned reconnaissance-level surveys, some trees within the plan area could meet the "landmark tree" or "significant tree" criteria, as described in the ordinance. Landmark, significant, and/or street trees could potentially be removed along Bosworth Street, particularly near the BART parking lot infill development site, along Diamond Street, and around the proposed greenway corridor as a result of Plan-related construction.

Removal of these trees would require a permit as provided in Public Works Code Sections 801 et seq. Any tree planting or street tree removal associated with the draft *Community Plan* would also require a permit. Adherence to the ordinance would ensure that the draft *Community Plan* would not result in the un-permitted loss of significant trees or street trees or violation with the *Urban Forestry Ordinance*. In addition, trees and vegetation would likely be replaced following construction. Therefore, the draft *Community Plan* is consistent with the *Urban Forestry Ordinance*, designed to protect City trees, and a less-than-significant impact would occur. This topic will not be addressed in the EIR.

Cumulative Impacts

As discussed above, removal of street trees in the plan area is not planned, but could occur. Incorporation of Mitigation Measure M-BI-1, p. 84, would mitigate any potential impacts to nesting birds. Thus, biological resources impacts related to street tree removal, should they

⁶⁶ "Breast height" is 4.5 feet above the ground surface surrounding the tree.

occur, would not be cumulatively considerable with implementation of this mitigation measure. This issue will not be discussed in the EIR.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. GEOLOGY AND SOILS—					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1802.3.2 of the 2007 San Francisco Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Seismic and Geologic Hazards (Criteria a, b, c, and d)

The Community Safety Element of the *General Plan* contains maps that show areas subject to geologic hazards. The plan area is in an area subject to groundshaking (Damage Levels V through VII) from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are within one mile of the plan area. The plan area is not in an Alquist-Priolo

Earthquake Fault Zone.⁶⁷ Consequently, there would be no impact for any of the project components related to surface rupture of a known active fault.

The plan area is not in an area of liquefaction potential designated by the City (Map 4 in the Community Safety Element), but the core of the plan area (an undergrounded portion of Islais Creek) is in a Seismic Hazards Study Zone for liquefaction designated by the California Geological Survey (CGS) and a portion of the project area bounded by Burnside Avenue, Chenery Street, Elk Street, and Bosworth Street is in a CGS Seismic Hazards Study Zone for earthquake-induced landslides.⁶⁸ The plan area is in an area of landslide potential designated by the City (Map 5 in the Community Safety Element). Most of the plan area is underlain by slope debris, ravine fill, and artificial fill. The northern and southern boundaries are underlain by sedimentary Franciscan bedrock (sandstone and chert, respectively) and metavolcanic greenstone at the higher elevations.⁶⁹

Development within the plan area accommodated by the draft *Community Plan* would be required to conform to the *San Francisco Building Code*, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the DBI review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. Any changes incorporated into the foundation design required to meet the *Building Code* standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would involve administrative actions that, in themselves, would have no effect on seismic or geotechnical conditions in the plan area. Future development accommodated under the draft *Community Plan* would be required to comply

⁶⁷ Hart, E. W., and Bryant, W. A., *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with index to Earthquake Fault Zones Maps*, California Geological Survey, Special Publication 42, Interim Revision 2007, p. 13, Online only, latest update October, 10 2007.

⁶⁸ California Geological Survey, *Seismic Hazard Zones Map, City and County of San Francisco*, November 17, 2001, scale 1:24,000.

⁶⁹ Bonilla, M. G., *Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and part of the Hunters Point 7.5' Quadrangle, San Francisco Bay Area, California, A Digital Database*, United States Geological Survey, Open File Report 98-354, 1998, scale 1:24,000.

with the City's *Building Code*, which governs seismic and geotechnical conditions in the plan area and specifies standards for the design and construction of the projects.

In addition, construction of draft *Community Plan* features would be required to implement construction Best Management Practices (BMPs) listed on the City's *Stormwater Pollution Prevention Program "Checklist for Construction Requirements,"* as required by the City and/or resource agencies. These BMPs would minimize short-term construction-related erosion impacts to a less-than-significant level. Consequently, implementation of the draft *Community Plan* would have less-than-significant impacts related to geologic hazards.

Impacts of Individual Plan Components

Near-Term Infill Development. The two identified near-term infill development sites are in areas of slope debris and artificial fill, geologic units that can be subject to groundshaking, liquefaction, subsidence, collapse, erosion, or expansion. Potential damage to structures from geologic hazards would be mitigated through DBI review of the building permit application and implementation of the *Building Code*. Implementation of the recommendations of the geotechnical investigations required by the *Building Code* and DBI regulations for code compliance with regard to ground surface and subsurface preparation, grading, fill, backfill, shoring, underpinning, and foundation specifications would ensure that the proposed infill development would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Transportation Improvements. It is anticipated that shallow excavations (in the range of one to three feet) would be required for the roundabout, the bus loop, and possibly, for reconstruction of the J-Church pedestrian bridge. Excavation would be subject to the same types of erosion and sedimentation controls identified previously for Chapters 18 and 33 and Appendix J of the *Building Code* and would be monitored for compliance by the City's DPW. Consequently, the proposed transportation improvements would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Greenway Improvements. The daylighting of Islais Creek along the City-owned public utilities easement could involve excavations more than five feet deep. These alterations to the ground surface would be subject to the same types of erosion and sedimentation controls identified previously in Chapters 18 and 33 and Appendix J of the *Building Code* and would be monitored for compliance by the City's DPW. Consequently, the proposed greenway improvements would have less-than-significant impacts related to geologic hazards. This topic will not be discussed in the EIR.

Septic Tanks or Alternative Wastewater Disposal Systems (Criterion e)

Draft Community Plan, General Impacts

New construction in the plan area would be connected to the City's existing wastewater treatment and disposal system. Implementation of the draft *Community Plan* would not involve the use of septic tanks or alternative wastewater disposal systems. Consequently, there would be no impact with respect to the capability of soils to adequately support the use of septic tanks or alternative wastewater disposal systems. This topic is not applicable and will not be discussed in the EIR.

Topography (Criterion f)

The plan area is approximately 175 feet above mean sea level (msl) at its east end and 225 feet above msl at its west end. The steep walls and rock outcroppings of Glen Canyon Park, which is immediately west of the plan area, are visible; however, the plan area has no known unique topographic, physical, or geologic features.

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would leave the plan area's topography essentially as it is now. Chapters 18 and 33 of the *San Francisco Building Code* address excavation, grading and fill, and retaining wall and cut-and-fill slopes, which would ensure slope stability where plan improvements could alter the topography. In addition, Caltrans and BART Facilities Standards would also apply to facilities that affect the State highway system and existing BART facilities. Consequently, the draft *Community Plan* would have no impact with respect to unique topographic, physical, or geologic features. This topic will not be discussed in the EIR.

Cumulative Impacts

Geology impacts generally are site-specific and do not have cumulative effects in combination with other projects. Cumulative development in the vicinity of the plan area would be subject to the same design review and safety measures as components of the draft *Community Plan*. These measures would render the cumulative geologic effects of other foreseeable development in combination with that of the draft *Community Plan* to less-than-significant levels.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
14. HYDROLOGY AND WATER QUALITY—					
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Water Quality (Criteria a and f)

The plan area is located in an area served by a combined stormwater and sanitary sewer system. As such, the applicable waste discharge requirement (WDR) is the *San Francisco Southeast Water Pollution Control Plant 12 National Pollutant Discharge Elimination System (NPDES) Permit*. The receiving waters for the subject discharges are the waters of Central and Lower San Francisco Bay. The applicable water quality standards are listed in the *Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan)* (2007) prepared by the San Francisco Bay Regional Water

Quality Control Board (RWQCB). The topography of the plan area is hilly, and much of the ground cover is impermeable. Thus, runoff potential throughout the plan area is high.

Draft Community Plan, General Impacts

Construction Impacts. Construction activities associated with development at the infill sites, implementation of transportation improvements, creek daylighting, and other potential structural modifications under the proposed *Community Plan* could cause erosion and release of pollutants. Sediment and pollutants from construction could be transported by stormwater runoff, eventually causing or contributing to degradation of the quality of San Francisco Bay. However, as discussed below, implementation of the applicable federal, State, and local laws that aim to reduce the discharge of pollution to the local storm drain system would reduce water quality impacts to less-than-significant levels.

During construction of the infill sites, transportation improvements, and greenway improvements, the project sponsor and the developer are required by federal, State, and local laws to implement programs, including BMPs, that reduce the discharge of pollution to the local storm drain system. BMPs are methods used on construction sites to keep pollution, such as dirt and construction site debris out of the sewage treatment system and sensitive local water bodies. Pursuant to the federal *Clean Water Act*, the SEP NPDES Permit, and the City's *Municipal Code (City and County of San Francisco Public Works Code Article 4.1, Industrial Waste, regulating pollutant transport to the combined sewer and stormwater system)*, the use of BMPs are required at all construction sites to prevent illicit discharges into the combined sewer system. The City's *Construction Runoff Control Program* was established to ensure that businesses comply with all appropriate stormwater laws and other City requirements. The City can inspect construction sites without warning. Contractors, site supervisors and property owners found to be negligent in applying BMPs and adhering to stormwater rules can be held responsible for violations, which may lead to a civil penalty and reimbursing the City for all expenses associated with clean up.

Construction activities associated with implementation of the draft *Community Plan* would be required to comply with sediment trapping practices as required by the City's *Building Code Chapter 33, Excavation and Grading*, to ensure that no siltation of the sewer system would occur. Furthermore, any stormwater contaminated with residual construction wastes that entered the sewer system would be collected, treated, and discharged to the Bay in compliance with the SEP NPDES Permit, including effluent limitations for pollutants that are deemed protective of water quality by the RWQCB and United States Environmental Protection Agency (US EPA). In addition, as explained in more detail under Topic 10, Utilities and Service Systems, p. 70, development anticipated under the draft *Community Plan* would be subject to

stormwater management requirements in the City's *Green Building Ordinance*. Stormwater BMPs are reviewed by the SFPUC and approved by DBI prior to granting of building and construction permits.

In the event that groundwater is encountered during construction activities, dewatering would be necessary and would also be subject to requirements of the City's *Public Works Code* Article 4.1, Industrial Waste, requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The SFPUC Bureau of Systems Planning, Environment, and Compliance must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. The report would contain a determination whether a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the *Building Code*) be retained by the project sponsor to perform this monitoring.

These measures would ensure protection of water quality during construction activities, and would result in a less-than-significant impact with respect to compliance with applicable waste discharge requirements or violation of water quality standards during the construction phase.

Operational Impacts. The draft *Community Plan* would not substantially increase the amount of impervious surfaces in the plan area, but would modify existing low-density uses to mixed-use and moderate- to high- density residential, with a potential increase of up to 150 dwelling units. Residential and non-residential development constructed under the draft *Community Plan* could contribute to degradation of water quality by releasing pollutants in stormwater runoff.

As a condition of project approval for the individual projects under the draft *Community Plan*, the City could require implementation of structural and non-structural BMPs for stormwater quality management. Implementation of these practices would reduce the operational impacts of the draft *Community Plan* on water quality in compliance with the waste discharge requirements of the SEP NPDES Permit.

The plan area overlies the Islais Valley A Groundwater Basin (Groundwater Basin No. 2-33A). The Islais Valley A Groundwater Basin is currently used for industrial processes and service supplies, while potential future uses could include municipal and domestic water supply and agriculture. Leakage from municipal water and sewer pipes, in addition to rainfall infiltration and irrigation, contribute to groundwater recharge. Implementation of the draft *Community Plan* would increase the sewage load to the existing sanitary sewer system (by up to 150

additional units). Because many old pipes leak and contribute to groundwater recharge, the additional sewer load could contribute more pollutants to groundwater. However, the additional sewage loads would be small in comparison to the existing conditions and would not cause or contribute to substantial degradation of groundwater. Pollutants from sewage would also not cause or contribute to a violation of water quality standards because the designated beneficial uses for this basin are industrial process and service supplies. However, because the creek daylighting project would alter local hydrology, additional discussion of this component of the draft *Community Plan* is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project, which would separate Islais Creek flows from combined sewer flows within the plan area by bringing the creek to the surface, would not result in a substantial degradation of water quality. Although daylighting the creek would allow surface runoff that could introduce pollutants, to flow directly into the creek, the creek flows are currently combined with untreated sewer and stormwater flows in an underground culvert. Implementation of stormwater quality BMPs, as required by the City's conditions of approval, would further reduce the potential for pollutants in stormwater runoff to Islais Creek. Impacts associated with degradation of water quality would be less than significant. This issue will not be analyzed in the EIR.

Groundwater Depletion (Criterion b)

As noted above, the plan area overlies Islais Valley A Groundwater Basin. Groundcover in the plan area is primarily impermeable; thus, the plan area is not an important location for infiltration recharge.

Draft Community Plan, General Impacts

Proposed activities, such as transportation improvements, would not substantially change the permeability of surface cover, and thus, would not result in a decrease in groundwater recharge. However, the creek daylighting project would change the hydrology of the plan area, and thus, is discussed in more detail below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting component of the draft *Community Plan* would be designed to increase infiltration of flows from Islais Creek as a means of reducing

flows to the combined sewer system.⁷⁰ After running above-ground through the plan area, Islais Creek would return to the underground storm drain at the eastern end of the BART infill site at the corner of Bosworth Street and Arlington Street. However, creek daylighting would increase rather than decrease the groundwater recharge potential of the plan area and would provide a cleaner source of recharge than the combined sewer leakage. If groundwater dewatering during construction is required, it could temporarily lower the local groundwater table; however, this effect would not be substantial and would be temporary. Thus, the creek daylighting project is expected to have a less-than-significant impact on groundwater depletion. Nonetheless, the creek daylighting component would not be approved until it is studied further, eventually requiring its own approval process. This topic will not be discussed in the EIR.

Erosion and Siltation (Criterion c)

Draft Community Plan, General Impacts

As previously stated, the improvements proposed under the draft *Community Plan* would not substantially alter the permeability of the plan area. In general, exposure of disturbed areas to erosion would be minimal. However, additional discussion of the creek daylighting project's effect on erosion and sedimentation is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project would be designed to capture stormwater runoff and allow infiltration of Islais Creek flows. Sediment trapping systems would be installed, if necessary, to capture sediment transported by existing runoff into the daylighted creek. Daylighting the creek could result in creek bed or bank erosion and downstream siltation, unless the creek is adequately designed and maintained for stability during the expected flow conditions. The design of the creek daylighting project has not been completed and the principles presented in the draft *Community Plan* to guide the creek daylighting project's final implementation do not include a requirement for stream bed and bank stabilization or stream flow design parameters. One principle does include consideration of a detention pond to store storm flows. Regardless, the potential for substantial creek bed and bank erosion remains, depending upon the final design, and the impact could have a significant impact on erosion and siltation. Implementation of Mitigation Measure M-HY-1, below, would

⁷⁰ Islais Creek flows are currently channeled directly into the combined sewer system via a culvert at Elk Street. The culvert is a combined sewer, which means that creek water mixes with sewage and stormwater within this pipe.

reduce the creek daylighting impacts to a less-than-significant level. This topic will not be discussed in the EIR.

Mitigation Measure M-HY-1: Daylighted Streambed and Bank Stabilization

Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control specialist, or stream restoration specialist to effectively convey the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stable velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and that hard engineering structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

Drainage (Criteria d and e)

Draft Community Plan, General Impacts

Implementation of the draft *Community Plan* would not result in a change in surface permeability or substantial alteration of the plan area topography. However, because the creek daylighting project would alter local drainage patterns, additional discussion of this component of the draft *Community Plan* is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting project would alter the overall drainage pattern of the plan area by allowing surface runoff to flow directly into Islais Creek. Although the design of the creek daylighting project has not been completed, the strategies and design measures presented on p. 28 of the Project Description would minimize drainage impacts associated with the creek daylighting project, including potential flooding impacts. These design guidelines would also prevent the formation of stagnant pools that mosquitoes or other pest species could use for breeding, resulting in the spread of disease. Refer to Topic 12, Biological Resources, p. 81, for further discussion of this issue. Based on studies conducted by the SFPUC, the creek daylighting would achieve a 3 to 9 percent reduction in peak flows, and 2

to 11 percent reduction in flow volumes.⁷¹ The draft *Community Plan* would thus have a less-than-significant impact with respect to drainage. This topic will not be discussed in the EIR.

Flooding (Criteria g, h, and i)

Flood risk assessment is conducted by federal agencies, including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and local municipalities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City and County of San Francisco does not participate in the NFIP, and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA").

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes in 2010 or 2011.

According to the Preliminary FIRM Floodplain Map, the plan area is not located within a designated special flood hazard zone.⁷² The draft *Community Plan* would not, therefore, place housing or structures in a flood hazard zone.

It should be noted that while the plan area is not designated as a special flood hazard area, the neighborhood experiences localized flooding around the historic path of Islais Creek.⁷³ Such flooding is because of the natural tendency of water to flow into the topographical depression formed by the historical creek bed during storm events. The combined sewer system, uphill from the plan area, can reach capacity and/or overflow during peak flow events, further exacerbating flood conditions.

⁷¹ San Francisco Public Utilities Commission, Technical Memorandum, "Islais Creek Basin Analysis TM," Table 6.1: Summary of Modeling Results, April 2009, accessed at: http://sfwater.org/mto_main.cfm/MC_ID/14/MS_ID/361/MTO_ID/550, accessed on December 4, 2009.

⁷² FEMA, 2007. *Flood Insurance Rate Map, City and County of San Francisco*. Map Number 06075C0235A, Panel 235 of 260, accessed at: <http://www.map9-m.com/projects/san%20francisco/documents/06075CIND0A.pdf>, accessed on December 3, 2009.

⁷³ City and County of San Francisco, Planning Department, 2003. *Draft Glen Park Community Plan*.

Draft Community Plan, General Impacts

The *Planning Code* amendments, policies, and overall development program proposed under the draft *Community Plan* would not expose new residents to substantial flooding hazards and would not erect structures that would impede or redirect flood flows. Proposed transportation improvements would not result in the construction of structures that could impede or redirect flood flows. Additional discussion of the creek daylighting project proposed as part of the greenway improvements is provided below.

Impacts of Individual Plan Components

Greenway Improvements. The creek daylighting included as part of the greenway improvements was proposed, in part, to manage the stormwater runoff flows that contribute to local flooding, as discussed under Drainage (Criteria d and e). By providing increased infiltration capacity and detention/retention features, the creek daylighting project would reduce localized flooding occurrences. The creek daylighting project, and other proposed construction under the draft *Community Plan*, would not place structures that would impede or redirect flood flows, resulting in no significant impact. This topic will not be discussed in the EIR.

Seiches, Tsunamis, and Mudslides (Criterion j)

The plan area is not subject to potential inundation in the event of a tsunami occurring along San Francisco's Pacific coastline, based on a 20-foot water level rise at the Golden Gate (Map 6 of the Community Safety Element of the *General Plan*). Although a seiche⁷⁴ may occur on the San Francisco Bay because of seismic or atmospheric activity, based on the historical record, seiches are rare, would occur at a smaller magnitude than a tsunami, and the San Francisco Bay is located over 2.5 miles away from the plan area, indicating little likelihood that the plan area would be affected by a seiche. As such, there is no seiche hazard in the plan area. There is no mudslide hazard because implementation of the draft *Community Plan* would not involve development on erosion-prone slopes. Thus, there would be no impact associated with seiche, tsunami, or mudflow for any component of the draft *Community Plan*. This topic is not applicable and will not be analyzed in the EIR.

Cumulative Impacts

The draft *Community Plan* would not have a significant impact on water quality standards, groundwater, drainage, or runoff. Because the plan area and vicinity are relatively built out in comparison to other parts of the City, a substantial cumulative increase in water pollution or

⁷⁴ A seiche is a severe oscillation of a water body, such as a bay, which may cause local flooding.

runoff is not anticipated within the vicinity. Similarly, the project would not increase impervious surfaces and therefore would not contribute to potential cumulative stormwater impacts. Flood and inundation hazards are site-specific and thus the draft *Community Plan* would have no cumulative impact. Thus, the draft *Community Plan* would not contribute substantially to a significant cumulative impact on hydrology or water quality and this topic will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. HAZARDS AND HAZARDOUS MATERIALS—					
Would the Project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Hazardous Materials Handling (Criteria a, b, and c)

The California Department of Toxic Substances Control (DTSC) defines the term “hazardous material” as a substance or combination of substances that, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous

wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Draft Community Plan, General Impacts

Construction Impacts. Construction of components of the draft *Community Plan* would involve minor quantities of paints, solvents, oil and grease, and petroleum hydrocarbons. In addition, construction grading within the plan area could potentially disturb buried hazardous materials within the soil and groundwater. The demolition of existing buildings and infrastructure could also expose the public to hazardous materials such as asbestos-containing materials (ACMs), lead-based paints, and arsenic, as discussed in more detail below.

Construction would require grading, which could disrupt potentially contaminated soil and groundwater (although there are no known occurrences of such contamination in the plan area; refer to Criterion d, p. 104). There is a potential that ACMs and lead-based paints could be unearthed during the alteration of the roadways and the addition of the bus ramp behind the existing BART station. In addition, creek daylighting would include grading beneath the surface. However, as noted under Criterion d, p. 104, there are no recorded contaminated sites in the plan area. Moreover, construction BMPs discussed under Topic 14, Hydrology (p. 91), and compliance with federal, State, and local policies discussed below regarding ACMs, lead-based paints, arsenic, and other hazardous materials prevent the dispersal of contaminated soil and groundwater. As such, construction would result in a less-than-significant impact with respect to hazardous materials. This issue will not be addressed in the EIR.

Asbestos-Containing Materials. The majority of the existing structures at the Diamond/Bosworth infill site were constructed between 1915 and 1925.⁷⁵ Therefore, ACMs may be found within the structures that would be demolished as part of the draft *Community Plan*. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD, vested by the California Legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, is to be notified ten days in advance of any proposed demolition or abatement work in accordance with State regulations.

⁷⁵ Carey & Co. Inc. Architecture, *Draft Historic Resources Evaluation: Draft Glen Park Community Plan*, September 1, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2005.1004E.

BAAQMD notification includes listing the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and will inspect any removal operation upon which a complaint has been received.

The local office of the state Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement activities. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the DBI would not issue the demolition permit until the project sponsor has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would ensure that asbestos exposure resulting from construction of new development within the Glen Park NCT District would be less than significant.

Lead-Based Paints. Lead-based paint may be found within existing structures that would be demolished as part of the draft *Community Plan*. Demolitions and alterations must comply with Chapter 34, Section 3423, of the *San Francisco Building Code*, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Section 3423 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3423 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, where more than a total of 10 square feet of lead-based paint would be disturbed or removed). The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the US Department of Housing and Urban Development Guidelines (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that

may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes alerting bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the project. Prior to commencement of work, the responsible party must provide written notice to the Director of DBI: the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied, or rental property and the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these *Building Code* regulations and procedures would ensure that there would be no significant impacts from demolition of portions of the existing buildings that may contain lead-based paint.

Arsenic. Arsenic is commonly used in wood treatment and preservatives as either Ammonium Copper Arsenate (ACA) or Chromated Copper Arsenate (CCA). CCA is more prevalent and is a mixture of three pesticide compounds containing arsenic, chromium, and copper. These water soluble chemicals are used as wood preservatives for vacuum pressure treatment of dimensional lumber. Arsenic and Hexavalent Chromium are considered potential human carcinogens.

The natural background level of arsenic in the soil of the San Francisco Bay Area is approximately 20 parts per million (ppm). The California DTSC and the U.S. Environmental Protection Agency (USEPA) classify materials containing arsenic at levels above 500 parts per million as hazardous waste, mandating disposal through regulations.

The disposal of pressure-treated wood is regulated by State agencies. Pursuant to the California Health and Safety Code (HSC) Sec. 25150.7 and 25150.8, treated wood with arsenic levels greater than 500 ppm must be stabilized and disposed of as “hazardous waste.”⁷⁶ The law also requires that “any size reduction of treated wood waste is conducted in a manner that prevents the uncontrolled release of hazardous constituents to the environment, and that conforms to applicable worker health and safety requirements.” In addition, “all sawdust and other particles generated during the size reduction are captured and managed as treated wood waste.”

Depending on the waste profile, concrete, sand, and soils that surrounded the arsenic-treated wood may generally be disposed of as non-hazardous waste. Concrete materials are recycled, where feasible. Written notification to each receiving entity documents that it is fully aware of the presence of arsenic in the non-hazardous waste. The City and County of San Francisco’s Board of Supervisors and the Department of the Environment have determined that all hazardous waste generated in City projects are not to be exported out of California for the purposes of disposal or recycling.

Other Hazardous Building Materials. Other potential hazardous building materials such as PCB-containing electrical equipment or fluorescent lights could pose health threats for construction workers if not properly disposed.

Implementation of Mitigation Measure M-HZ-1, below, would reduce impacts of potential hazardous building materials to a less-than-significant level.

Mitigation Measure M-HZ-1: Hazardous Building Materials

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or Di-Ethylhexyl Phthalate (DEPH), such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

In light of the above, the potential impacts of hazardous building materials are considered less than significant. This topic will not be discussed in the EIR.

⁷⁶ Western Wood Preservers Institute. *Management of Used Treated Wood Products: Addendum for Western United States*, accessed at: <http://www.wwpinstitute.org/pdffiles/westernstatesdisp.pdf>, on October 20, 2009.

Operational Impacts. Implementation of the draft *Community Plan* would not alter the existing use, handling, or disposal of hazardous materials in the plan area. Construction of new uses at the infill development sites and other foreseeable development would result in construction of up to 150 residential units and up to 23,495 gsf of retail/commercial uses. These uses would involve the handling of common types of hazardous household materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. Because of the low volumes of hazardous materials associated with infill development uses (residential and commercial), the similarity of the proposed uses to the surrounding neighborhood, and the existing regulations governing the handling, use, and disposal of hazardous materials, hazardous materials used in the course of project operations would not pose substantial public health or safety hazards. Thus, impacts from hazardous materials use would be less than significant, and this topic will not be discussed in the EIR.

Glen Park Elementary School is located within the plan area; however, as explained above, the draft *Community Plan* would not create a public health hazard. As such, the draft *Community Plan* would result in a less-than-significant impact on nearby schools. This issue will not be discussed in the EIR.

California Government Code Section 65962.5 (Criterion d)

California Government Code Section 65962.5 requires the California Environmental Protection Agency (EPA) to prepare an annual Hazardous Waste and Substances Sites List, commonly referred to as the "Cortese List."⁷⁷ The Cortese List identifies public drinking water wells with detectable levels of contamination; hazardous substance sites selected for remedial action; sites with known toxic material identified through the abandoned site assessment program; sites with underground storage tanks (USTs) having a reportable release; and all solid waste disposal facilities from which there is known migration. California EPA does not maintain the Cortese List as a centralized list, but refers interested parties to other federal and State hazardous site databases. Thus, all site entries in each of the included databases are included by reference on the Cortese List. To prepare a full Cortese inquiry, data must be retrieved from multiple hazardous materials and waste databases maintained by the State Water Resources Control Board (SWRCB), DTSC, and other agencies, primarily the EnviroStor and GeoTracker databases.

⁷⁷ *California Government Code* Section 65962.5 is referred to as the Cortese List after Dominic L. Cortese, the California State Assemblyman who sponsored the original legislation.

Hazardous materials and wastes sites included on the Cortese List are monitored and recorded by responsible agencies such as EPA, SWRCB, and DTSC pursuant to various federal and state policies.

Draft Community Plan, General Impacts

According to the EnviroStor database, no Cortese List sites are located within 0.5 miles of the plan area. In addition, the GeoTracker database does not identify leaking underground storage tanks (USTs) in the plan area.⁷⁸ As such, development under the draft *Community Plan* would not unearth known hazardous materials during construction. One UST is located at the former Ray Oil Burner industrial site at 1301 San Jose Avenue, which is approximately 0.1 miles from the eastern end of the plan area. However, this UST site is located down-gradient from the plan area and would not affect development in the plan area. In addition, there are 16 other sites with registered USTs within 0.5 miles of the plan area; however, all but one are located down-gradient from the plan area. In addition, 12 of the recorded USTs sites have been remediated and are now considered closed cases. The one UST site that is located up-gradient from the plan area is at SFFD Fire Station #26 at 80 Digby Road and this UST has been remediated and is now a closed case. Therefore, the draft *Community Plan* would not result in a significant hazard to the public or the environment due to exposure to known hazardous sites. This issue will not be addressed in the EIR.

Airport-Related Hazards (Criteria e and f)

Draft Community Plan, General Impacts

The plan area is not within a designated airport hazard area and is more than two miles from the nearest airport. No impact would occur with respect to airport-related hazards. This topic is not applicable and will not be addressed in the EIR.

Fire Safety and Emergency Access (Criteria g and h)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its *Building Code* and *Fire Code*. Existing and new buildings are required to meet standards contained in these codes.

Draft Community Plan, General Impacts

Compliance with the *Public Works Code* and the *Fire Code* would ensure that construction activities, transportation improvements, and greenway improvements proposed under the draft

⁷⁸ California Environmental Protection Agency, California Government Code Section 65962, accessed at: <http://www.calepa.ca.gov/SiteCleanup/CorteseList/> accessed on August 7, 2009.

Community Plan would not adversely affect existing emergency response or evacuation plans. The proposed transportation improvements would be designed to City and other applicable roadway standards to accommodate fire truck turning radii. The proposed infill development would conform to the standards of the *Building Code* and *Fire Code*, which may include the provision of state-mandated smoke alarms; fire extinguishers; appropriate building access; emergency response notification systems; development of an emergency procedure manual; and an exit drill plan. Development proposed under the draft *Community Plan* would be required to conform to these standards, and potential fire hazards would be addressed through review of building permits by the SFFD and DBI. Conformance with these standards would ensure appropriate life safety protections for the residential and commercial structures. Thus, impacts pertaining to fire safety and emergency access would be less than significant.⁷⁹ This topic will not be discussed in the EIR.

Cumulative Impacts

Impacts from hazards are generally site-specific, and do not result in cumulative impacts. Existing regulations pertaining to emergency access and fire safety would apply to all buildings constructed under the draft *Community Plan*; thus, the draft *Community Plan* would not have a cumulatively significant impact with respect to these topics. The draft *Community Plan* would not result in hazards in the plan area or vicinity. This topic will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. MINERAL AND ENERGY RESOURCES—					
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local <i>General Plan</i> , specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mineral Resources (Criteria a and b)

All land in San Francisco, including the plan area, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the *Surface Mining*

⁷⁹ Impacts on emergency access resulting from plan-related traffic impacts will be discussed in the Transportation section of the EIR.

and Reclamation Act of 1975.⁸⁰ This designation indicates that there is not adequate information available for assignment to any other MRZ; thus, the plan area is not a designated area of significant mineral deposits.

Draft Community Plan, General Impacts

There are no operational mineral resource recovery sites in the plan area whose operations or accessibility would be affected by the construction or operation of components of the draft *Community Plan*. Therefore, mineral resources impacts are not applicable to any component of the draft *Community Plan* and are not discussed in the EIR.

Wasteful Use of Resources (Criterion c)

Draft Community Plan, General Impacts

The draft *Community Plan* would not substantially increase demand for energy or water resources or use fuel or water in an atypical or wasteful manner. Future development in the Glen Park NCT District would be required to meet or exceed current State and local standards regarding energy consumption, including Title 24 of the *California Code of Regulations*, enforced by the DBI. Any new development, including structures at the infill development sites, would be expected to conform to City policies designed to reduce energy consumption, such as regulations in Chapter 12 of the San Francisco *Building Code*. In addition, San Francisco's *Green Building Ordinance* would apply to the mixed-use buildings at the infill development sites and other structures within the Glen Park NCT District that are over 5,000 gsf. The ordinance specifically requires newly constructed commercial buildings over 5,000 gsf, residential buildings over 75 feet in height, and renovations on buildings over 25,000 gsf to be subject to LEED and green building certifications that are among the most stringent green building requirements in the nation. Benefits of this ordinance through the year 2012 include reducing CO₂ emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and storm water by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.⁸¹ Although the energy efficiency and green building measures have not yet been determined for the buildings at the infill sites, the buildings would be required to incorporate best management practices and innovative

⁸⁰ California Division of Mines and Geology, Open File Report 96-03 and Special Report 146 Parts I and II.

⁸¹ These findings are contained within the final *Green Building Ordinance*, signed by the Mayor August 4, 2008.

technologies in sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality where feasible.

The transportation improvements proposed under the draft *Community Plan* would improve alternative modes of transportation in the study area. The draft *Community Plan* would also include traffic calming measures that would serve to reduce congestion within the plan area, thereby reducing the consumption of nonrenewable fuels.

All impacts pertaining to wasteful use of resources would therefore be less than significant. This topic will not be addressed in the EIR.

Cumulative Impacts

As described above, no known minerals exist in the plan area, and therefore, the draft *Community Plan* would not contribute to any cumulative impact on mineral resources. The Plan-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with implementation of the draft *Community Plan* would not result in a significant physical environmental effect or contribute to a cumulative impact.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
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17. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Agricultural Resources (Criteria a, b, and c)

The plan area is in an urban area in the City and County of San Francisco. The California Department of Conservation's *Farmland Mapping and Monitoring Program* identifies the site as Urban and Built-Up Land, which is defined as "... land [that] is used for residential, industrial,

commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.”

Draft Community Plan, General Impacts

Because the plan area does not contain agricultural uses and is not zoned for such uses, development anticipated under the draft *Community Plan* would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Accordingly, agricultural resources impacts would not occur as a result of the draft *Community Plan* and will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
18. MANDATORY FINDINGS OF SIGNIFICANCE— WOULD THE PROJECT:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Mandatory Findings of Significance (Criteria a, b, and c)

Draft Community Plan, General Impacts

As explained in more detail above, the draft *Community Plan* could have a significant effect on land use, visual quality, cultural resources (historic architectural, archaeological, and paleontological), transportation and circulation, noise and vibration, and air quality. These topics, therefore, will be included in the EIR.

In addition, biological resources and hydrology impacts were determined to be significant, but mitigated to a less-than-significant level through measures included in this document. These items are analyzed in greater detail above and require no further environmental analysis in the EIR. The mitigation measures presented in the following section, Section E, would be necessary to reduce the potential impacts of the proposed project and has been agreed to by the project sponsor.

E. MITIGATION MEASURES

Mitigation Measure M-BI-1: Pre-Construction Nesting Bird Survey

Any construction pursuant to the draft *Community Plan*, including development of the infill sites, transportation improvements, and creek daylighting, shall avoid the February 1 through August 31 bird nesting period to the extent feasible. If it is not feasible to avoid the nesting period, a survey for nesting birds shall be conducted by a qualified wildlife biologist no earlier than 14 days prior to the construction. The area surveyed shall include all clearing/construction areas, as well as areas within 150 feet of the boundaries of these areas, or as otherwise determined by the biologist. In the event that an active nest is discovered, clearing/construction shall be postponed within 150 feet of the nest until a wildlife biologist has determined the nesting avian species and consulted on further measures with the California Department of Fish and Game. If the avian species present is protected under the MBTA, further mitigation could entail postponement of clearing or construction activities within 150 feet of the active nest until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts. If the avian species is not protected under the MBTA, no further action is required and construction activities may proceed.

Mitigation Measure M-HY-1: Daylighted Streambed and Bank Stabilization

Prior to daylighting Islais Creek, the San Francisco Public Utilities Commission shall prepare a Hydraulics and Hydrology Study to determine the expected flow rates for the daylighted creek, for up to the 200-year storm event. The daylighted portion shall be designed by a qualified engineer, erosion control specialist, or stream restoration specialist to effectively convey the highest expected flow-through rate without causing or contributing to bed or bank erosion. This can be accomplished by off-site detention of peak flows, by-passing peak flow rates in excess of stable velocity, channel configuration (e.g., longitudinal slope, side slopes, check dams, and others) to reduce flow rates, and bed and bank stabilizing structures. It is recommended that bio-engineering processes be maximized and that hard engineering

structures, if used, be vegetated (e.g., vegetated gabion, riprap, GEOWEB™, or geogrid structures) to comply with other design principles.

Mitigation Measure M-HZ-1: Hazardous Building Materials

The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, State, and local laws prior to the start of demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during construction, shall be abated according to applicable federal, State, and local laws.

F. ALTERNATIVES

OVERVIEW

The CEQA Guidelines require that an EIR “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives” (CEQA Guidelines Section 15126(d)). If a project alternative would substantially lessen the significant environmental effects of a proposed project, the lead agency should not approve the proposed project unless it determines that specific technological, economic, social, or other considerations make the project alternative infeasible (PRC Section 21002, CEQA Guidelines Section 15091(a)(3)). The EIR must also identify alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the reasons underlying the lead agency’s determination (CEQA Guidelines Section 15126(d)(2)).

The following is a list of potential alternatives that may be discussed in the EIR. Because the purpose of the alternatives analysis is to provide a comparison of a project against alternatives that may have lesser effects, and because no significant and unavoidable effects associated with the draft *Community Plan* have yet been identified (potentially significant impacts identified in this Initial Study warrant further analysis in the EIR), these alternatives may be altered in the EIR.

ALTERNATIVE 1 – NO PROJECT

One of the alternatives that must be analyzed in the EIR is the “No Project” Alternative. The No Project Alternative analysis must discuss the existing conditions, as well as those conditions that

would be reasonably expected to occur in the foreseeable future if the project were not approved and development continued to occur in accordance with existing plans and consistent with available infrastructure and community services (CEQA Guidelines Section 15126(d)(4)).

This alternative assumes that the draft *Community Plan* and its components would not be implemented. Existing use and height districts would be retained, and the greenway and transportation improvements proposed in the draft *Community Plan* would not be pursued. Design guidelines pertaining to new development would not be adopted. The No Project Alternative will examine environmental and physical impacts associated with existing land use and zoning controls.

ALTERNATIVE 2 – REDUCED INTENSITY ALTERNATIVE

If significant impacts associated with the intensity of development under the draft *Community Plan* are identified, the EIR may consider a Reduced Intensity Alternative. Examples of possible Reduced Intensity Alternatives include an alternative considering lower height limits to reduce impacts on visual character or an alternative considering fewer residential units or commercial floor area to minimize potential traffic impacts.

ALTERNATIVE 3 – IMPACT AVOIDANCE ALTERNATIVE

The EIR will determine if implementation of the draft *Community Plan* would be expected to have significant and unavoidable impacts. One or more Impact Avoidance Alternatives may be presented to provide an assessment of scenarios that would reduce such impacts to a less-than-significant level. For example, if the EIR determined that activities proposed under the draft *Community Plan* would result in significant and unavoidable exposure of sensitive receptors to air emissions and noise within a particular portion of the plan area, the Impact Avoidance Alternative could consider a scenario that would change the location, intensity, or timing of such activities. Where feasible alternatives exist that would reduce the severity of significant and unavoidable impacts, such alternatives will be considered in the EIR.

G. PUBLIC NOTICE AND COMMENT

As stated in the Introduction section of this document, a Notice of Preparation of an EIR and a Notice of Public Scoping Meeting for Glen Park *Community Plan* were issued on July 1, 2009. A public scoping meeting was held on July 16, 2009 to receive oral comments concerning the scope of the EIR. Written comments were also accepted until 5 p.m. on July 31, 2009.

Comments pertaining to a number of issues were raised at the scoping meeting and in comment letters submitted in response to the Notice of Preparation. The following comments were

considered during the preparation of this document, and as indicated under each of the topics discussed under Section D, may be addressed further in the EIR:

- The compatibility of proposed building heights, massing, and densities with the existing land use character;
- Potential transportation impacts associated with proposed infill development and other elements of the draft *Community Plan*;
- Loss of currently available public on-street and off-street parking associated with proposed transportation improvements and infill development;
- Flooding, water quality, and maintenance concerns associated with daylighting of Islais Creek;
- The number of proposed affordable housing units;
- The effect that proposed transportation improvements could have on air pollution, noise, light, and glare; and
- Potential construction impacts.

H. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE January 4, 2010

I. LIST OF PREPARERS

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Initial Study Appendix A

**CNDDDB Tab Report for San Francisco
North and South Quads**

California Department of Fish and Game
Natural Diversity Database
CNDDDB Wide Tabular Report

Name (Scientific/Common)	CNDDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence			
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.	
<i>Actinemys marmorata</i> western pond turtle	G3G4 S3	CDFG: SC	Fed: None Cal: None	355 S:4	0	3	1	0	0	0	0	0	4	4	0	0
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	50 S:1	0	0	0	0	0	1	1	0	1	0	0	0
<i>Arctostaphylos hookeri ssp. franciscana</i> Franciscan manzanita	G3TXC SX	CNPS: 1A	Fed: None Cal: None	3	0	0	0	0	3	0	3	0	0	0	0	3
<i>Arctostaphylos hookeri ssp. ravenii</i> Presidio manzanita	G3T1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	7	0	1	0	0	5	1	5	2	2	1	4	0
<i>Arctostaphylos imbricata</i> San Bruno Mountain manzanita	G1 S1.2	CNPS: 1B.1	Fed: None Cal: Endangered	3	0	0	0	0	0	3	1	2	3	0	0	0
<i>Arctostaphylos montaraensis</i> Montara manzanita	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	4 S:1	0	0	0	1	0	0	1	0	1	0	0	0
<i>Arctostaphylos pacifica</i> Pacific manzanita	G1 S1.1	CNPS: 1B.2	Fed: None Cal: Endangered	1	0	0	1	0	0	0	0	1	1	0	0	0
<i>Arenaria paludicola</i> marsh sandwort	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	15 S:1	0	0	0	0	1	0	1	0	0	0	0	1
<i>Astragalus tener var. tener</i> alkali milk-vetch	G1T1 S1.1	CNPS: 1B.2	Fed: None Cal: None	66 S:1	0	0	0	0	1	0	1	0	0	1	0	0
<i>Banksula incredula</i> incredible harvestman	G1 S1	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	0	1	1	0	0	0
<i>Caecidotea tomalensis</i> Tomales isopod	G2 S2	CDFG:	Fed: None Cal: None	6 S:2	0	0	1	1	0	0	2	0	2	0	0	0
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	G4T1 S1	CDFG:	Fed: Endangered Cal: None	10 S:3	0	0	0	0	0	3	2	1	3	0	0	0
<i>Carex comosa</i> bristly sedge	G5 S2?	CNPS: 2.1	Fed: None Cal: None	11 S:1	0	0	0	0	1	0	1	0	0	1	0	0
<i>Chorizanthe cuspidata var. cuspidata</i> San Francisco Bay spineflower	G2T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	20 S:13	0	0	5	1	1	6	6	7	12	1	0	0
<i>Chorizanthe robusta var. robusta</i> robust spineflower	G2T1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: None	23 S:2	0	0	0	0	2	0	2	0	0	2	0	0

California Department of Fish and Game
Natural Diversity Database
CNDDDB Wide Tabular Report

Name (Scientific/Common)	CNDDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
<i>Cicindela hirticollis gravida</i> sandy beach tiger beetle	G5T2 S1	CDFG:	Fed: None Cal: None	34 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Cirsium andrewsii</i> Franciscan thistle	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	27 S:4	0	0	2	0	1	1	2	2	3	1	0
<i>Cirsium occidentale var. compactum</i> compact cobwebby thistle	G3G4T2 S2.1	CNPS: 1B.2	Fed: None Cal: None	14 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Clarkia franciscana</i> Presidio clarkia	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	4 S:3	0	2	0	0	1	0	1	2	2	1	0
<i>Collinsia corymbosa</i> round-headed Chinese-houses	G1 S1.2	CNPS: 1B.2	Fed: None Cal: None	7 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Collinsia multicolor</i> San Francisco collinsia	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	22 S:7	0	0	0	0	0	7	7	0	7	0	0
<i>Cordylanthus maritimus ssp. palustris</i> Point Reyes bird's-beak	G4?T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	61 S:2	0	0	1	0	0	1	1	1	2	0	0
<i>Danaus plexippus</i> monarch butterfly	G5 S3	CDFG:	Fed: None Cal: None	334 S:9	0	2	5	1	1	0	4	5	8	0	1
<i>Dufourea stagei</i> Stage's dufourine bee	G1? S1?	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	1	0	1	0	0
<i>Enhydra lutris nereis</i> southern sea otter	G4T2 S2	CDFG:	Fed: Threatened Cal: None	2 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Eucyclogobius newberryi</i> tidewater goby	G3 S2S3	CDFG: SC	Fed: Endangered Cal: None	116 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	G5T1 S1	CDFG:	Fed: Threatened Cal: None	24 S:4	0	0	0	0	4	0	4	0	0	0	4
<i>Fritillaria liliacea</i> fragrant fritillary	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	59 S:2	0	0	0	0	1	1	2	0	1	1	0
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	G5T2 S2	CDFG: SC	Fed: None Cal: None	110 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Gilia capitata ssp. chamissonis</i> blue coast gilia	G5T2 S2.1	CNPS: 1B.1	Fed: None Cal: None	29 S:7	0	1	0	0	2	4	6	1	5	0	2

California Department of Fish and Game
 Natural Diversity Database
 CNDDDB Wide Tabular Report

Name (Scientific/Common)	CNDDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
<i>Gilia millefoliata</i> dark-eyed gilia	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	41 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Grindelia hirsutula var. maritima</i> San Francisco gumplant	G5T2 S2.1	CNPS: 1B.2	Fed: None Cal: None	15 S:14	0	4	2	1	1	6	14	0	13	0	1
<i>Helianthella castanea</i> Diablo helianthella	G3 S3.2	CNPS: 1B.2	Fed: None Cal: None	82 S:3	0	1	0	0	0	2	2	1	3	0	0
<i>Hemizonia congesta ssp. congesta</i> seaside tarplant	G5T2T3 S2S3	CNPS: 1B.2	Fed: None Cal: None	33 S:2	0	0	0	0	1	1	2	0	1	1	0
<i>Hesperevax sparsiflora var. brevifolia</i> short-leaved evax	G4T2T3 S2S3	CNPS: 1B.2	Fed: None Cal: None	36 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Hesperolinon congestum</i> Marin western flax	G2 S2.1	CNPS: 1B.1	Fed: Threatened Cal: Threatened	28 S:4	0	1	0	0	3	0	3	1	1	1	2
<i>Horkelia cuneata ssp. sericea</i> Kellogg's horkelia	G4T1 S1.1	CNPS: 1B.1	Fed: None Cal: None	38 S:5	0	0	1	0	0	4	4	1	5	0	0
<i>Hydroporus leechi</i> Leech's skyline diving beetle	G1? S1?	CDFG:	Fed: None Cal: None	13 S:1	0	0	0	0	0	1	1	0	0	1	0
<i>Ischnura gemina</i> San Francisco forktail damselfly	G2 S2	CDFG:	Fed: None Cal: None	6 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Lasiurus blossevillii</i> western red bat	G5 S3?	CDFG: SC	Fed: None Cal: None	117 S:1	0	0	0	0	0	1	0	1	1	0	0
<i>Lasiurus cinereus</i> hoary bat	G5 S4?	CDFG:	Fed: None Cal: None	235 S:5	0	0	0	0	0	5	4	1	5	0	0
<i>Lateralus jamaicensis coturniculus</i> California black rail	G4T1 S1	CDFG:	Fed: None Cal: Threatened	159 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Layia carnosa</i> beach layia	G2 S2.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	22 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Leptosiphon rosaceus</i> rose leptosiphon	G1 S1.1	CNPS: 1B.1	Fed: None Cal: None	25 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Lessingia germanorum</i> San Francisco lessingia	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	5	0	1	1	0	2	1	2	3	3	1	1

California Department of Fish and Game
 Natural Diversity Database
 CNDDDB Wide Tabular Report

Name (Scientific/Common)	CNDDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
<i>Lichnanthe ursina</i> bumblebee scarab beetle	G2 S2	CDFG:	Fed: None Cal: None	8 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Malacothamnus arcuatus</i> arcuate bush-mallow	G2Q S2.2	CNPS: 1B.2	Fed: None Cal: None	21 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Melospiza melodia pusillula</i> Alameda song sparrow	G5T2? S2?	CDFG: SC	Fed: None Cal: None	38 S:2	0	0	0	0	0	2	2	0	2	0	0
<i>Melospiza melodia samuelis</i> San Pablo song sparrow	G5T2? S2?	CDFG: SC	Fed: None Cal: None	41 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Microseris paludosa</i> marsh microseris	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	31 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Mylopharodon conocephalus</i> hardhead	G3 S3	CDFG: SC	Fed: None Cal: None	32 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	G1 S1.1	CNPS: 1B.1	Fed: Endangered Cal: Endangered	14 S:2	0	0	0	0	2	0	2	0	0	1	1
<i>Phalacrocorax auritus</i> double-crested cormorant	G5 S3	CDFG:	Fed: None Cal: None	37 S:3	0	0	2	0	0	1	1	2	3	0	0
<i>Plagiobothrys chorisianus</i> var. Choris' popcorn-flower	G3T2Q S2.2	CNPS: 1B.2	Fed: None Cal: None	12 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Plagiobothrys diffusus</i> San Francisco popcorn-flower	G1Q S1.1	CNPS: 1B.1	Fed: None Cal: Endangered	12 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Plagiobothrys glaber</i> hairless popcorn-flower	GH SH	CNPS: 1A	Fed: None Cal: None	9 S:1	0	0	0	0	0	1	1	0	0	1	0
<i>Plebejus icarioides missionensis</i> Mission blue butterfly	G5T1 S1	CDFG:	Fed: Endangered Cal: None	14 S:13	0	2	1	0	1	9	3	10	13	0	0
<i>Polemonium carneum</i> Oregon polemonium	G4 S1	CNPS: 2.2	Fed: None Cal: None	16 S:3	0	0	0	0	0	3	3	0	3	0	0
<i>Rallus longirostris obsoletus</i> California clapper rail	G5T1 S1	CDFG:	Fed: Endangered Cal: Endangered	90 S:2	0	0	1	0	0	1	1	1	2	0	0
<i>Rana draytonii</i> California red-legged frog	G4T2T3 S2S3	CDFG: SC	Fed: Threatened Cal: None	1082 S:13	1	3	2	0	0	7	6	7	13	0	0

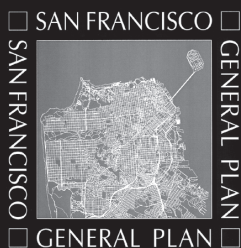
California Department of Fish and Game
Natural Diversity Database
CNDDDB Wide Tabular Report

Name (Scientific/Common)	CNDDDB Ranks	Other Lists	Listing Status	Total EO's	Element Occ Ranks						Population Status		Presence		
					A	B	C	D	X	U	Historic >20 yr	Recent <=20 yr	Pres. Extant	Poss. Extirp.	Extirp.
<i>Riparia riparia</i> bank swallow	G5 S2S3	CDFG:	Fed: None Cal: Threatened	190 S:3	0	1	0	0	0	2	3	0	3	0	0
<i>Sanicula maritima</i> adobe sanicle	G2 S2.2	CNPS: 1B.1	Fed: None Cal: Rare	16 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Scapanus latimanus insularis</i> Angel Island mole	G5T1 S1	CDFG:	Fed: None Cal: None	1	0	0	0	0	0	1	1	0	1	0	0
<i>Silene verecunda ssp. verecunda</i> San Francisco campion	G5T2 S2.2	CNPS: 1B.2	Fed: None Cal: None	12 S:5	0	0	0	1	0	4	1	4	5	0	0
<i>Speyeria callippe callippe</i> callippe silverspot butterfly	G5T1 S1	CDFG:	Fed: Endangered Cal: None	6	0	1	0	0	1	4	1	5	5	0	1
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	16 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Taxidea taxus</i> American badger	G5 S4	CDFG: SC	Fed: None Cal: None	441 S:3	0	0	0	0	0	3	3	0	3	0	0
<i>Thamnophis sirtalis tetrataenia</i> San Francisco garter snake	G5T2 S2	CDFG:	Fed: Endangered Cal: Endangered	41 S:2	1	0	0	1	0	0	0	2	2	0	0
<i>Trachusa gummifera</i> A leaf-cutter bee	G1 S1	CDFG:	Fed: None Cal: None	2 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Triphysaria floribunda</i> San Francisco owl's-clover	G2 S2.2	CNPS: 1B.2	Fed: None Cal: None	41 S:7	0	1	0	1	2	3	5	2	5	1	1
<i>Triquetrella californica</i> coastal triquetrella	G1 S1.2	CNPS: 1B.2	Fed: None Cal: None	11 S:2	0	0	0	0	0	2	1	1	2	0	0
<i>Vespericola marinensis</i> Marin hesperian	G2G3 S2S3	CDFG:	Fed: None Cal: None	23 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Zapus trinotatus orarius</i> Point Reyes jumping mouse	G5T1T3Q S1S3	CDFG: SC	Fed: None Cal: None	5 S:1	0	0	0	0	0	1	1	0	1	0	0

Appendix B

2010 Glen Park Community Plan

GLEN PARK COMMUNITY PLAN



WORKING DRAFT FOR COMMUNITY DISCUSSION

Please provide comments on the **DRAFT** Glen Park Community Plan by Friday **October 15, 2010**. Comments can be submitted via email, mail or fax.

Email: jon.swae@sfgov.org

Mail:
1650 Mission Street, Suite 400
San Francisco, CA 94103

Fax: 415-558-6409 Attention: Jon Swae

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I. SUMMARY OF OBJECTIVES & POLICIES

LAND USE AND URBAN DESIGN

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

Policy 1.1

Continue to concentrate commercial uses and retail activity along Diamond and Chenery Streets.

Policy 1.2

Consider updating existing neighborhood commercial zoning to strengthen Glen Park's commercial district and reinforce the area's transit and pedestrian-oriented character.

Policy 1.3

Improve the streetscape in the commercial core to make the area more safe, comfortable and attractive for pedestrians and shoppers.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

Policy 2.1

Involve the community in decisions affecting Glen Park's built environment.

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

Policy 2.3

Consider other possible uses for the BART parking lot.

Policy 2.4

Design of new buildings should be consistent with the neighborhood's existing pattern.

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

Policy 3.1

Treat proposals to alter historic buildings with extra sensitivity.

Policy 3.2

Protect historic buildings in Glen Park from demolition or adverse alteration.

TRANSPORTATION

OBJECTIVE 4

ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

Policy 4.1

Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

Policy 4.2

Prohibit new curbcuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

OBJECTIVE 5

IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

Policy 5.1

Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

Policy 5.2

Consider increased opportunities for bicycle parking in Glen Park

OBJECTIVE 6

SUSTAIN GLEN PARK'S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

Policy 6.1

Implement recommendations of the San Francisco Municipal Transportation Agency's Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

Policy 6.2

Manage curb space around the Glen Park BART station to improve the function of transit.

Policy 6.3

SFMTA and BART should determine which future capital investments may be appropriate for transit.

OBJECTIVE 7

IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

Policy 7.1

Make transit more ADA accessible.

Policy 7.2

Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

Policy 8.1

Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

Policy 9.1

Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.

Policy 9.2

Conduct further analysis to determine feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

Policy 10.1

Pursue strategies to increase the availability of on-street parking.

Policy 10.2

Improve neighborhood walkability, interest, comfort and safety to alleviate need for some local vehicle trips.

OPEN SPACE

OBJECTIVE 11

MAINTAIN AND IMPROVE THE AREA'S MIX OF PUBLIC OPEN SPACES

Policy 11.1

Sustain and improve the informal pedestrian path and greenway connecting downtown Glen Park to Glen Canyon Park.

Policy 11.2

Recognize Kern Street and the BART plazas as important public space opportunities.

Policy 11.3

Consider reclaiming some street space in the commercial core for use as open space.

Policy 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

II. PLAN INTRODUCTION

This Glen Park Community Plan is the product of a sustained community process to address issues and opportunities facing the neighborhood. The focus of the Plan is the “village” or downtown Glen Park – the small cherished but challenged center of the neighborhood and source of great community pride. This is not a redevelopment plan or a plan proposing major change. Instead, it concentrates on a few key issues and provides strategies to preserve and enhance the unique character of Glen Park.

The Plan will become official City policy providing long-term guidance to decision makers and public agencies to ensure future infrastructure projects and land use changes are carried out with sensitivity to the neighborhood’s concerns, needs and desires. The Plan directs the City to implement certain near-term projects as well as pursue a couple of larger future visions.

GLEN PARK’S UNIQUE CHARACTER

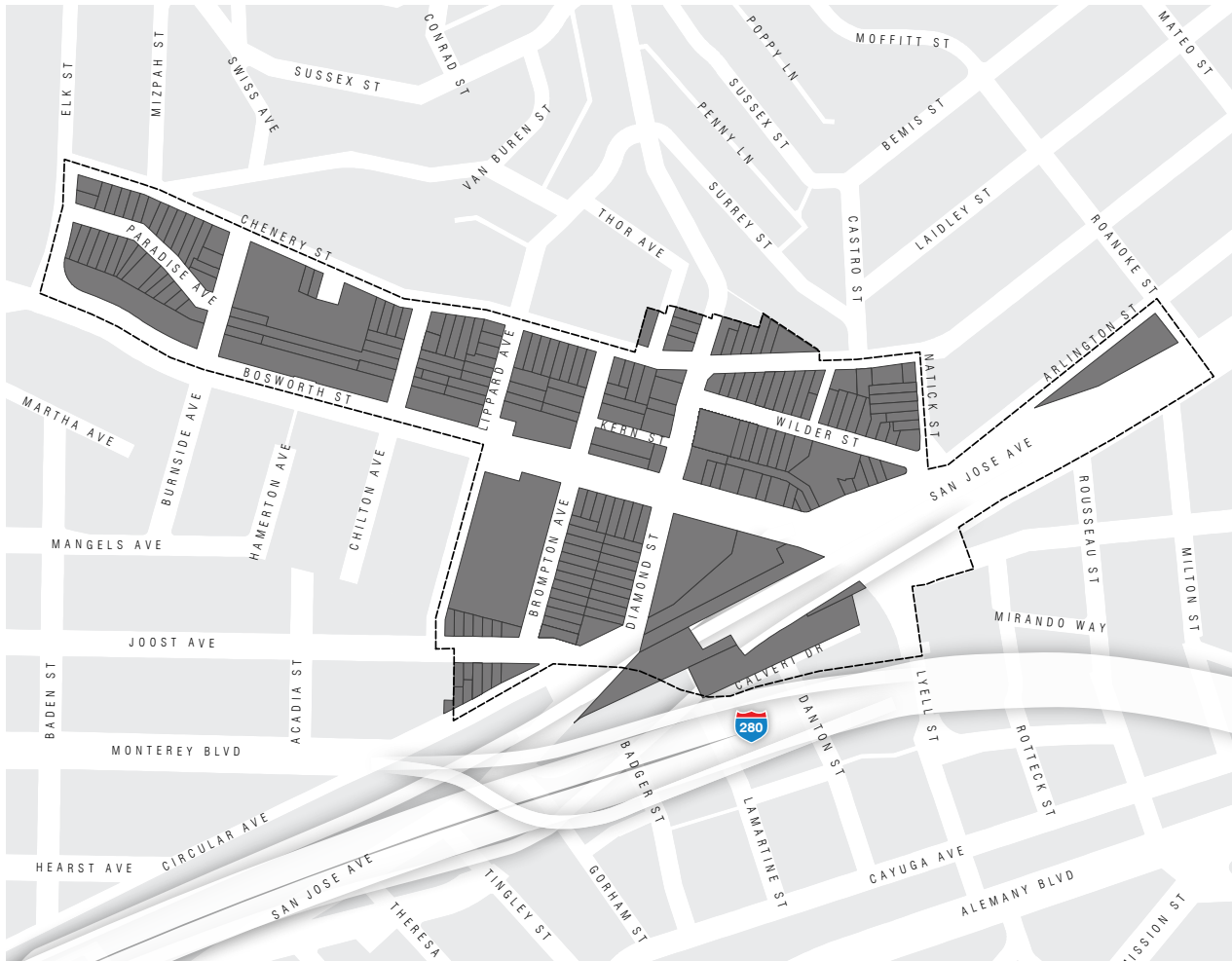
Glen Park has evolved from an area of disparate homesteads and pastures into a vibrant and distinct urban place. Nestled in a valley, Glen Park is shaped by the natural beauty and steep topography of Glen Canyon. The neighborhood combines many of the best features of a dense urban neighborhood with the characteristics of a small town. Shopping, schools, a public library, recreation center and parks are all within walking distance of many homes. In addition, the area’s abundant public transit and freeway access provide connections throughout San Francisco and the Bay Area.

THE “VILLAGE” CENTER

The heart of Glen Park is what residents commonly refer to as the “village” or downtown. Downtown Glen Park encompasses the neighborhood commercial district along Diamond and Chenery Streets and the area surrounding the Glen Park BART station. Here streets are lined with popular shops and restaurants – many of them locally-owned. The area’s intimate scale and walkability create a “village” atmosphere and support a vibrant street life. Neighbors meet each other while shopping, dining or walking to and from the BART station. This area is the primary focus of the Plan.

Downtown Glen Park is busy with pedestrians, shoppers and transit riders at almost all times of day. During rush hours the streets become especially crowded. The confluence of BART and Muni transit lines makes downtown Glen Park a major intermodal transit center for the neighborhood and the region. Over 9,000 riders use the Glen Park BART station every day. Approximately 75% of them arrive at the station by walking or public transit³. Automobiles are drawn to the area by direct access to the I-280 freeway.

³ SFMTA Alternatives Analysis Report: Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study (2010).



Glen Park Community Plan boundary

KEY CHALLENGES & ISSUES

PRESERVING GLEN PARK'S CHARACTER

Glen Park's location, walkability, access to nature, strong transit connections, and vibrant retail district all contribute to its unique character. However, the neighborhood's function and cherished qualities face some key challenges. Addressing these issues and protecting the character of the community are goals of the Glen Park Community Plan.

TRANSPORTATION AND CIRCULATION

Glen Park's small downtown sits at the center of a major transportation interchange. Several bus lines, freeway on/off-ramps and the BART station all converge here. Consequently, the area is a magnet for commuters inside and outside the neighborhood. Few entry and exit points and the limited capacity of narrow streets contribute to rush hour congestion, parking crunches and concerns for pedestrian safety. Glen Park's topography and fine-grained street grid strain to handle all of this activity. These transportation and circulation conflicts threaten the "village" quality that residents cherish.

MEGA INFRASTRUCTURE

Massive public infrastructure projects of the 1960s and 70s significantly altered Glen Park. The freeway building boom resulted in the construction of the I-280 freeway, widening of Bosworth Street and the freeway-like portion of San Jose Avenue. These projects made vehicle access to and through Glen Park more convenient. However, they also severed connections to surrounding neighborhoods, brought new levels of traffic and introduced infrastructure out of scale with the small community. The opening of the BART station in 1973 further transformed Glen Park into a regional transit stop drawing thousands of riders into the neighborhood each day. Opportunities exist to humanize and more carefully stitch these large infrastructure projects into the fabric of Glen Park.

DEVELOPMENT UNCERTAINTY

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for potential future development exist in the commercial core. The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the “village.”

THE COMMUNITY PLAN

In 2003, a series of intensive planning workshops took place with residents, merchants, and public agencies to create a preliminary community plan for Glen Park. The result of this work was the *Draft Glen Park Community Plan (2003)*⁴. After completion of the draft Plan, the project was postponed until additional funding was identified to carry the Plan forward. In 2009, the Planning Department re-initiated the community planning process to revise and update the draft Plan. This current version is a reworking of the 2003 Plan based on meetings and discussions with the Glen Park community over the past year and a half. In the coming months, the Glen Park Community Plan will be refined in collaboration with the neighborhood before being presented to the Planning Commission and Board of Supervisors for adoption.

The 2003 planning process articulated the following vision for Glen Park:

The Glen Park community's special character is created by the unique combination of eclectic building styles, pedestrian scale, the layering of green space and buildings climbing into the canyon, public spaces, walkable streets, a compact village, and proximity to transit and the canyon. Every new development project, whether public or private, must incorporate these features based on principals of good design and human scale.

*Vision Statement
2003 Draft Glen Park Community Plan*

The Glen Park Community Plan recognizes Glen Park's

⁴ Draft Glen Park Community Plan (2003), San Francisco Planning Department

unique character and presents a strategy to preserve and enhance the neighborhood. The Plan aspires to encourage local business vitality, improve transportation conditions, calm traffic, strengthen neighborhood identity, and promote pedestrian safety. The Plan's objectives and policies will become part of the City's General Plan to achieve this vision.

The following chapters outline recommendations and a policy framework in the areas of Land Use and Urban Design, Transportation and Open Space. A corresponding implementation program follows outlining how the Plan will be carried out over time.

The Glen Park Community Plan strives to achieve the following goals:

1. Protect and strengthen the character of Glen Park's vibrant walkable neighborhood commercial district.
2. Balance the use of streets for pedestrians, bicycles, transit and automobiles in a way that satisfies circulation needs and enhances the livability of Glen Park.
3. Minimize the impacts of large-scale infrastructure projects on the community.

01

LAND USE AND URBAN DESIGN

The heart of Glen Park is its thriving downtown commercial district. The success and vibrancy of this “village” center is a product of its compact form, proximity to the BART station and dense mix of uses. The streets here are crowded with shoppers, pedestrians and transit riders. Within a few blocks one can find restaurants, coffee shops, banks, salons, a grocery store, library and more. This concentration of activity creates a vibrant street life, supports local businesses and leads to a feeling of safety on the streets. In contrast to the nearby freeway interchange, the village’s human-scale gives the area an intimacy and special charm. The Plan seeks to guard and capitalize on the rare synergy afforded by the proximity of the BART station to the commercial district and surrounding residences to enhance walkability, safety, commercial vitality and community identity.

OBJECTIVE 1

PROTECT AND STRENGTHEN THE QUALITIES THAT MAKE DOWNTOWN GLEN PARK SPECIAL

The success of Glen Park’s commercial district depends on its diversity of uses, activities and relationship to surrounding homes and the BART station. Its essential strengths should be preserved and expanded upon.

Policy 1.1

Continue to concentrate commercial uses and retail activity along Diamond and Chenery Streets.

The primary core of the Glen Park commercial district is located along these streets and should be maintained as a continuous pedestrian and retail frontage.

Policy 1.2

Consider updating existing neighborhood commercial zoning to strengthen Glen Park’s commercial district and reinforce the area’s transit and pedestrian-oriented character.

In recent years, Neighborhood Commercial Transit (NCT) zoning districts have been applied in areas like Glen Park to strengthen the character of San Francisco’s most walkable, transit-served, neighborhood commercial areas. Typical components of a Neighborhood Commercial Transit district include the following:

- *Height increase of 5 feet in core commercial area.* This slight height increase permits roomier commercial storefronts that are more generous and inviting. The increase, however, does not allow for an additional floor of development.
- *Flexibility in housing density and parking limits in the commercial core.* In some cases, housing or commercial uses can exist without on-site parking to support walkability, transit use and more efficient use of limited building space.

- *Potential for commercial use controls tailored to the circumstances of the area.*
The Planning Department will work with the community to determine if specific controls are desired to meet goals for the commercial area.

Policy 1.3
Improve the streetscape in the commercial core to make the area more safe, comfortable and attractive for pedestrians and shoppers.

The sidewalks in Glen Park’s commercial core, particularly on Diamond Street, are narrow and congested during peak times with few places to stop, sit or people watch. Opportunities to create additional gathering space should be considered. Consolidation of newsracks, undergrounding of utilities, sidewalk widening and other pedestrian improvements are possibilities.

OBJECTIVE 2

ENSURE THE COMPATIBILITY OF NEW DEVELOPMENT WITH THE FORM AND CHARACTER OF GLEN PARK

Although little future growth is expected in Glen Park, new development should be sensitive to the area’s existing scale and reflect the mix of housing and commercial uses.

Policy 2.1
Involve the community in decisions affecting Glen Park’s built environment.

The community’s strong interest and concern for neighborhood changes requires that outreach to residents be a part of any significant proposal for development in downtown Glen Park.

Policy 2.2
Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing or small-scale retail should be considered to reinforce the established pattern.

Policy 2.3
Consider other possible uses for the BART parking lot.

Glen Park’s 54-space BART parking lot provides convenient free parking for BART patrons. However, the parking lot contributes little to neighborhood character and is a source of security concerns. BART has expressed interest in developing the lot. Given its central commercial district location and proximity to transit, alternative uses may contribute more to the vitality and vibrancy of downtown. A conversation about what might be allowed on the lot should take place between BART, the City and the Glen Park community.

Policy 2.4
Design of new buildings should be consistent with the neighborhood’s existing pattern.

New buildings or major renovations should reinforce the character of Glen Park by creating attractive, pedestrian-friendly places to live, visit and shop in. Human-scaled buildings should be designed to be built close to the sidewalk, have active ground floors, use high-quality materials, and contain interesting features. Long blank monotonous walls or highly visible parking entrances should be avoided.

OBJECTIVE 3

RECOGNIZE THE CONTRIBUTION OF HISTORIC BUILDINGS TO NEIGHBORHOOD IDENTITY

Some of Glen Park’s first buildings still stand today. These structures contribute to neighborhood character and provide a historical link to Glen Park’s early days. Efforts should be made to protect and preserve these important buildings.

Policy 3.1
Treat proposals to alter historic buildings with extra sensitivity.

In conjunction with the overall plan, the Secretary of the Interior’s *Standards and Guidelines for the Treatment of Historic Properties* should be used to minimize the impact of building alterations.

Policy 3.2
Protect historic buildings in Glen Park from demolition or adverse alteration.

To protect the character and quality of historic resources, proposals to demolish or significantly alter any historic resources should be considered closely. Innovative architectural treatments and contemporary designs should not be seen as incompatible if carried out in a respectful manner.

02

TRANSPORTATION

The growth of Glen Park has been intimately linked to its transportation history. The area was largely undeveloped until a streetcar was introduced at the turn of the 19th century. As the city and surrounding suburbs grew into the mid-century, so did the need to accommodate increasing numbers of automobiles. The Freeway Era was particularly unkind to Glen Park resulting in the freeway-like San Jose Avenue, I-280 freeway and a proposal stopped by residents for an elevated freeway over Bosworth Street that removed some houses and would have cut through Glen Canyon. The arrival of BART in 1973 gave Glen Park the distinction of being a stop on the region's first rapid transit line. Though these transportation improvements helped expand mobility and accessibility of Glen Park, they also introduced new conflicts between autos, transit vehicles, bicyclists and pedestrians.

The Plan suggests a variety of strategies to restore a more balanced street environment to the neighborhood. These include near-term improvements such as adding new crosswalks for pedestrians as well as long-term visions such as the proposal to return San Jose Avenue back into a city street. The primary goal is to manage movement in the neighborhood core that does not destroy or further compromise the character and function of the “village.”

PEDESTRIANS

The ability of residents to walk from their homes or transit or to neighborhood serving stores, parks and community facilities is a large part of what makes Glen Park special. Over half of Glen Park's BART riders (56%) walk to the station³. The area has many walkable characteristics – small streets, scenic views, active ground floor storefronts, and transit accessibility. However, rush hour traffic conditions and limited pedestrian amenities make some spots unfriendly for walkers. The following section provides proposals to improve the primacy and pleasure of walking in the neighborhood.

OBJECTIVE 4

ESTABLISH GLEN PARK'S STREETS AS COMFORTABLE AND ATTRACTIVE PLACES FOR WALKING AND PUBLIC LIFE

Whether people arrive in Glen Park by transit, bike or car, they are all pedestrians at some point. Walking is the primary mode for moving around the village. Freeway structures, on/off ramps, cluttered sidewalks and traffic

³ SFMTA Alternatives Analysis Report: Glen Park Community Plan Environmental Impact Analysis and Transportation Feasibility Study (2010).

congestion present barriers to pedestrian movement and safety. Efforts to make Glen Park's streets more enjoyable for pedestrians should be undertaken.

Policy 4.1
Pursue pedestrian and streetscape improvements that enhance safety and comfort for pedestrians.

While vehicle infrastructure has grown, corresponding improvements to the pedestrian realm have not kept pace. Pedestrian improvements should be made that contribute to the walkability and vibrancy of the "village."

GENERAL IMPROVEMENTS

General improvement to the pedestrian realm should be pursued including installation of street furniture, consolidation of newsracks, bulbouts, sidewalk widening, and street tree planting where possible.

Bosworth and Diamond Streets intersection

This intersection is the busiest in Glen Park - not only for pedestrians but also for vehicles. It serves as a gateway to the neighborhood and the commercial district. To reduce vehicle-pedestrian conflicts and strengthen neighborhood identity pedestrian improvements such as an all direction exclusive pedestrian "scramble" signal phase, special paving, high-visibility crosswalks, sidewalk bulb outs, widened sidewalks, and reconfiguration of the BART plaza entry should be considered.

Pedestrian experience under the San Jose Avenue and I-280 overpass

The looming overpass above Bosworth Street creates an unwelcoming pedestrian environment and is a source of security concerns especially at night. High-intensity lighting, ornamental street lamps, wall-mounted art or other treatments should be considered to improve the aesthetics and safety of this location.

Pedestrian crossings along Bosworth Street

Limited marked crossing opportunities cause many pedestrians to jaywalk across fast moving traffic. Additional crosswalks should be considered across Bosworth at Lyell, Arlington and Lippard Streets.

Policy 4.2
Prohibit new curbcuts or driveways on key commercial and pedestrian streets such as Diamond and Chenery Streets.

To avoid conflicts between pedestrians and vehicles and support a continuous retail frontage, new driveways should be restricted on downtown Glen Park's most walkable shopping streets.

BICYCLES

Although Glen Park serves as a critical link in the larger citywide bicycle network, there are few bicycle lanes or other facilities for bicyclists. Bicyclists face a variety of challenging conditions including the area's topography and tangle created by San Jose Avenue and the I-280 freeway. The San Francisco Bicycle Plan proposes a number of projects aimed at improving bicycle connections in Glen Park.

OBJECTIVE 5

IMPROVE ACCESS FOR BICYCLISTS TO GLEN PARK AND THE BART STATION

Policy 5.1
Implement bicycle network improvements identified in the San Francisco Bicycle Plan.

The Bicycle Plan proposed a set of projects in Glen Park to help fill remaining gaps in the City's bicycle network. These should be implemented to improve safety and bicycle access through Glen Park and to BART. Projects include:

- Bike lanes on Lyell Street
- Bike lanes on Bosworth between Diamond and Rotteck Streets
- Bike Lanes on Monterey Boulevard on and off ramps from San Jose Avenue
- Arlington Street shared lane bike markings ("sharrows")

Policy 5.2
Consider increased opportunities for bicycle parking in Glen Park

Opportunities to expand bicycle parking should be explored near major destinations such as the commercial area, BART, and near Glen Canyon Park.

PUBLIC TRANSIT

One of Glen Park’s greatest assets is its strong transit connections. Glen Park is served by four Muni bus lines (23-Monterey, 36-Teresita, 44-O’Shaughnessy, and 52-Excelsior), the J-Church Muni metro line and BART’s regional rail lines. In addition to public transit, a number of private employers operate shuttle buses to the BART station area. Approximately 9,000 transit riders get on or off Muni, BART or shuttle buses in downtown Glen Park each weekday. Glen Park’s role as an important transit center for the neighborhood, city, and the region should be maintained. Improvements to transit include making service more accessible, reducing curbside conflicts and better connections between Muni and BART.

OBJECTIVE 6

SUSTAIN GLEN PARK’S ROLE AS AN IMPORTANT INTERMODAL TRANSIT CENTER FOR THE CITY AND REGION

Policy 6.1
Implement recommendations of the San Francisco Municipal Transportation Agency’s Transit Effectiveness Project (TEP) for the Glen Park neighborhood.

The SFMTA’s Transit Effectiveness Project (TEP) recommends the following Muni changes in Glen Park. These projects should be implemented per the TEP’s timeline:

- Extension of the 35-Eureka bus line to the BART Station via Diamond Heights Boulevard and Diamond Street.
- Redesign of the 36-Teresita route to cover part of the eliminated 26-Valencia bus in Glen Park.

Policy 6.2
Manage curb space around the Glen Park BART station to improve the function of transit.

The limited curb space at the BART station creates competition for passenger loading and unloading between Muni buses, employer shuttles and automobile pickup and drop-off. Reconfiguration of bus stops and loading areas should be considered to reduce conflicts.

Policy 6.3
SFMTA and BART should determine which future capital investments may be appropriate for transit.

The SFMTA has studied the technical feasibility of various projects to improve transit operation in Glen Park. These include a bus loop around the BART station, improved access to/from the J-Church platform, and BART plaza enhancements. While technically feasible, some projects may be prohibitive in terms of cost or operational efficiency. The SFMTA and BART should make appropriate recommendations based on community input, agency goals and environmental findings. Worthwhile improvements should be pursued.

OBJECTIVE 7

IMPROVE ACCESS TO PUBLIC TRANSIT IN GLEN PARK

Policy 7.1
Make transit more ADA accessible.

The area’s grade changes make ADA access to transit services particularly challenging. The following improvements should be considered.

J-CHURCH PLATFORM

The only access between the J-Church light rail platform located on San Jose Avenue and the Glen Park BART station is over a pedestrian bridge with stairs. Wheelchair users are unable to use the stop. An reconfigured pedestrian bridge with ADA compliant ramp or at-grade pedestrian crossing of San Jose Avenue could help improve access. Long-term plans should consider moving the J-Church platform to better serve the “village” and allow access by neighborhoods to the south. A future redesign of San Jose Avenue should consider the possibility of removing the Bosworth Street overpass to create a street level intersection J-Church stop (see Policy 9.2).

BART & MUNI

ADA access from surrounding Muni bus stops to the BART station is limited. The BART plaza's stairway entrances prevent ADA access at two of the three entries. Reconfiguration of the BART plaza could improve access between buses and BART.

Policy 7.2

Encourage and work with BART on a redesign of the Glen Park BART station plazas to improve pedestrian and transit access and better connect the commercial district.

The underused plazas surrounding the BART station offer a tremendous opportunity to serve thousands of transit riders, more seamlessly link the commercial district and provide high-quality public space. Plaza alterations should be made that improve pedestrian and ADA access by removing walls and fences, expanding at-grade access and linking Muni passenger areas.

VEHICLE CIRCULATION

Vehicle circulation challenges in Glen Park have impacted both the neighborhood's livability and walkability. During rush hours, congested intersections create vehicle-pedestrian conflicts and lure drivers to detour through narrow residential streets. Freeway structures limit connections among the area's roads and force drivers to make overly circuitous vehicle movements. Strategic interventions at key locations should be made to manage traffic flow and create better neighborhood serving streets. Both short and long-term looks at the larger area's circulation and roadway network should be carried out.

OBJECTIVE 8

SEEK IMPROVEMENTS THAT RELIEVE TRAFFIC CONGESTION WHILE MINIMIZING IMPACTS ON OTHER TRANSPORTATION MODES

Policy 8.1

Improve the function of major intersections in Glen Park without further degrading the pedestrian environment or neighborhood character.

Strategic solutions to address areas of known congestion or backup should be considered. While conditions for automobiles should be improved if possible, further degradation of the pedestrian environment must be avoided.

Diamond and Bosworth Streets

Traffic congestion on Bosworth and Diamond Streets builds as vehicles from surrounding neighborhoods funnel through Glen Park to reach the BART station or access the freeway. Turning vehicles clog the intersection blocking straight-through traffic. High pedestrian volumes further constrict the ability of cars to turn. The creation of dedicated left-turn lanes northbound and southbound could help improve conditions. On eastbound Bosworth Street an eastbound right-turn lane could also be created. Parking restrictions would need to be initiated along the southwest corner of Bosworth Street and the northwest corner of Diamond Street for these changes to take place.

Bosworth/Arlington/I-280 on-ramp

This intersection's odd geometry and large width create confusing turn movements and prohibit pedestrian crossing across Bosworth. The installation of a roundabout could make traffic movements more predictable and allow installation of pedestrian crossings. The SFMTA and Caltrans would need to determine if this type of treatment is desired before a roundabout is pursued.

OBJECTIVE 9

RESTORE THE LOCAL IMPORTANCE OF STREETS IN THE AREA

Major automobile infrastructure projects over the past 50 years have focused on improving conditions for cross-town and regional traffic in Glen Park. The Freeway construction boom of the 1960s created the I-280 freeway and the freeway-like stretch of San Jose Avenue, a remnant of the proposed but abandoned Mission Freeway. These projects changed the character of the area by increasing vehicle speeds and cut-through traffic in the area. Opportunities exist to restore the neighborhood function of streets in Glen Park.

**Policy 9.1
Calm traffic throughout Glen Park, especially through-traffic and freeway-oriented traffic.**

High vehicle speeds and cut-through traffic diminish the comfort of pedestrians and adversely affect residents. Traffic calming treatments at key locations including: Bosworth Street and the intersections of Joost/Monterey Boulevard, Arlington/Wilder and Bosworth/Lyell could be implemented to help reduce speeds and improve pedestrian and bicycle movement. Curb bulb outs, new pedestrian crossings, widened medians or other treatments may be appropriate.

**Policy 9.2
Conduct further analysis to determine the feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.**

San Jose Avenue is a four-lane road but looks and act more like a freeway than a city arterial street before transitioning to I-280. The City in conjunction with Caltrans should conduct further analysis to determine the feasibility of converting the freeway-like portion of San José Avenue into an attractive city boulevard, similar to Dolores Street or Octavia Boulevard. Any proposal of this scale represents a long-term future vision and would require additional traffic, engineering and environmental studies as well as extensive community outreach and funding to implement.

Conversion of San Jose Avenue into a street of more typical city character would involve roadway redesign, streetscape beautification, reduction in vehicle speeds and creation of new intersections to connect neighborhoods that San Jose Avenue currently acts as a barrier between. One project component includes the possible removal of the San Jose Avenue overpass at Bosworth Street to reduce the grade separation between the two streets and restore a street level intersection. This would allow for the possibility of creating a new Muni J-Church stop that is better integrated into the neighborhood. As part of a future redesign of San Jose Avenue, reconfigured roadway parcels could be considered as possible housing opportunity sites.

Near-term traffic calming improvements supported by SFMTA and Caltrans such as lowered speeds, improved

bicycle conditions, flashing radar speed signs, or lane reduction should be pursued until a larger structural change is possible.

PARKING

All of San Francisco’s neighborhoods face on-street parking challenges. Glen Park is no different. The neighborhood is fortunate in that many residences are located within walking distance of downtown Glen Park and the BART station. Parking availability is a subject of concern for Glen Park’s residents. Neighbors have noted problems with BART commuter parking, abuse of disabled parking placards by some drivers and the crowding of parking spaces by residents who use their garages for uses other than parking.

Regulating and managing parking is a complicated matter. The more parking that is provided, the more cars and congestion Glen Park will attract. If not enough parking is provided or spaces remain occupied, residents, visitors and shoppers will have difficulty accessing the area. A reasonable amount of parking should be provided while at the same time walking and transit should be made more desirable and convenient.

OBJECTIVE 10

OPTIMIZE USE OF EXISTING ON-STREET PARKING SPACES IN GLEN PARK

Glen Park residents have noted that parking can be difficult during certain times of day or week. Rather than creating new parking spaces in the neighborhood and the increased congestion and traffic that would come with them, demand for existing parking spaces should be optimized to improve parking availability at all times of day.

**Policy 10.1
Pursue strategies to increase the availability of on-street parking.**

Various methods should be employed to achieve desirable levels of parking availability in both residential and commercial areas. These include:

- **Residential Permit Parking (RPP) Program**
The SFMTA's RPP Program offers the opportunity for residents to reduce on-street parking demand on residential streets. Permit parking areas are formed at the request of residents. These areas should be expanded as needed.
- **Parking Enforcement**
Enforcement of parking controls in Glen Park is necessary to ensure the availability of parking spaces. SFMTA should provide levels of enforcement to ensure appropriate use of spaces and promote parking availability.
- **State Legislative Reform**
Roughly 60,000 disabled plates and placards have been issued in San Francisco – about 1 for every 15 residents. These allow the holders to park for an unlimited amount of time at on-street spaces for free. Placards are essential to the mobility of disabled persons who require additional time to complete tasks or require parking close to destinations. However, those fraudulently displaying disabled placards can occupy spaces all day preventing use by people with actual disabilities. The City and SFMTA are pursuing state legislation that would allow closer scrutiny of permits for disabled placards.
- **Adjustable Rate/Time Parking Meters**
The SFMTA has been pioneering the use of innovative on-street parking strategies that utilize variable pricing to help make parking spaces available when and where they are needed. At some point Glen Park may want to experiment with this strategy to determine its usefulness in increasing parking availability in the commercial area.

Policy 10.2
Improve neighborhood walkability, interest, comfort and safety to alleviate need for some local vehicle trips.

Some residents choose to drive out of concerns for personal safety or unfriendly pedestrian conditions. Efforts should be made to improve the pedestrian environment to make walking a more attractive transportation choice. Options include: additional street furniture, consolidation of news-racks, provision of bulb-outs, sidewalk widening, and street tree planting where appropriate.

03

OPEN SPACE

Glen Park’s mix of natural and urban open spaces provide recreational opportunities, public gathering places and a connection to nature. Only a short walk from downtown, Glen Canyon Park offers a stunning natural area with beautiful rock outcrops, hiking trails, a recreation center, ball fields and tennis courts. One of San Francisco’s last free flowing creeks – Islais Creek – winds through the canyon before entering a storm drain beneath the neighborhood. While downtown Glen Park bustles with people throughout the day, the village lacks strong public gathering places. Opportunities exist to transform underutilized spaces and to create reinvigorated green spaces and plazas in Glen Park.

OBJECTIVE 11

MAINTAIN AND IMPROVE THE AREA’S MIX OF PUBLIC OPEN SPACES

Policy 11.1
Sustain and improve the informal pedestrian path and greenway connecting downtown Glen Park to Glen Canyon Park.

The vacant parcels along Bosworth Street function as an informal trail and greenway through Glen Park. This path

provides a valuable green resource for the neighborhood. The opportunity exists to improve the trail, remove barriers and better maintain the area to create an attractive linear greenway and safe walking route between downtown and Glen Canyon Park. Located along the historic creek channel, the greenway could also provide opportunities to honor the area’s watershed and historic ecology with signage, an art installation or possible creek “daylighting” project.

Policy 11.2
Recognize Kern Street and the BART plazas as important public space opportunities.

KERN STREET

Since it does not function as a through street and has few cars, the one block of Kern Street provides a unique opportunity to provide new public space in downtown. Special pavement, street trees and shared street treatments could provide room for outdoor seating, dining and gathering. If the parking lot along Kern is ever developed, opportunities to orient commercial uses towards the street should be considered. Kern Street could also function as the entrance to a greenway linking downtown to Glen Canyon.

BART PLAZAS

The Glen Park BART station is located on the busiest corner in the Plan area. However, despite its location, the plaza at the corner of Bosworth and Diamond is rarely used except for passing through. The plaza is essentially walled off from the adjacent community and much of Bosworth Street. The small plaza located in the southern section of the station site is also underutilized. Redesign of these areas could make these spaces more inviting, better for transit and provide much needed gathering spaces in downtown.

Policy 11.3

Consider reclaiming some street space in the commercial core for use as open space.

Narrow sidewalks in the commercial area provide little room for gathering or socializing. The conversion of a parking space or two into a “parklet” – a small open space with seating, planters and bicycle parking – could help support the social and street life of the village.

Policy 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

Islais Creek once flowed freely through Glen Park. Today the creek flows through Glen Canyon before it is diverted underground into a culvert beneath the recreation center. Creek “daylighting” is the redirection of a stream into above-ground channels. Cities such as Oakland, Berkeley, Santa Rosa and Portland have all successfully restored creeks to the surface in dense urban environments. The opportunity exists to “daylight” a part of Islais Creek within Glen Park to provide a new recreational amenity, habitat value and sustainable stormwater management. The City should conduct a study to assess the feasibility of such a project and identify potential impacts and benefits.

IV. APPENDICES

Glen Park Community Plan Draft Implementation Program

This Implementation Program outlines the follow up actions that are recommended to take place to put the Plan’s vision on the ground. The table below will provide guidance to City agencies on projects, programs and further studies to implement the Plan.

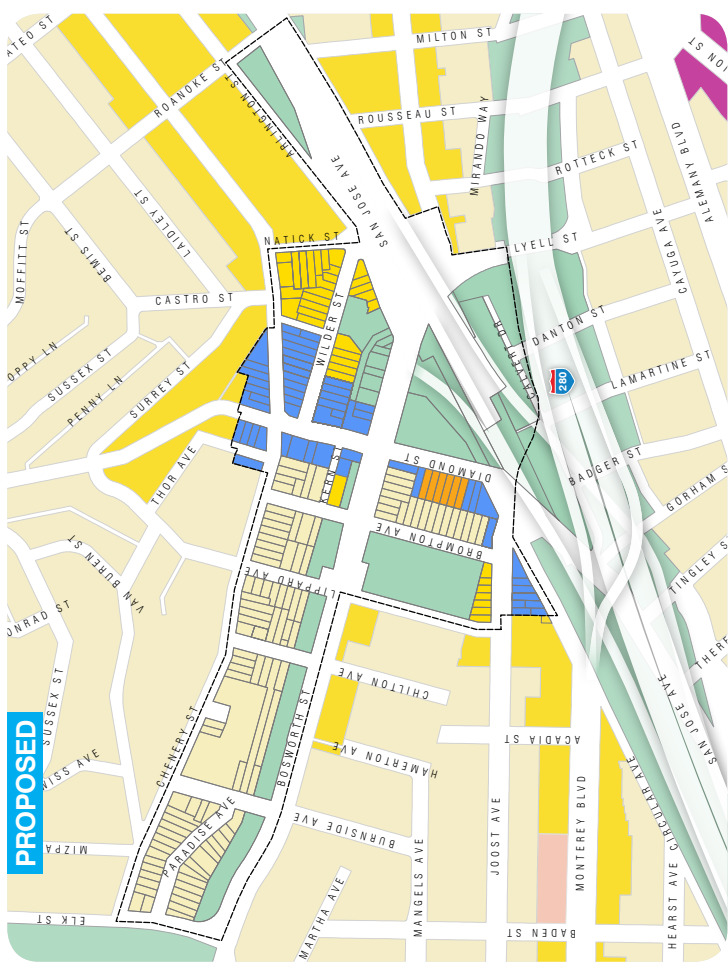
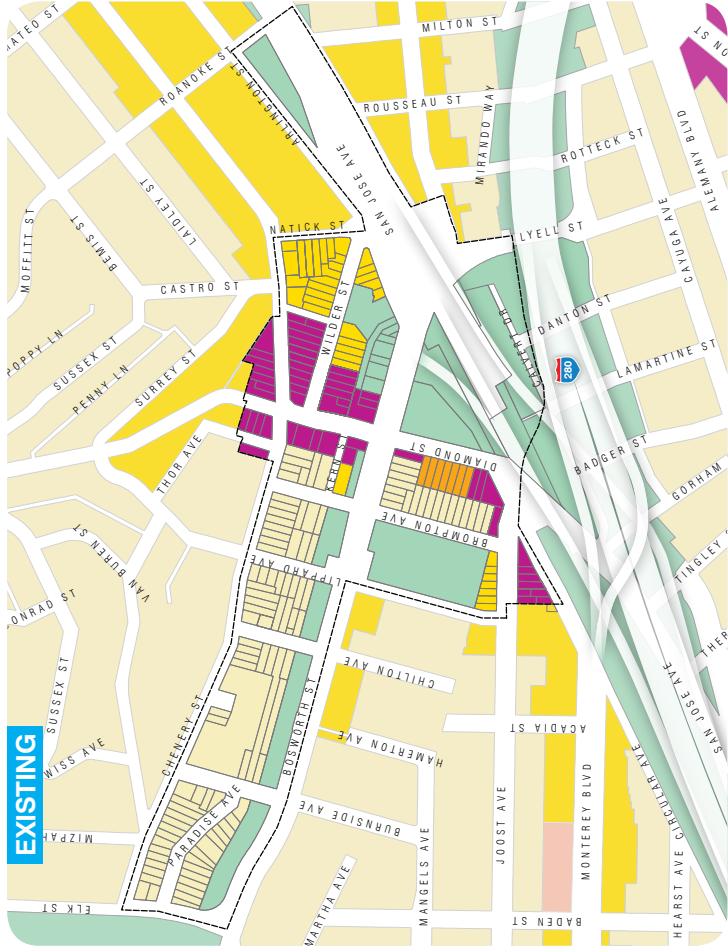
Project		Action	Key Agency	Timeframe Potential	Funding Source
LAND USE	Revised Neighborhood Commercial Zoning	Update Planning Code to reflect zoning change of existing neighborhood commercial district (NC-2) to Glen Park Neighborhood Commercial Transit (NCT) district	Planning	Upon Plan adoption	Planning Department
	BART parking lot site	Pending outcome of upcoming BART community process, review and consider proposals for rezoning of parking lot	Planning	Pending BART timeline	Planning Department
	Historic Preservation	Present historic resources survey for adoption to Historic Preservation Commission (HPC)	Planning	Near-term (1-5 yrs)	Planning Department
		Nominate eligible properties to the California Register of Historical Resources	Planning	Near-term (1-5 years)	Planning Department
OPEN SPACE	Greenway Design	Develop plan including conceptual landscape design for greenway along City-owned Bosworth Street parcels	Rec Park, SFPUC, DPW, Planning	Near-term (1-5 years)	Existing department budgets
	Greenway Construction and Maintenance	Build and maintain interconnected greenway path.	Rec Park, SFPUC, DPW, Planning	Mid-term (5-10 years)	State, regional, federal grants, Prop K sales tax
	Islais Creek Study	Conduct study to determine engineering feasibility, benefits and impacts of daylighting portions of Islais Creek through Glen Park.	SFPUC	Near-term (1-5 years)	SFPUC
	BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
	Glen Park Village “parklet”	Convert parking stall(s) into small open space with seating, tables, planters and/or bicycle parking.	SFMTA, Planning, DPW	Near-term (1-5 years)	Pavement to Parks program, donations

TRANSPORTATION

Project	Action	Key Agency	Timeframe Potential	Funding Source
Pedestrian Improvements	<p>Prioritize and proceed with implementation of pedestrian street improvements:</p> <ul style="list-style-type: none"> • General pedestrian/streetscape improvements including benches, newsrack consolidation, bulbouts, sidewalk widening, and street tree planting • Bosworth and Diamond Streets intersection: pedestrian “scramble” signal phase, special paving, high-visibility crosswalks, bulb outs, widened sidewalks, and reconfiguration of BART plaza entrance • San Jose Avenue & I-280 underpass: high-intensity lighting, ornamental street lamps, or wall-mounted art • New Bosworth Street pedestrian crossings: Lyell, Arlington and Lippard Streets 	SFMTA, Planning, DPW	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
Bicycle Network projects	<p>Implement Glen Park bicycle projects as identified in San Francisco Bicycle Plan including:</p> <ul style="list-style-type: none"> • Lyell Street bike lanes • Bosworth St. bike lanes btw. Diamond and Rotteck • Bike Lanes on Monterey Blvd on and off ramp bike lanes from San Jose Avenue • Arlington Street shared lane bike markings (“sharrows”) 	SFMTA	Near-term (1-5 years)	Funded
Bicycle Parking	Install additional bicycle where needed near commercial area, BART, and Glen Canyon Park	SFMTA, BART	Near-term (1-5 years)	State, regional, federal grants, SFMTA Bike Program
Transit Service Adjustments	<p>Implement Transit Effectiveness Project (TEP) routing changes:</p> <ul style="list-style-type: none"> • 35-Eureka extension to BART Station • 36-Teresita route adjustments 	SFMTA	In Process	SFMTA
Transit capital investments	<p>Prioritize and implement transit capital projects. Projects may include:</p> <ul style="list-style-type: none"> • One-way bus loop along the south and east facades of BART station • Relocation of private shuttles to Diamond Street • Muni transit stop adjustments on Bosworth & Diamond Streets • Reconstructed pedestrian bridge with accessible ramp from J-Church platform • Signalized, at-grade pedestrian crossing of San Jose Ave to J-Church platform 	SFMTA, BART	Mid-term (5-10 years)	State, regional, federal grants, SFMTA, BART, Prop K sales tax
BART Plaza Redesign	Design and construct reconfigured BART plaza.	BART, SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, BART
Traffic Calming and Vehicle Circulation projects	<p>Prioritize and implement traffic calming and vehicle circulation projects. Projects may include:</p> <ul style="list-style-type: none"> • Pedestrian bulb-outs and expanded traffic island at Joost/Monterey Blvd intersection • Pedestrian bulb-outs at Arlington/Wilder Street intersection • Speed tables, narrowed lanes on Bosworth St. under San Jose Ave. • Roundabout intersection at Bosworth/Arlington Streets • Concurrent left-turn signal phase on Diamond Street • Curb parking restrictions to improve capacity • Traffic signal w/ crosswalks at Bosworth/Lyell intersection 	SFMTA, Planning	Mid-term (5-10 years)	State, regional, federal grants, SFMTA Traffic Calming Program
San Jose Avenue near-term traffic calming improvements	Identify and implement appropriate near-term traffic calming improvements. Possibilities may include: Signage, striping changes, decreased speeds, bicycle improvements, radar speed signs	SFMTA, Caltrans	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax, Caltrans
San Jose Avenue Redesign	Conduct a traffic and engineering study to determine feasibility of redesigning San Jose Ave as a local street (with and without removal of Bosworth Street overpass)	SFMTA, SFCTA, Caltrans, Planning	Near-term (1-5 years)	State, regional, federal grants, existing department budgets, Prop K sales tax
	Design and construct major roadway and streetscape changes on San Jose Avenue	SFMTA, SFCTA, Caltrans, Planning	Long-term (10+ years)	State, regional, federal grants, Prop K sales tax

Glen Park Community Plan Zoning Proposal

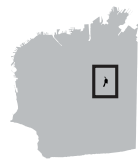
DRAFT FOR COMMUNITY DISCUSSION



Building heights in area currently set at 40 ft. max.

LAND USE DISTRICTS

- RH-1** Residential, one unit per lot
- RH-2** Residential, two units per lot
- RH-3** Residential, three units per lot
- RM-1** Low Density Residential, 1 unit per 800 sf
- NC-2** Neighborhood Commercial, small scale 2 commercial stories
- NC-T** Neighborhood Commercial Transit
- P** Public
- Glen Park Community Plan Boundary



What is Zoning?

Zoning determines what can be built and where. Each parcel of land in San Francisco has a zoning designation. This sets rules for what can and can not be developed. Zoning places limits on the types of land uses allowed, building heights, density, number of parking spaces, and more. The maps below show Glen Park's existing zoning and what is proposed under the Community Plan.

What is not changing?

No changes are proposed for the existing residential zoning (RH-1, RH-2, RH-3) shown in yellow. Also, no changes are proposed for the publicly zoned (P) properties including the Glen Park Elementary School, BART station and parking lot, and City owned parcels along Bosworth Street. A proposal for the rezoning of the BART lot to allow housing or commercial uses would need to come out of BART's upcoming planning process.

What is proposed to change?

The Plan does suggest updating the existing neighborhood commercial district (NC-2) with a Glen Park Neighborhood Commercial Transit district (NC-T). This new zoning district would reflect Glen Park's unique identity and proximity to transit. It would allow the following:

- Height increase of 5 feet in core commercial area to allow for inviting ground floor storefronts but not another floor of development.
- Flexibility in housing density and parking limits in the commercial core.
- Potential for commercial use controls tailored to the area.

Special controls would be developed that encourage certain commercial uses desired by the community. Also, one existing RH-3 parcel on Diamond Street is proposed for rezoning to NC-T to legalize a pre-existing commercial use.

Appendix C

Glen Park Community Plan Text Changes



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: March 22, 2011
TO: Lisa Gibson, MEA
FROM: Jon Swae, Citywide
RE: Glen Park Community Plan (2010) Text Changes

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Please find attached staff initiated text changes made to the Working Draft Glen Park Community Plan since its publication in September 2010. All changes are shown *underlined and in italics*.

Revisions to Plan Introduction:

DEVELOPMENT UNCERTAINTY

Glen Park is a largely built-out neighborhood and will not experience massive new growth or development. Only a limited number of sites for potential future development exist in the commercial core. *These include the parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot.* The prominence of these sites requires they receive a high level of attention to ensure any development proposals support the context and character of the "village."

Revisions to Land Use & Urban Design Chapter:

Policy 2.2

Consider new housing and commercial opportunities in appropriately scaled infill development that supports the commercial area.

The vibrancy and safety of downtown Glen Park depends on a certain intensity and concentration of activity. The addition of appropriately scaled and designed housing and/or small-scale retail should be considered to reinforce the established pattern. *Two potential locations where this type of development may be possible include the parking lot and surrounding parcels at the northwest corner of Diamond and Bosworth Streets and the BART parking lot.*

Policy 2.3

Consider other possible uses for the BART parking lot.

Glen Park's 54-space BART parking lot provides convenient free parking for BART patrons. However, the parking lot contributes little to neighborhood character and is a source of security concerns. BART has expressed interest in developing the lot. Given its central commercial district location and proximity to transit, *a mix of commercial and residential uses here* may contribute more to the vitality and vibrancy of downtown. A conversation about what might be allowed on the lot should take place between BART, the City and the Glen Park community.

Policy 3.1

Present survey of Glen Park's historic resources for adoption to the Historic Preservation Commission (HPC).

A survey of historic resources was conducted within the plan area to evaluate the historic significance and determine eligibility of buildings for San Francisco landmark status, as well as California and National Registers. These findings should be finalized and formally adopted by the Historic Preservation Commission.

Policy 3.2

Apply the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties for projects involving historic resources.

Once identified, buildings that are culturally or architecturally important need to be protected in order to ensure that they convey their significance to future generations of San Franciscans. National standards that were developed by the Secretary of the Interior are designed to accomplish that objective. The Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties provide instructions for preservation and sensitive rehabilitation, so that as buildings change, their essential character defining features are retained.

~~Policy 3.2~~ 3.3

Protect historic buildings in Glen Park from demolition or adverse alteration.

To protect the character and quality of Glen Park, proposals to demolish or significantly alter any historic resources should be considered closely. Innovative architectural treatments and contemporary designs should not be seen as incompatible if carried out in a respectful manner.

Policy 3.4

Nominate properties that were found eligible to the San Francisco, California, or National Registers of Historical Places.

Properties that become formally listed become eligible for a variety of preservation incentives ranging from formal recognition, to the ability to use the California's State Historical Building Code, to property tax reductions through application of the Mills Act, as well as the ability to take advantage of the Federal 20% tax credit for rehabilitating historic buildings.

Revisions to Transportation Chapter:

Policy 9.2

Conduct further analysis to determine the feasibility of near and long-term improvements for San José Avenue including redesign of the street as a boulevard to improve safety, livability and better connect surrounding neighborhoods.

San Jose Avenue is a four-lane road but looks and act more like a freeway than a city arterial street before transitioning to I-280. The City in conjunction with Caltrans should conduct further analysis to determine the feasibility of converting the freeway-like portion of San José Avenue into an attractive city boulevard, similar to Dolores Street or Octavia Boulevard. Any proposal of this scale represents a long-term future vision and would

Appendix D
Comment Letters



JERRY BROWN
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



RECEIVED

June 13, 2011

JUN 14 2011

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

Lisa Gibson
City and County of San Francisco, Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Subject: Glen Park Community Plan
SCH#: 2009072013

Dear Lisa Gibson:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 10, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

GC-1

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2009072013
Project Title Glen Park Community Plan
Lead Agency San Francisco, City and County of

Type EIR Draft EIR
Description The Glen Park Community Plan - Working Draft for Community Discussion (2010 Community Plan) introduces goals, objectives, and policies aimed at preserving and enhancing the unique character of Glen Park. The plan contains three elements; Land use and Urban Design, Transportation, and Open Space. The plan area is bounded generally by Chenery Street to the north, Roanoke Street to the east, San Jose Avenue and Bosworth Street to the south, and Elk Street to the west. Upon adoption by the San Francisco Planning Commission and Board of Supervisors, the 2010 Community Plan would be incorporated into the San Francisco General Plan as an area plan.

Lead Agency Contact

Name Lisa Gibson
Agency City and County of San Francisco, Planning Department
Phone (415) 575-9032 **Fax**
email
Address 1650 Mission Street, Suite 400
City San Francisco **State** CA **Zip** 94103

Project Location

County San Francisco
City San Francisco
Region
Lat / Long
Cross Streets Chenery St., Roanoke St., San Jose Ave., Bosworth St. & Elk St.
Parcel No. Accessors Blocks 6745 & 6744
Township 2S **Range** 5W **Section** 29NE **Base** MDB&M

Proximity to:

Highways I-280, U.S. 101
Airports No
Railways Caltrain ROW
Waterways Islais Creek
Schools Multiple
Land Use NC-2 (Small-Scale Neighborhood Commercial); P (Public); RH-1 (Residential-House District, One Family); RH-2 (Residential House District, Two Family)

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Noise; Traffic/Circulation; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; San Francisco Bay Conservation and Development Commission; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 04/27/2011 **Start of Review** 04/27/2011 **End of Review** 06/10/2011

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711



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SF280141
SF-280-R2.7
SCH#2009072013

June 7, 2011

Ms. Lisa Gibson
City and County of San Francisco
Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Gibson:

Glen Park Community Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Glen Park Community Plan. The following comments are based on the Draft Environmental Impact Report.

Proposed BART Station Bus-Loop Improvement

Due to the short distance between the entrance into the proposed Bus Loop and the realigned Interstate (I) 280 southbound on-ramp, the improvement may cause confusion to drivers. Please provide appropriate signage to direct drivers.

TR-5

The proposed Bus Loop will violate the curb return distance requirement of minimum 400 feet required under the Highway Design Manual Section 504.3(3). As a result, a Design Exemption would be required from the Department.

The realignment of the southbound I-280 would require extensive work within State right-of-way, we recommend the City to coordinate with the Department as soon as funding and plans are available. A Transportation Management Plan may also be necessary if detours and closures are required.

Roundabout Variant

TR-7

On page II-25, it is important to note that any queuing on the I-280 southbound on-ramp will reduce the roundabout's capacity since it would affect other movements that otherwise would not be impacted by signalization.

Additional Improvements

PD-4

In addition to the intersection analyzed, the Department recommends analyzing and proposing improvements to the Monterey Avenue/Circular Avenue/I-280 off-ramp intersection in a future phase of the Glen Park Community Plan that might improve transit and vehicular operations within the area.

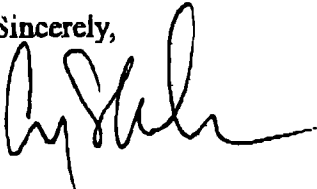
Ms. Lisa Gibson/City and County of San Francisco

June 7, 2011

Page 2

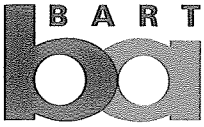
Should you have any questions regarding this letter, please call Yaiman Kwan of my staff at (510) 622-1670.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Arnold". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

GARY ARNOLD
District Branch Chief
Federal Grants / Rail Coordination

c: State Clearinghouse



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

2011

June 13, 2011

Bob Franklin
PRESIDENT

John McPartland
VICE PRESIDENT

Dorothy W. Dugger
GENERAL MANAGER

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103.

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Lynette Sweet
7TH DISTRICT

James Fang
8TH DISTRICT

Tom Radulovich
9TH DISTRICT

RE: Draft Environmental Impact Report for Glen Park Community Plan (Planning Department Case No. 2005.1004, State Clearinghouse No. 2009072013)

Mr. Wycko:

This letter provides the comments of the San Francisco Bay Area Rapid Transit District ("BART") on the draft environmental impact report ("draft EIR") prepared for the Glen Park Community Plan pursuant to the California Environmental Quality Act ("CEQA").¹ The draft EIR studies the potential environmental effects associated with the adoption of the 2010 Community Plan for the Glen Park neighborhood, in particular related to land use and urban design, transportation improvements, and creation of open space. As particularly relevant to BART, the draft EIR analyzes the potential environmental effects of allowing mixed commercial and residential infill development on the BART parking lot currently serving BART's Glen Park Station. The draft EIR considers a maximum build-out scenario of 90 residential units, 14,913 square feet of commercial space, and 123 parking spaces.

GC-7

BART appreciates the City's efforts in preparing the 2010 Community Plan and the draft EIR, as well as the opportunity to comment on the draft EIR. BART believes the City has done an excellent job in preparing the draft EIR and creating a vision for the Glen Park neighborhood that includes a strong transit-oriented development ("TOD") opportunity for the BART parking lot. To this end, BART's comments on the draft EIR do not concern any alleged inadequacies with the environmental analysis. To the contrary, BART believes the draft EIR is legally adequate for purposes of adopting the 2010 Community Plan and supporting future TOD in the Glen Park neighborhood.

¹ Cal. Pub. Res. Code § 21000 et. seq. CEQA is implemented through the State CEQA Guidelines ("Guidelines"), 14 Cal. Code Regs. § 15000 et seq.

GC-7
Con't

Instead, BART's comments focus on three policy determinations the City has made in the draft EIR concerning (i) the modeling of trip generation and transportation mode splits for TOD projects considered in the Plan, (ii) the significance criteria used for assessing the 2010 Community Plan's impacts on BART service, and (iii) the identification of the BART's Glen Park Station as an historic resource that might be effected by implementation of the 2010 Community Plan. BART recognizes that the City, as the CEQA lead agency for the draft EIR, has the discretion to establish the methodology for analyzing, and the criteria for assessing the significance of, the environmental effects of the 2010 Community Plan, provided the methodology and significance criteria are supported by substantial evidence. The City also has discretion to identify the significant effects of the 2010 Community Plan, again subject to support by substantial evidence in the record. As noted in its comments below, BART does not question the City's exercise of discretion, or the sufficiency of the evidence supporting such exercise, in these areas.

Rather, the sole purpose of these comments is to recognize that, while the methodology, significance criteria, and assumptions used in the draft EIR may be appropriate for purposes of assessing the impacts of the 2010 Community Plan, the same methodology, criteria and assumptions might not be appropriate for other projects, including particularly projects for which BART might act as the lead agency. BART therefore is going on record here concerning these issues in order to reserve the right to exercise its discretion on these and other issues in manner different than, and perhaps even directly contrary to, the City's determinations in the draft EIR, subject, as with all discretionary determinations, to support by substantial evidence.

We turn now to our specific comments on the draft EIR.

Comment 1: Trip Generation and Mode Split Methodology.

TR-2

Table III.E-6 of the draft EIR sets forth the "Person Trip Generation for Plan Area Buildout" and concludes that the 92 residential units planned for the BART parking lot would result in 920 weekday daily trips, and the 14,913 square feet of retail space would result in 2,238 weekday daily trips. Initially, BART notes that, while it understands the City's decision to utilize a conservative approach to analysis which assumes the maximum buildout of both the residential and retail components of the BART parking lot, it is highly unlikely that both the residential and retail components will be builtout to the maximum scenario. More importantly, BART believes the trip generation methodology used in the draft EIR is very conservative, such that it overstates the amount of trips that will result

TR-2
Con't

from a TOD project on the BART parking lot. BART's experience with other TOD projects on its property indicates that the City's trip generation methodology may be overstating the number of trips that would be generated by a factor of three. This may result in part from an assumption that the retail component of the TOD project would generate trips at a rate similar to a suburban strip center rather than as an incidental, infill retail service in an established urban area. Similarly, the mode split information presented in Table III.E-7 makes certain assumptions different than BART has made for similar TOD projects. BART believes that residential trips should first be divided between work and non-work before any mode splits are applied. BART typically uses 25/75 percent work/non-work in undertaking this analysis.

As noted above, we do not question the City's discretion to use the more conservative trip generation and mode split methodology for purposes of assessing impacts. BART notes, however, that it has used and will continue to use different, less conservative methodologies for other TOD projects on its property.

Comment 2: Significance Criteria for Transit Impacts.

TR-1

The draft EIR uses the City's *Transportation Impact Analysis Guidelines for Environmental Review* ("SF Guidelines") for purposes of establishing thresholds of significance for impacts on transit services. The SF Guidelines provide that a project will result in an impact on BART service if the project will add riders so as to cause BART trains to exceed 135% capacity utilization threshold during peak hours. The draft EIR then concludes that implementation of the 2010 Community Plan, including the anticipated TOD project on the BART parking lot, would not add sufficient riders to BART to trigger this threshold. BART acknowledges that, as lead agency for purposes of the 2010 Community Plan, the City has discretion to use the 135% utilization threshold of significance, and that the analysis and conclusion regarding impacts to BART service is supported by substantial evidence.

BART notes, however, that, while the City has discretion to establish the threshold of significance to be used for its projects, and that the 135% capacity utilization threshold appears to be supported by substantial evidence, BART does not necessarily agree that the 135% capacity utilization is the appropriate threshold of significance for all BART projects, including other BART TOD projects. BART reserves its discretion to utilize different thresholds of significance for future projects, or to establish generally applicable thresholds of

TR-1 ↑ significance pursuant to CEQA Guidelines § 15064.7, provided such thresholds
Con't ■ are supported by substantial evidence.

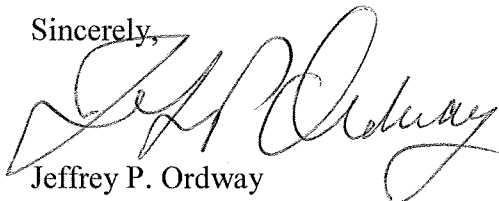
Comment 3: Treatment of BART's Glen Park Station as an Historic Structure.

CP-1 The draft EIR concludes that the Glen Park BART Station is likely eligible for listing on the California Register of Historical Resources under Criterion 3 – Design/Construction. This conclusion is based on a December 21, 2010 *Historic Resources Evaluation, Draft Glen Park Community Plan, San Francisco, California* prepared by Carey & Co., Inc. Based on this determination, the draft EIR identifies several potentially significant environmental effects that would result from implementation of the 2010 Community Plan, and proposes mitigation measures that lessen these potential impacts to less-than significant. As with the draft EIR's treatment of potential impacts to BART's transit service, BART believes the analysis and conclusion in the draft EIR concerning potential impacts to BART's Glen Park Station are supported by substantial evidence.

However, BART does not necessarily agree that the entirety of the Glen Park Station is eligible for listing on the California Register as concluded in the Carey & Co. evaluation. While BART recognizes that some individual components of the BART station may have some architectural significance, and while BART is committed to preserving the historic resources within its ownership and control, the Carey & Co. evaluations conclusion that the entire Glen Park Station, including the plaza, is an historic resource seems overly broad. BART reserves the right to undertake a future historic resources evaluation of the Glen Park Station and, depending on the results of such evaluation, reach a different determination regarding the Glen Park Station's eligibility for listing on the California Register, when and if BART undertakes any independent projects involving the Glen Park Station.

Thank you again for the opportunity to comment on the draft EIR. If you have any questions concerning our comments, please contact me at (510) 464-6114.

Sincerely,



Jeffrey P. Ordway
Manager of Property Development



SAN FRANCISCO PLANNING DEPARTMENT

May 24, 2011

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

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

Reception:
415.558.6378

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415.558.6409

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415.558.6377

Dear Mr. Wycko,

On May 18, 2011, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the Draft Environmental Impact Report (DEIR) for the proposed Glen Park Community Plan. After discussion, the HPC arrived at the comments below:

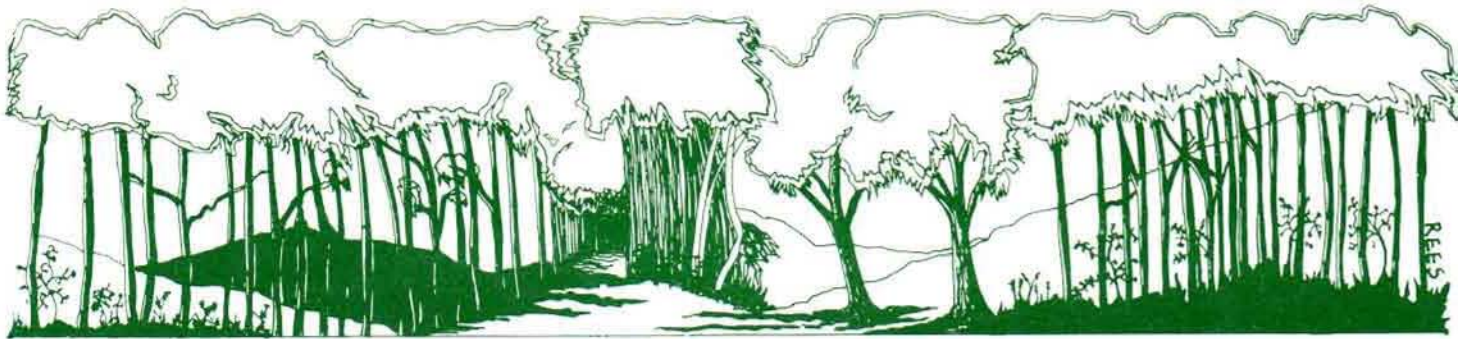
CP-1

- The HPC concurs with the findings on the properties identified as eligible for listing in the National Register of Historic Places and/or California Register of Historical Resources, and as City Landmarks.
- The HPC suggests further clarification for M-CP-1 (Page III.D-30) to ensure review for SOI (Secretary of the Interior's) Standard compliance be conducted by Preservation Staff of the Planning Department

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

Charles Edwin Chase, President
Historic Preservation Commission



The GLEN PARK ASSOCIATION

June 13, 2011

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Via e-mail only to: bill.wycko@sfgov.org
lisa.gibson@sfgov.org

RE: Glen Park Community Plan Draft Environmental Impact Report - Case No. 2005.1004E

The Glen Park Association's Board of Directors has reviewed the Glen Park Community Plan Draft Environmental Impact Report (EIR) published by the San Francisco Planning Department. We appreciate the department's efforts towards preparing the Community Plan and the analysis presented in the Draft EIR. We submit the following comments for your consideration.

This letter is divided into two sections, including a section of comments on the adequacy of the analysis in the EIR pursuant to the requirements of the California Environmental Quality Act (CEQA), as well as a section presenting views and suggestions on particular aspects of the Glen Park Community Plan. While the latter section of comments may not specifically relate to the CEQA analysis, they are presented for consideration by the Planning Department to refine the Community Plan before its adoption. Please note that the GPA board and membership may have further comments on the Plan during the adoption process.

COMMENTS ON THE DEIR

AESTHETICS

Visual Impacts of New Height Limits

The proposed Land Use and Planning Code Amendments, summarized on DEIR Table II-1, p. II-3 and DEIR p. II-13 include increasing the 40-X height limit by 5 feet to allow for increased ceiling heights on ground floors in the new Glen Park Neighborhood Commercial Transit (Glen Park NCT) District. DEIR Section III.C, Aesthetics, presents visual simulations (mass and bulk), an analysis of the effects of the new height limit, pp. III.C-7 to II.C-17, and concludes that the impacts on visual character would be "less than significant."

AE-1

Glen Park is a small-scale neighborhood. Most buildings in the village core are approximately 30 feet or less in height. The EIR should address the effects of the proposed zoning in comparison with existing building heights. It is our view that the proposed zoning change could have a potentially significant impact on visual character. To minimize potentially significant visual impacts, we recommend that the Final EIR include mitigation measures that define design guidelines to reduce aesthetic impacts of new buildings

taller than the existing pattern in Glen Park. These design guidelines should include, but may not be limited to, set-backs above the second floor of new buildings so that the bulk of buildings above 25 feet is reduced as viewed from the street.

The construction of buildings that take maximum advantage of height limits on available in-fill lots could also have significant aesthetic impacts on neighboring residential lots whose yards or homes could abut essentially a 45-foot tall wall. We also recommend that the aforementioned design guidelines take into account the bulk of 45 foot structures on other frontages and limit the visual impacts through additional design guidelines.

We recognize that the 5-foot incremental increase in height in the NCT zoning is intended to improve retail viability and pedestrian access to street-level businesses. The sidewalks in Glen Park's business district are currently insufficient for pedestrian access to businesses. We recommend that the design guidelines for new in-fill development also include street-level setbacks on Diamond Street and Bosworth Street so that new sidewalks would be at least 12 feet wide to improve both the appearance and the functionality of the space in front of new buildings.

AE-1
Con't

Visual Impacts of BART Lot Development

Section III.C includes an analysis of a hypothetical "worst-case scenario" of up to 65 foot tall development on the BART lot as shown in Figures II.C-5 and III.C-6. Given that development of up to 45 feet could potentially have a significant visual impact, we believe that the impact of a 65 foot building on the BART lot would not be "less than significant," and we recommend that the DEIR Chapter V. analyze explicitly the impacts of a 45 foot high building on that site.

Given that the new zoning (Glen Park NCT) height limit is proposed at 45 feet, the EIR should consider a 45 foot alternative for the BART lot. While EIR Alternatives B and C include reduced development alternatives, the alternatives do not address height limits for the BART site. The DEIR does not include an alternative that considers the impacts of a 45-foot high building on the BART site

Consistent with previous comments regarding design guidelines for in-fill development taller than the existing buildings, the DEIR should identify mitigation with design guidelines for the BART site to minimize visual impacts of bulk or box-type development that would be out of character with the existing development and feel of the village core. Setbacks on Bosworth Street should also insure at least 12-foot wide sidewalks.

CULTURAL AND PALEONTOLOGICAL RESOURCES

Historic Resources

DEIR Section III.D. Cultural and Paleontological Resources, reports that the Glen Park BART Station is recognized for its architectural significance and appears to be eligible for listing on the California Register of Historic Places and as a City Landmark (DEIR p. III.D-12). The proposed Community Plan Transportation Improvements include options and variants that would require parts of the BART Station to be modified in order for it to serve its purposes as a rail station at an intermodal transit point. The DEIR further concludes that the potential J-Church connections and the bus loop would, in a conservative analysis, have a significant adverse effect on this historic resource.

CP-1

The DEIR lists elements of the station and the plaza as contributory to qualifications for the California Register (DEIR Section III.D-12). The circular plaza sitting area at the corner of Bosworth and Diamond Streets, labeled as a "courtyard" in the EIR, is identified as one of the character defining features of the station's architecture and history.

The record of development of the Glen Park Station shows that the circular plaza at Diamond and Bosworth was designed and completed after the rest of the station. The design and materials differ from the features of the main elements of the station. Therefore, the evaluation of the BART station in Section III.D should

CP-1
Con't

be revised to state that the circular plaza is not one of its character-defining features. Attached to this letter are plans and records that document the status of the circular plaza.

We note that the Widening of Diamond Street - Variant, DEIR p. II-27, shown in Figure II-7, would require reconfiguration of part of the BART plaza. The DEIR does not appear to address whether the Variant would have an adverse effect on the defining features of the BART station. On the basis of the documents noted above, the EIR should conclude that the alteration of the plaza area to implement the Variant or any other changes to the plaza, would not adversely affect a character-defining feature of the BART station as an historic resource, and the BART station would retain its integrity as a resource eligible for the California Register

Overall, we recommend that the EIR address the necessity of finding a balance between the maintenance or enhancement of the functionality of the BART Station and the preservation of its defining design features. Because the BART station is a large site with a number of character-defining features, the EIR should discuss more completely how future changes, required to improve the functionality of the transit system in general, and the Glen Park Station in particular, would be evaluated in terms of historic resources. Changes in one part of the station could result in a conclusion that the remainder of the station, with its architectural design and materials, still possess sufficient integrity such that the site as a whole would maintain its eligibility for the California Register of Historic Resources.

CP-2

Paleontological Resources
The mitigation measure presented on pages III.D-41 seems inconsistent with the analysis and too onerous for the very limited potential for occurrence of fossils, which could unnecessarily add costs to new development. Radiolarians are fairly common in the chert in this region and would likely be out of context in the village. We recommend removal of this mitigation measure.

TRANSPORTATION

DEIR Section III.E presents an extensive analysis of the potential effects on traffic, transit, pedestrian, bicycle, and parking conditions from implementation of the Community Plan. The content appears to be generally complete and adequate; however, we have the following specific comments.

TR-4

Bosworth Street Improvements
The EIR evaluates the effects of the proposed improvements to Bosworth Street at its intersections with Arlington and Lyell Streets (DEIR pp. II.E-52 to III.E-56). This section of Bosworth is also part of a designated Bicycle Route in addition to being heavily used by pedestrians. The EIR should evaluate the impacts of the proposed improvements (roundabout or speed tables) on pedestrian and bicycle safety. It is not clear how bicycle movements through the Arlington intersection would be routed without conflicts with vehicle traffic.

PD-3

Other Changes on Bosworth Street
The DEIR does not evaluate certain changes in Bosworth Street that could meet transportation goals, provide open space improvements, and address parking concerns. The EIR should analyze reconfiguration of Bosworth Street. Bosworth Street is one travel lane in each direction east of Arlington, two travel lanes between Arlington and Elk, and then becomes O'Shaughnessy with one lane in each direction. The Community Plan should consider re-configuring Bosworth Street between Diamond and Elk to one westbound lane. Turning lanes and bus stop space should be retained as needed. The right-of-way change should provide a 15-foot wider, more level open space corridor contiguous with the existing steeply sloped green space on the north side of Bosworth Street. In addition, diagonal parking on the north side of Bosworth between Diamond and Lippard may be feasible, and would increase the number of short-term spaces available to visitors to the center of Glen Park. The wider open space would continue west of Lippard. If diagonal parking were not feasible, the open space corridor would extend to Diamond. While the EIR must analyze the traffic operations effects of this change, the reduced lanes and diagonal parking could have a traffic-calming effect on this artery.

■ **BART Station Bus Loop**

The design proposal described in the EIR is difficult to understand. How would non-BART passengers using the bus loop platform access nearby streets? Would the BART fare gates need to be moved or new gates added on the bus platform? How does the bus loop support bus transfers among the 44 and 52 lines and the 23, 35, and 36 lines on the loop? While street crossings would be somewhat reduced, the route through the BART station would add distance for pedestrians to travel to reach the buses, which could contribute to pedestrian congestion. The 44 line is heavily used by transfer passengers.

TR-5

While it is noted on p. III.E-54 of the DEIR that pedestrian conflicts could occur at the intersection of the proposed bus loop with Bosworth Street and Diamond Streets, we request further analysis of the impacts of the proposed improvements on pedestrian and bicycle safety versus the benefits of the bus loop, including left turns by buses to the loop from Bosworth and from the loop to Diamond.

Does the Bosworth Street/Diamond Street intersection Level of Service (LOS) analysis take into account the bus loop operation? If not, it should be considered to ensure that the loop would not decrease LOS.

We note that the bus loop involves a 14 percent exit grade. Could this grade constitute a design hazard? We recommend that the EIR discuss the operational aspects of this steep grade and any potential design hazards and include mitigation, if appropriate.

■ **Bosworth Street/Diamond Street Intersection Improvements**

The proposed changes would affect pedestrian, bicycle and automobile circulation (DEIR pp. III.E-38 to III.E-40). However, there is insufficient analysis of the pedestrian safety impacts of the various alternatives. For example, the EIR does not provide sufficient comparative analysis for the assessment of the impacts on pedestrian safety of a right-turn lane from Diamond Street onto Bosworth Street outside of the BART Station. We recommend further analysis to distinguish between the effects of the variants on pedestrian safety.

TR-4

■ **Access to J-Line**

The J-Church access options, DEIR p II-30 and Figure II-8, show circuitous plans. Both plans would appear to conflict with the bus loop plan and the practicality of the plans is questionable. It is difficult to conclude that either would provide a practical improvement to access to the J-Church line, particularly given the physical infrastructure required. We recommend that other alternatives for access to the J-Line be developed and analyzed. We suggest that, as an alternative for analysis, the platforms at the J-Line stop be moved northward along San José Avenue so that the ADA compliant ramp from the platform to the BART station is a straight ramp rather than a switch-back ramp.

TR-6

■ **Alemaný Boulevard Conditions**

The DEIR describes traffic conditions at the Bosworth/Lyell intersection, and the Transportation Improvements include a Variant that would signalize that intersection. This improvement appears to be the right solution for that location. However, the DEIR should address morning and evening peak hour westbound traffic back-ups into the eastbound left lane of Alemany at Rousseau (traffic from Silver). The cross-town route and from Alemany to Bosworth Street along Rousseau, Still and Lyell Streets are not adequately addressed in the DEIR. The actual back-ups occur beyond the boundaries of the plan area but are caused by current controls at the intersection of Lyell and Bosworth. There is no discussion of the positive impacts of the proposed roundabout or traffic light on the current back-up to and into Alemany. The new traffic controls at the intersection of Lyell and Bosworth need to be designed to favor the traffic from Lyell because of the unequal traffic load at that intersection.

TR-3

■ **AIR QUALITY**

▼ The corporate shuttle bus use of the BART Station probably impacts air quality. We recognize that the shuttle buses are part of the existing conditions in the project area; however, the Community Plan may

AQ-1

AQ-1
Con't

encourage additional use of corporate shuttle buses. We recommend that the existing air impacts from shuttle buses be separately calculated, as well as general impacts from expanded use of shuttle buses in the future.

Given the baseline air quality in the Glen Park village is poor due to its proximity to Highway 280, Bosworth, and San Jose Avenue, any additional pollutant sources adds to the impacts. The EIR could also consider placing restrictions on the future growth of corporate shuttle bus use and limiting the idling of the buses as part of the mitigation under potential impact AQ-7 on page III.G-34. The measure could also be added to the construction analysis. Limitations on the use and idling of the shuttle buses during construction would also reduce overall air emissions.

DAYLIGHTING OF ISLAIS CREEK

GC-8

The "daylighting" of Islais Creek is noted as being covered at a program level of analysis in the EIR on page II-5; however, the analysis throughout the EIR is sparse and insufficient to inform decision-making about this proposal. The Initial Study identified mitigation to address potential hydrology and water quality impacts, including the preparation of a Hydraulics and Hydrology Study; however, without that study it is unclear as to whether daylighting could have significant unavoidable effects or not. The EIR should have addressed to a more detailed level the aesthetic, geologic, hydrologic, land use, noise, air quality and hazard (e.g., mosquito pathogens) impacts associated with daylighting. Although a specific proposal for daylighting has not been made, enough is known about how it could work to provide more meaningful analysis of both the construction of a daylighted stream and the long-term operational impacts of it. Additional analysis should be presented in the EIR, even though it is only addressed at the program level, in order to adequately frame future project level CEQA analysis, similar to the analysis of the BART lot development.

GENERAL COMMENTS ON THE COMMUNITY PLAN

TRANSPORTATION

We generally support any measures that calm traffic in the Glen Park core.

The Community Plan, as analyzed in the EIR, shows many instances where the safety of pedestrians and bicyclists is weighed against the speed of automobile traffic through the neighborhood. We support the measures that improve pedestrian and bicycle safety and access even if they result in slower speeds for automobiles. Level of service for automobiles is less important than pedestrian safety in Glen Park.

PD-3

The Plan should include certain changes on Bosworth Street that would meet Transportation goals, open space improvements, and possible parking changes. The Community Plan should consider re-configuring Bosworth Street between Diamond and Elk to one westbound lane. Turning lanes, and bus stop space should be retained as needed. The right-of-way change should provide a 15-foot wider, more level open space corridor contiguous with the existing steeply sloped green space on the north side of Bosworth Street. In addition, diagonal parking on the north side of Bosworth between Diamond and Lippard may be feasible, and would increase the number of short-term spaces available to visitors to the center of Glen Park. The wider open space would continue west of Lippard. If diagonal parking were not feasible, the open space corridor would extend to Diamond. The reduced lanes and diagonal parking could have a traffic-calming effect on this artery.

PD-5

■
AESTHETICS

The previous version of the Community Plan included Design Guidelines for in-fill development. These guidelines have been excluded from the current draft of the Plan. We recommend that design guidelines be incorporated in the current Plan.

Smaller-scale development is more consistent with the existing community feel of the Glen Park village. Any design restrictions that will help preserve or enhance the existing small-scale aesthetic are supported.

PD-6

■
UTILITY UNDERGROUNDING

The Community Plan should identify a goal for the entire area in the plan to have any remaining overhead utilities undergrounded, particularly as the major in-fill sites are developed.

■
Conclusion

We appreciate the opportunity to provide these comments on the DEIR, and the Plan.



Nicholas Dewar
Chairman
Zoning and Planning Committee, Glen Park Association

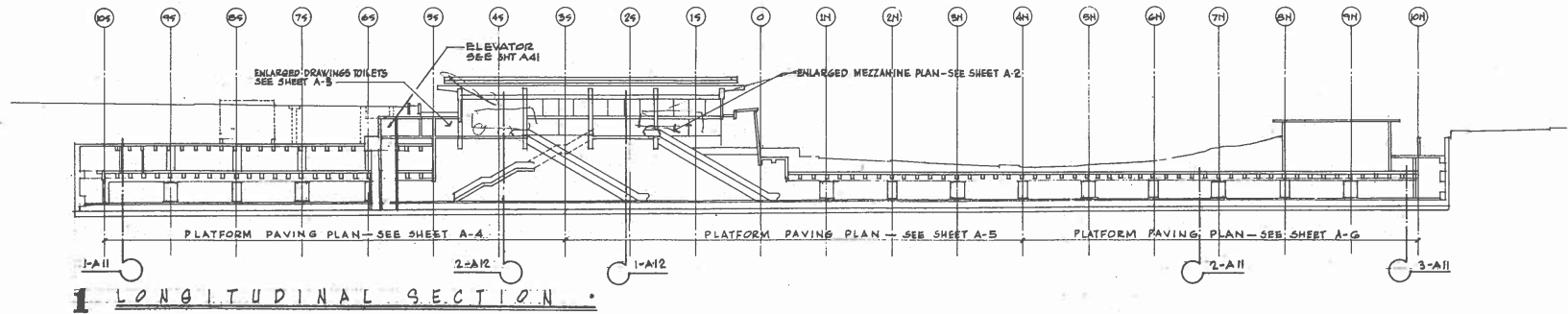
Encl: Documentation regarding BART Station circular plaza

C: John Swae, Planning
Kim Walton, SFMTA

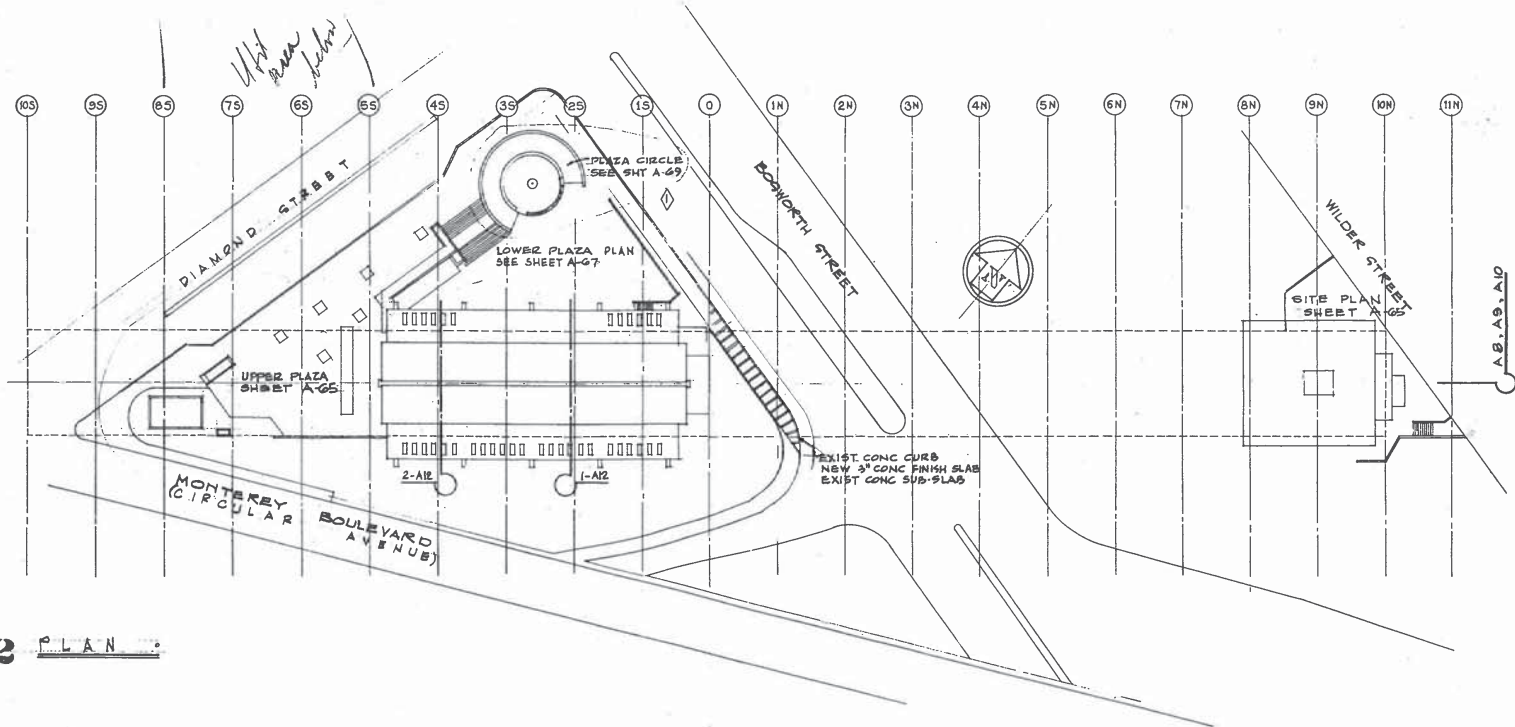


Station shell structure for Glen Park Station. Contract 1M0043 - Glen Park Station Shell.

July 1970



1 LONGITUDINAL SECTION



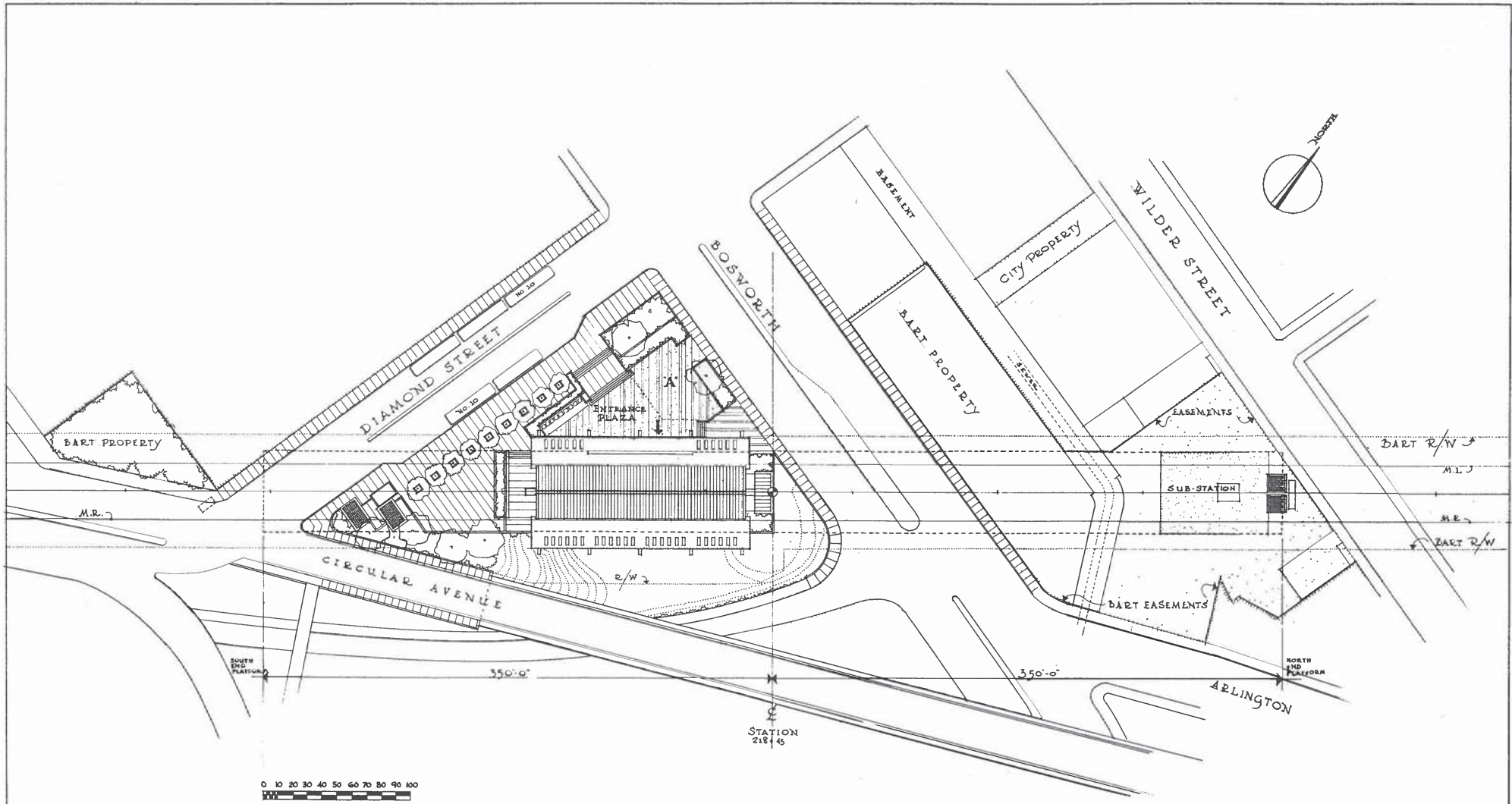
2 PLAN

3-24-70 DRAWN BY WSP:WMD PLAZA CIRCLE ADDED ADDM:W				DESIGNED BY E. BORN DRAWN BY D. YEE CHECKED BY W. SPACKMAN IN CHARGE W. SPACKMAN DATE MAY 19, 70				SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT CORLETT & SPACKMAN AND ERNEST BORN ARCHITECTS IN JOINT VENTURE SUBMITTED: <i>W. Spackman</i>				PARSONS BRINCKERHOFF-TUDOR-BECHTEL GENERAL ENGINEERING CONSULTANTS APPROVED: <i>John S. Mank</i>				MISSION LINE GLEN PARK STATION ORIENTATION PLAN AND SECTION SCALE 1/8" = 1'-0" CONTRACT-11268E IM 3041-M004 SHEET NO.-REV. PAGE NO. A1-1 4			
REV.	DATE	BY	SUB	APP	DESCRIPTION	REV.	DATE	BY	SUB	APP	DESCRIPTION	REV.	DATE	BY	SUB	APP	DESCRIPTION		



3
115
110
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• **A NOTE:**
 PLAN TREATMENT SHOWN AT CORNER IS NOT ADOPTED (AT THIS DATE)
 TREATMENT AS ADOPTED FOR DEFINITIVE DRAWINGS IS SHOWN ON SHEET 2



GRAPHIC SUBWAY REPORT

				DESIGNED BY	SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT				GLEN PARK STATION		SCALE 1/32" = 1'-0"
				DRAWN BY	CORLETT & SPACKMAN AND ERNEST BORN				PARSONS BRINCKERHOFF-TUDOR-BECHTEL		CONTRACT-PACKAGE
				CHECKED BY	ARCHITECTS IN JOINT VENTURE				GENERAL ENGINEERING CONSULTANTS		M004
				IN CHARGE	SAN FRANCISCO - CALIFORNIA						SHEET NO.-REV.
				DATE DEC. 1966	SUBMITTED				APPROVED		1 OF 3
REV.	DATE	BY	APP	DESCRIPTION	REV.	DATE	BY	APP	DESCRIPTION	PAGE NO. 6A	

RECEIVED

MAY 23 2011

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Bill Wycko
enviromental review officer
san francisco planning dept.
1650 Mission Street
Suite 400
San Francisco, Ca. 94103

Dear Sir:

The Idea of "daylighting" Islais creek is a really really BAD IDEA!!!

If the creek is daylighted along Kern Street:

1. Who pays for the Flood insurance for the residents and home owners!
You will be creating a flood plane.
2. Who will keep the grates where the creek goes underground CLEAN AND FREE OF DEBRIS!
Every time it rains, we need to clean the grates at the low point on Chilton Ave.
3. Who controls the mosquitoes when the creek forms standing water and wetlands.
4. When the city has financial problems creating more expense in the form of a worker to maintain the creek seems not so bright an idea.

As a homeowner I am very much against the creating of water problems in my neighborhood.

Thankyou,

Lesley Kinnear
5 Chilton Ave.
San Francisco, Ca. 94131

GC-8

**Maria Louisa Hekker
88 Chilton Avenue
San Francisco, CA 94131**

RECEIVED

25 May 2011

MAY 31 2011

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E 3

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

**Re: Draft Environmental Impact Report for Glen Park Community Plan
Planning Department Case No. 2005.1004
State Clearinghouse No. 2009072013 ("Draft EIR")**

Dear Mr. Wycko –

I live in Glen Park. For the most part, I love the ideas in the Glen Park Plan and applaud the hard work of many in the City government and the neighborhood. But I do have some very serious concerns about the proposal in the Glen Park Plan for the daylighting of Islais Creek and further greenbelt development. My house abuts the land in question. I have been in continuous correspondence with Jon Swae regarding my concerns. Several of my neighbors have also expressed serious concerns about these proposals. So I am writing to ask that the Draft EIR referenced above require that any "further studies" of daylighting Islais Creek address these concerns. They include:

Problems Related to Failure by the City of San Francisco to Maintain this Land – We have lived in this house for almost 13 years. During that time, the undeveloped city land and the land owned by St. John's School that surrounds our house have been very poorly maintained. Despite many repeated requests neither the City nor St. John's School has ever taken responsibility for maintaining it. (Instead, the neighbors have had to organize neighborhood cleanups.) Here are some examples:

- **Hazardous Trees** - The greenbelt that runs between my house and Bosworth Street is filled with dead and dying trees (which all seem to be riddled with the same fungus). I reported them to the City on September 9, 2011. About a month after that call, the Department of Public Works posted a tree removal sign outside my house. I found the name of Robert Stafford on that posting and called him. He informed me that the DPW would only remove the one tree that was closest to my house. (That operation occurred on October 21, 2010.) In our phone call, Mr. Stafford told me that since the other dead trees did not threaten houses they would be addressed later. He also told me that my request to trim tree limbs that extend over my house would be put off until a later time. On March 20, 2011, one of the trees that the DPW declined to cut down in September fell across a footpath frequently used by residents of Glen Park (and prominently featured in the Draft EIR) and landed dangerously close to both my back yard and the St. John's School play yard (each places where many children play daily). The tree fell into the standing water on the footpath (caused by the rains that came with the storm that felled the tree). I immediately called 311 and sent emails to the DPW and Mr. Swae requesting that the City promptly remove **ALL** of the dead trees in that area and trim back the heavy limbs reaching over my house (and the house of my neighbors at 45 Chilton Avenue). To date none of these actions have taken place.

GC-8

- **Trash Dumping** - Homeless live out in the high bushes of the greenbelt during most of the year. They leave lots of trash and start fires. In addition, many folks dump their trash down off Bosworth Street. Finally, all of the trash from tSt. John's schoolyard blows down into that area. Despite my many, many requests that the City and St. John's clean up this land, it remains riddled with trash.
- **Fire Hazard** - The 8 to 10 foot high weeds that grow annually in this area create an enormous fire hazard. I have contacted the City many, many times about this problem. They have sent crews to clear the land only twice in the last 13 years.
- **Flooding** - As noted in the first bullet above, this land FLOODS every time it rains. St. John's School has covered its entire yard with tarmac but has not provided any drainage for it. The yard slopes downhill and water runs off the tarmac to the natural streambed below. We have repeatedly asked St. John's to comply with the law and provide adequate drainage for their property but those requests have been ignored. We have also asked the City to force St. John's to comply with the law. Those requests have also been ignored. After years of having half a foot to a foot of water sitting next to our foundation, we finally worked with our neighbors to lease the land north of our house from the San Francisco Public Utilities Commission. We then landscaped, graded and added drainage to the land all at our own (and not insignificant cost) – merely to protect our foundations. The land behind and to the west of our house still floods and remains flooded for several months each year – even after years of drought. Given that the City does not clean up fallen trees or dumped garbage or require St. John's to properly drain its land, you can only imagine what a mess it becomes.
- **Mosquitoes** - In addition to the property damage, the standing water also results in horrible mosquito problems in warm weather.

Given this track record, I have very little faith that the city can maintain Islais Creek if it ever brings its water above ground. I am concerned that the flooding will get worse and that the trash, weeds and homeless will only increase. On top of all of that, the trash and weeds would then exist in a wet marshy area - making an even larger mess and attracting even more mosquitoes. Therefore, I request that the EIR require the City to fully address all of these problems and concerns.

Public Safety Concerns – The Draft EIR cites creek bed and bank erosion as the chief concerns related to daylighting Islais Creek. This is a very real concern that I expect you will address. I was surprised, however, to find that the Draft EIR does not seem to cite any other concerns. In addition to the very real risk of erosion and the flooding, trash, falling trees and fire hazards cited above, I would like for the City to also consider:

- **Hazardous Waste** – As described above, chemical, biological and other waste gets dumped into the greenbelt and former streambed on a regular basis. I am surprised that the that the Draft EIR did not require testing of the greenbelt and former streambed for toxic chemicals and other waste (from the animals that are walked in the area, the cars that use the St. John's lot and the trash and other waste dumped in the area). Please include this sort of testing in your study.

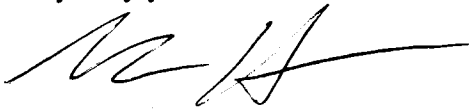
Bill Wycko
Environmental Review Officer
San Francisco Planning Department
25 May 2011
Page 3

GC-8
Con't

- **Sewage Back Up** - On several occasions during large storms, sewage has backed up and out of sewers and toilets in the neighborhood. This has mostly occurred further east of our block but it has also occurred on our block. Since it has happened more than once in my almost 13 years here, these are not the 200 year storms referenced in the Draft EIR. Rather, it seems to be a due to inadequate sewage and storm water drainage. I fear that these inadequate systems would cause a daylighted Islais Creek and the greenbelt around it to become a swampy sewer. I would like for the Draft EIR to require testing on the adequacy of these infrastructural systems to see if they can support the proposed daylighting project.
- **Children and Pets** - Several small children live, play and go to school in this area. Many folks also use it to walk their dogs. I have many concerns about the daylighted creek – especially where it would come above and go back under the ground and the safety of the areas children and pets. I would like for the City to fully account for these concerns in any future proposals.

Thank you for your time and attention.

Very truly yours,



Maria Hekker

> t
>
> 06/02/2011 09:26 "linda.avery@sfgov.org" To
> AM <linda.avery@sfgov.org>
> cc
>
> Subject
> 6/2/11 Meeting Item 13 Request for
> Continuence and for Reasonablle
> Accomodatio

> To the Planning Commission:

> I am vision impaired. I tried to review the draft EIR at the Glen Park
> Library but it is so massive and the printing so small, it is very
> laborious and causes medical symptoms trying to read it with a hand
> magnigifier.

IS-1

> Nontheless, I believe there are defociencies in the report, for instance,
> in the summary, section II, I saw no mention of urban wildlife study or
> impacts.

PD-1

> Also the map of the boundaries proposed for the affected area seemed to
> extend beyond the area as described in narrative.

GC-2

> I need to study the draft EIR further at the Main Branch of the SF Public
> Library using their digital magnification equipment.

> However, the Main Branch was not listed as a place where a copy can be
> found.

> And the Glen Park Branch doesn't have that equipment. Only the Main
> Branch does.

> So please continue this matter until a month after copy has been
> deliveered to the Main Branch and you have notified me by e-mail.

> Sincerely,

> Philip Siefert

From: psiepert@sonic.net
To: Lisa.Gibson@sfgov.org
Subject: Re: Fw: 6/2/11 Meeting Item 13 Request for Continuence and for Reasonable Accomodatio
Date: 06/03/2011 04:29 PM

Hello Ms. Gibson,

I phoned and confirmed the copy you mentioned is at the Gov't sesctuib at the main branch -- that wasn't mentioned on the Planning Dept site, aND they have a magnifying machine there as well as at the Library for the Blinf,

I am hard to reach by phobe as my message machine is not functtioning and to be connected to the internet I have to tie up my phone line.

Maybe next week we can trade e-nails and possibly set a time for a phone call.

Meanshile, I have already identified some problem wlrth both the plan and the drat EIR it sposedly studies.

■ For instance, where is the biological component?

IS-1

■ There is significant public space with flora and fauna that would have signigicant irreversible impacts, yet as far as I can see, the EIR dismisses this in a summary fashion.

I have to go -- sorry I don't have time to truple check for the typos I didn't catch yet.

Thanks,

Philip Siepert

**Daniel O'Keefe
56 Chilton Avenue
San Francisco, CA 94131**

June 5, 2011

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suite 400
San Francisco, CA 94103

RE: Draft Environmental Impact Report for Glen Park Community Plan

Dear Mr. Wycko:

I am submitting these comments for inclusion in the DEIR proposal to the Planning Commission. It outlines my very serious concerns regarding the day lighting of Islais Creek.

I live at 56 Chilton Avenue, which abuts the easement through which the creek could theoretical flow. Maria Hekker and Jeff Tyce own the house at 88 Chilton Avenue, which is on the other side of the easement.

I must point out that the concerns I am raising in this letter are concerns that the neighbors of Chilton Avenue have raised repeatedly in the past. It is with consternation and a great sense of confusion that I raise the question of why these issues continue to go unaddressed. They certainly are relevant to the Draft Environmental Impact Report. Many of the residents of Chilton Avenue have sent written comments to both you and John Swae regarding this creek issue. The neighbors on Chilton Avenue (i.e the people who would be directly impacted by this proposal) have had a meeting with John at my house to discuss this issue. There is not a single person on this block who is not adamantly opposed to this idea for a number of reasons. We have voiced our concerns over and over again, but they go unaddressed as this plan continues to evolve. I am copying our District Supervisor Scott Weiner on this letter in the hope that his involvement might help bring some focus to our concerns.

From the highest level, let me just comment on what is being proposed here. We are talking about voluntarily introducing a body of moving water between two houses that sit less than twenty-five feet apart. Water damages foundations. Water erodes soil. Moreover, we are talking about houses that sit in an earthquake zone where liquefaction is already an issue. We are in effect talking about voluntarily introducing unnecessary structural risks to people's houses. I notice that the Draft EIR does cite creek bank erosion as an area of study, but does not mention the risks

GC-8

GC-8
Con't

posed to our houses. Should there not be a full seismic review performed to assess the increased seismic risks to our houses?

I was surprised to read that none of the other concerns that my neighbors and I have repeatedly raised have been addressed. They are:

- **Garbage:** The creek would flow through a valley situated between St. John's School and Bosworth Avenue. There is a tremendous amount of trash that blows down from both areas, trash that does not ever get cleaned up unless the neighbors take the initiative to do so. If we put a creek through that location, it will be constantly filled with litter and trash.
- **Hazardous Waste:** Why is there nothing in the draft EIR to study the soil quality and the water quality in the easement. Not only do people dump all kinds of waste back in that area, but also there is a tremendous amount of run-off from St. John's School. St. Johns has almost a whole city block of asphalt with absolutely no drainage provisions. The tarmac simply runs off into that land and has likely accumulated all kinds of toxic chemicals. Moreover, what is the water quality that already runs through Islais Creek? Does it already have chemicals in it?
- **Flooding:** Because of the run-off from St. Johns and the lack of drainage, the easement behind our houses is flooded during rainy season. This would be exacerbated with a creek running through it.
- **Maintenance:** The City does not maintain the land as it is. It is currently overgrown with weeds. Moreover, the city easement runs between land that is owned by St. John's School on both sides. How feasible is it to deal with issues of upkeep and safety when the area in question is owned by two separate parties, neither of whom takes any responsibility for its maintenance.
- **Insects:** Insects are already a problem when the weather is warm. This would only be worse if we introduce more water. This increases the risk to my family and the families in the area of insect born diseases.

I urge the Planning Commission to consider all of these issues as it refines the Glen Park Plan.

Thank you for your time.

Sincerely,

Daniel O'Keefe

Diane Grant
616 Arlington St.
San Francisco, CA 94131
415-333-2920

RECEIVED

JUN 13 2010

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

Bill Wycko,
Environmental Review Officer
San Francisco Planning Dept.
1650 Mission St. Suite 400
San Francisco, CA 94103

June 7, 2010

RE: Glen Park Community Plan Case No 2005.1004
State Clearinghuse No 2009072013 -- HEIGHT LIMIT

Dear Mr. Wycko:

I have attended several meetings of the Glen Park Association and other related groups discussing the Community Plan but was unable to attend the June 2 meeting.

AE-1 ■ Increasing the height limit has not received support and has generated some very angry discussions during those meetings. But it sounds from your Public Notice letter that it is still being considered.

■ Increasing the height limit to 45 feet would create an undesirable atmosphere in our neighborhood. And the phrase "set-back" is a feeble attempt to spin the effort.

IS-2 ■ I have emailed pictures to representatives in the planning department to demonstrate how much shadow such buildings create, suggested that higher wind speeds would result (based on experience from other areas in SF) and mentioned that the increased density changes the unique character of our "village". The hills surrounding this neighborhood give it the valley feel and the views of those hills minimize the feeling of cramped city living.

PD-2 ■ I don't have to explain to you how unique Glen Park is. And I can't fathom the logic behind some of your bicycle lane designs, so I won't even try to discuss that. But please don't surround us with sky-blocking vertical structures!

IS-2 ■ As you can see from the attached photos, even a 40-foot building blocks the sun beginning in the early afternoon. I trust you will make every effort to preserve our neighborhood character by keeping the height limit to 40 feet or less.

AE-1 ■

Sincerely,



Diane Grant

also supporting this objection:
Barry Krasner 616 Arlington
Mary Delozovicic 612 Arlington

Glen Park

Height Limit objection

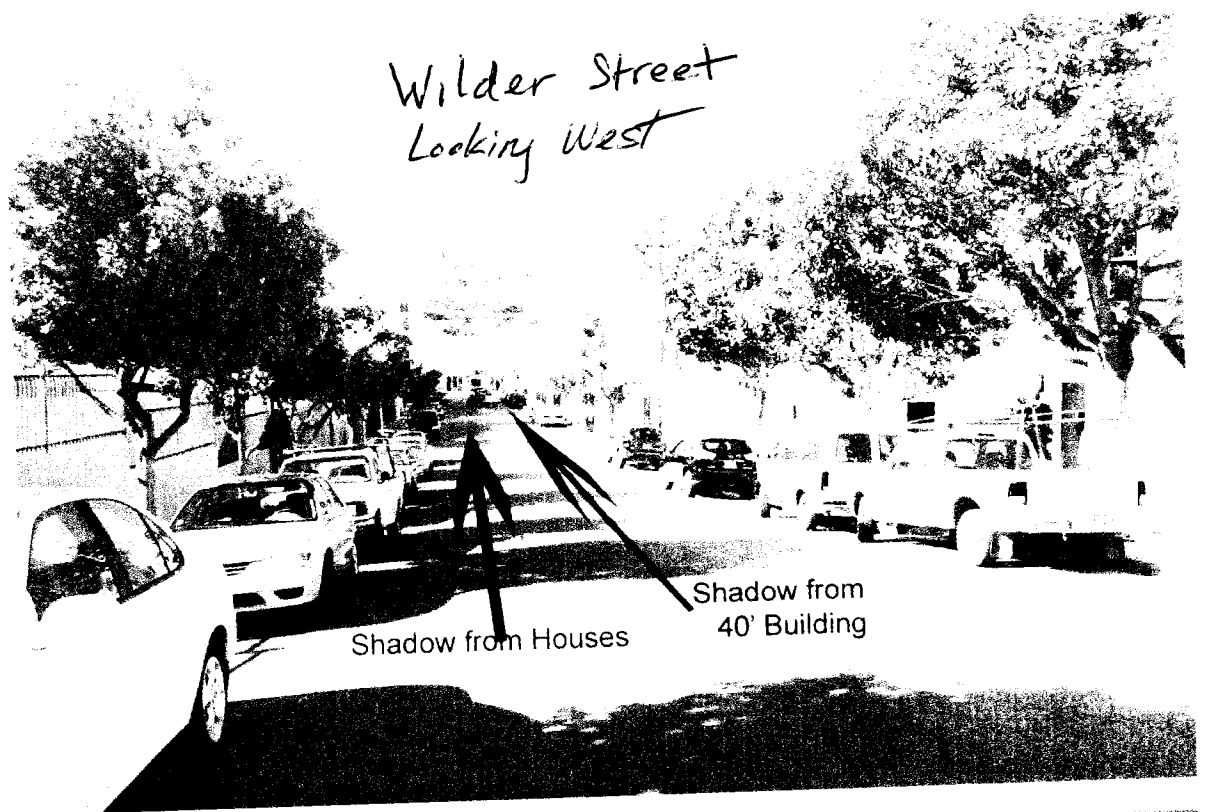
November 15, 2010 12:20pm

Example of the effect
of taller buildings

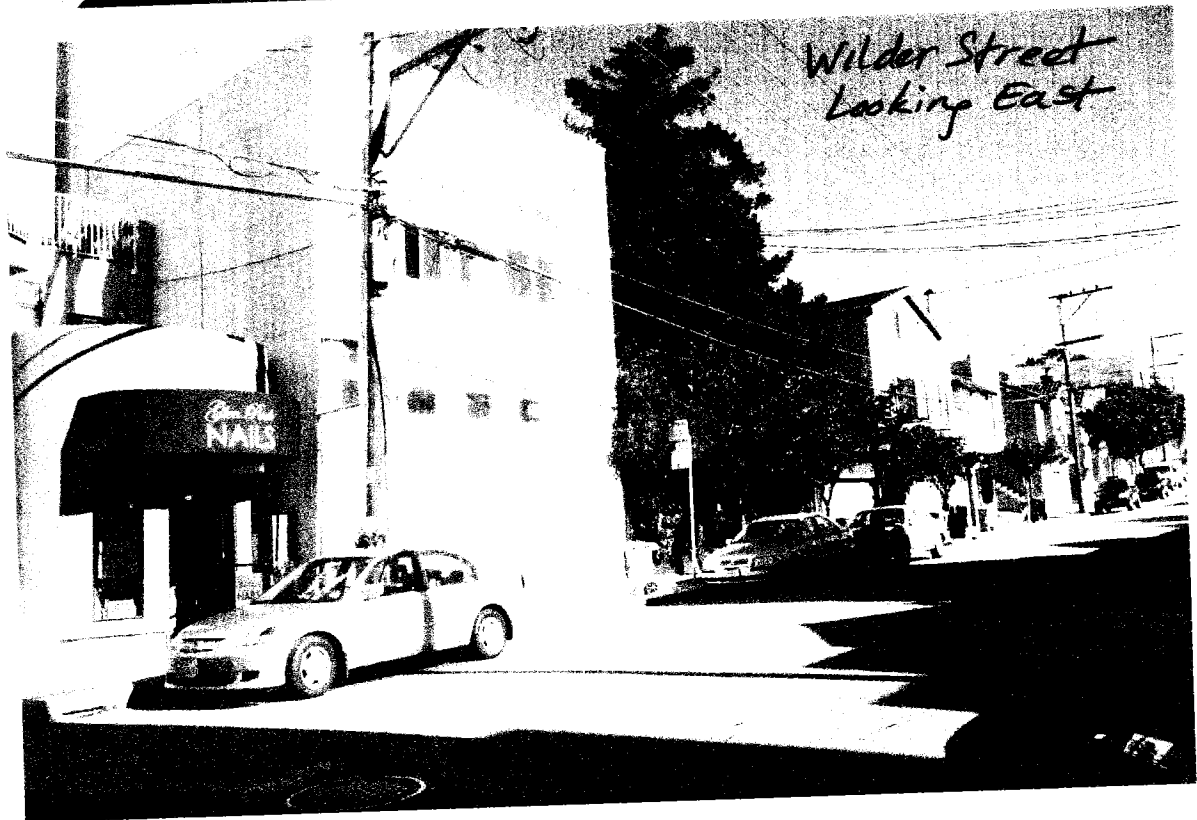
e.g. the condos
next to the Glen Canyon
Market... and I
believe the increased
height was deemed
inconsequential
because of the "set-back".

Diane Grant
616 Arlington St
94131
(415) 333-2920

Wilder Street
Looking West



Wilder Street
Looking East



June 13, 2011

Bill Wycko, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Via e-mail only to: bill.wycko@sfgov.org
lisa.gibson@sfgov.org

RE: Glen Park Community Plan Draft Environmental Impact Report – Public Comment

Dear Mr. Wycko,

I would like to submit the following comments on the Glen Park Community Plan Draft EIR as member of the community residing on Joost Avenue.

My comment is a general comment regarding commercial development on Joost Avenue under the new neighborhood commercial transit (NCT) zoning. While the southern side of the first block of Joost Avenue up to the intersection with Lippard Street is currently zoned commercial, the actual usage is predominantly residential. The southern side of the street is zoned commercial where lots front both Joost Avenue and Monterrey Blvd; however, existing commercial frontage is on Monterrey Blvd. The Community Plan rezoning may promote in-fill development and the replacement of the current residential units on Joost Ave with commercial developments and storefronts. The expansion of commercial development on this residential street could have significant impacts on the aesthetic character of Joost Avenue.

LU-1

Spreading commercial development onto previously residential streets also has a potential to dissipate the positive effect of a concentrated commercial village. Joost Avenue should not be transformed from a quiet residential street into a mixed-use block with minimal controls on the types of commercial uses present. The fragile residential quality of this block of Joost Avenue has recently been reinforced by the structural and aesthetic improvements of some of the housing stock. The introduction of commercial storefronts could have negative impacts on the aesthetic and residential character of the street. The EIR should include design guidelines in the form of mitigation on the proposed rezoning of existing commercial lots facing Joost to either prevent them from fronting onto Joost or limiting their uses and storefronts to fit with the residential character of the street (i.e., low traffic professional businesses such as real estate or architectural design offices).

Thank you for consideration of this comment.

Sincerely,



Tania Treis

modernpast@aol.com

06/13/2011 04:25 PM

To

Bill.Wycko@sfgov.org

cc

Subject

Glen Park Draft EIR Public Comment

Dear Mr. Wycko,

I hope you will accept this public comment for Glen Park Draft EIR. Any new zoning in Glen Park, a special commercial/residential transit area, should have

a new ZONE description to signify an area close to Freeway access.

This will allow future building to continue a 1 car parking space per unit built.

It is imperative to keep this as a minimum so the business district can survive and

continue to be an asset to the community at large.

One more thing, can we please have some family housing. (3 bds or more)

Thank you,

Ric Lopez

PD-7

Appendix E

Transcript of Draft EIR Public Hearing

0001

1 BEFORE THE SAN FRANCISCO PLANNING COMMISSION

2

3

REGULAR MEETING

4

5

ITEM F.13

6

2005.1004E GLEN PARK COMMUNITY PLAN

7

PUBLIC HEARING ON THE

8

DRAFT ENVIRONMENTAL IMPACT REPORT

9

10

12:00 P.M.

11

June 2, 2011

12

13

14

Commission Chambers - Room 400

15

City Hall, 1 Dr. Carlton B. Goodlett Place

16

San Francisco, California

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REPORTED BY: FREDDIE REPPOND, STENOGRAPHIC REPORTER

0002

1

A P P E A R A N C E S

2

SAN FRANCISCO PLANNING COMMISSION:

3

President Christina R. Olague

4

Vice President Ron Miguel

5

Linda Avery, Commission Secretary

6

COMMISSIONERS:

7

Michael Antonini

8

Gwyneth Borden

9

Rodney Fong

10

Kathrin Moore

11

Hisashi Sugaya

12

PRESENTATION:

13

Lisa Gibson, Senior Planner,

San Francisco Planning Department

14

FROM THE PUBLIC:

15

Sally Ross

16

Nicholas Dewar

17

--oOo--

18

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21

22

23

24

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0003

1

[The item was called at 1:10 p.m.]

2

SECRETARY AVERY: You are now on Item No. 13,

3

Case No. 2005.1004-E, Glen Park Community Plan. This is

4

a public hearing on the draft environmental impact

5

report.

6

COMMISSIONER SUGAYA: Before you start, I have

Page 1

7 to ask for recusal. The company that I work for
8 prepared the historic resource evaluation for the Glen
9 Park Community Plan; and, therefore, I ask for recusal.

10 PRESIDENT OLAGUE: So moved.

11 COMMISSIONER BORDEN: Second.

12 SECRETARY AVERY: On the motion to recuse
13 Commissioner Sugaya, Commissioner Moore.

14 COMMISSIONER MOORE: Aye.

15 SECRETARY AVERY: Commissioner Sugaya.

16 COMMISSIONER SUGAYA: Aye.

17 SECRETARY AVERY: Commissioner Fong.

18 COMMISSIONER FONG: Aye.

19 SECRETARY AVERY: Commissioner Olague.

20 PRESIDENT OLAGUE: Aye.

21 SECRETARY AVERY: Commissioner Miguel.

22 VICE-PRESIDENT MIGUEL: Aye.

23 SECRETARY AVERY: Commissioner Borden.

24 COMMISSIONER BORDEN: Aye.

25 SECRETARY AVERY: Commissioner Sugaya is

0004

1 recused.

2 MS. GIBSON: Good afternoon, President

3 Olague --

4 PRESIDENT OLAGUE: Oh, Commissioner Moore.

5 Okay.

6 COMMISSIONER MOORE: We received a letter from
7 the public. And it probably can be clarified for us in
8 a moment. A resident by the name of Mr. Philip Siebert
9 sent an email late this morning. He is a
10 vision-impaired individual living in the Glen Park
11 neighborhood and had encountered difficulties in that
12 library to fully access the EIR based on that particular
13 library not having the right equipment for him to
14 comfortably read the thing. He asked for a continuance.
15 However, we would like to ask staff to offer the type of
16 typical options that exist, particularly when people
17 have the time to read the thing in the main library, and
18 then can come and respond in writing.

19 Could you please, for the record, clarify
20 that for Mr. Siebert.

21 MS. GIBSON: Thank you for that question. I'm
22 Lisa Gibson with the Planning Department.

23 And I'm aware of the communication from Mr.
24 Siebert. And I did reply to him this morning to inform
25 him that the draft EIR is available for public review

0005

1 at the main library. And the main library has a device
2 called the Very Easy Reading Appliance that enables
3 patrons to have English-language materials read out
4 loud.

5 Also, we want to insure that we will provide
6 members of the public who are visually impaired with
7 ample opportunity to review the document, the time that
8 they need to do that. The public review period does
9 extend to June 13th. So we hope that that will
10 facilitate Mr. Siebert's needs.

11 COMMISSIONER MOORE: And then he will be able
12 to respond to you in writing; and he is clear about
13 that?

14 MS. GIBSON: Yes. We did inform him that the
15 hearing today is just one opportunity to provide
16 comment, but that the hearing -- the review period
17 extends to the 13th of June.

18 PRESIDENT OLAGUE: Thanks for raising that.
19 Maybe at some point -- this isn't on the
20 calendar, I'm not going to discuss it -- but maybe the
21 staff should check in with the Mayor's Office on
22 Disability to ensure that the website is, you know,
23 accessible and user-friendly for folks with visual and
24 hearing challenges.

25 MS. GIBSON: Thank you. With that, I will
0006 begin my presentation?

1 PRESIDENT OLAGUE: Great.

2 MS. GIBSON: Good afternoon, President Olague,
3 members of the Commission. I'm Lisa Gibson with the
4 Planning Department.

5 This is a hearing to receive comments on the
6 draft EIR for the Glen Park Community Plan Draft EIR,
7 Case No. 2005-1004E.

8 Staff is not here to answer questions today.
9 Comments will be transcribed and responded to in
10 writing in a comments-and-responses document which will
11 respond to all verbal and written comments and make
12 revisions to the draft EIR as appropriate.

13 This is not a hearing to consider approval or
14 disapproval of the project. That hearing will follow
15 final EIR certification. Comments today should be
16 directed to the adequacy and accuracy of information
17 contained in the draft EIR; that is whether the draft
18 EIR identifies and analyzes the possible significant
19 environmental effects of the project and identifies
20 appropriate mitigation measures.

21 Commenters should speak slowly and clearly so
22 that the court reporter can produce an accurate
23 transcript. Also, commenters should state their name
24 and address so that they can be properly identified and
25

0007 so that they can be sent a copy of the
1 comments-and-responses document when prepared. After
2 hearing comments from the general public, we will also
3 take any comments on the draft EIR by the Planning
4 Commission.
5

6 The public comment period for this project
7 began on April 27th, 2011, and extends until 5:00 p.m.
8 on June 13th, 2011.

9 And for your information, Commissioners, the
10 Historic Preservation Commission held a hearing on the
11 draft EIR on May 18th, 2011. I have copies of the
12 HPC's comment letter for Planning Commissioners and for
13 members of the public. The copies for the public are
14 over there and the Commission secretary. Thank you.

15 This concludes my presentation on this
16 matter. And unless members of the Commission have
17 questions for me, I respectfully suggest that the
18 public hearing be opened.

19 PRESIDENT OLAGUE: Thank you.

20 Sally Ross.

21 SALLY ROSS: Good afternoon. My name's Sally
22 Ross. I live at 201 Joost Avenue. Thank you for the
23 opportunity to address you.

24 I was impressed with the draft EIR when it
25 stated that the new development would be appropriately
0008

1 scaled and designed to consider the established
2 patterns of the community. And it went on to establish

AE-1



AE-1
Con't

3 patterns within the historic survey and so forth, very
4 nicely presented.

AE-1

5 I am a little taken aback by their then
6 offered proxy of the sort of buildings that might take
7 -- might be placed on the infill development, both on
8 the BART parking lot and on the Bosworth and Diamond
9 Street area. Both of these are looking pretty large.
10 And, obviously, they just drew blocks in; they're not
11 building plans. But they do seem rather intimidating,
12 especially the NCT transit rezoned areas of the BART
13 parking lot, which is not really part of this but it's
14 considered throughout, is the -- would allow any
15 building to be some 25 feet taller than its neighbors.
16 Most of the existing Glen Park village is only built to
17 a standard -- well, it's built to a standard height
18 limit of 40 feet; and the buildings there are less than
19 45 feet.

TR-6

20 Another item I would like to address is the
21 possible bus loop that was suggested for moving around
22 behind the BART station itself. I think it's a really
23 good idea. Also, close by that area would be an
24 integration or a better integration and improved access
25 to the J-Church line. And I would like it if the -- if
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1 the proposal or the demonstrations more clearly address
2 the interaction of these two items. It seems to me
3 that the diagrams that were given show the progress
4 walking across the area where the bus driveway would
5 go. I'm not sure if that's desirable or not. The way
6 to avoid the bus line seems to be either go over it or
7 go under it. Either way is kind of expensive.

GC-5

8 Finally, there are three development options.
9 And I support Plan B with the little denser housing and
10 less impact from traffic and so forth. That's my
11 suggestion for the Commission, yes.

GC-4

12 PRESIDENT OLAGUE: Thank you. Thank you. If
13 there is any additional comments, you can always submit
14 them in writing -- you're probably aware of that too --
15 until the 13th.

16 Nicholas Dewar. Dewar. Okay. Sorry about
17 that.

GC-3

18 NICHOLAS DEWAR: That's fine.
19 Good afternoon, Commissioners. My name's
20 Nicholas Dewar. I'm a resident of Glen Park; and I am
21 on the Glen Park Association. I chair the
22 association's zoning and planning committee.

23 The association is going to submit comments
24 in writing before the 13th of June, so I won't go into
25 that right now. But I do want to tell you that they

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1 are coming and we are working hard on them already.

2 I wanted to thank the Planning Department,
3 especially John Swae and John Billovits, for the
4 attention that they've been paying to input from the
5 community. And we've noticed, as this plan has been
6 rolling forward, that it's changing to reflect the
7 community's concerns; and we appreciate that very much.
8 I think there's further to go on that, obviously, as it
9 gets closer to your attention; and there will be plenty
10 for you to decide on when it gets in front of you.

11 So thank you very much for this opportunity
12 to address you; and I look forward to sending in the
13 written comments in a couple of weeks.

14 PRESIDENT OLAGUE: Thank you.
15 Is there additional comment? Seeing none,
16 public comment is closed.

17 Commissioner Miguel.
18 VICE-PRESIDENT MIGUEL: Yes. I had the
19 pleasure of attending either two or three -- I think
20 possibly three -- of the community meetings in this area
21 prior to the development of the EIR. I found them very
22 well attended, as I believe I mentioned before, and very
23 interactive in the Q-and-A sessions with the
24 participation of the community there. And then I think
25 that's the way these types of area developments should

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1 go forward.

2 Just so the public understands, what an EIR
3 considers are the maximums. It doesn't mean that
4 everything is going to go to that maximum. But the EIR
5 has to consider it so that anything up to that, but
6 less is still okay when it's considered; and any
7 developments or anything will have to come before the
8 department and Commission in the future.

9 In particular, in the summary section,
10 although previous testimony regarding this program when
11 it came before the Commission concentrated a bit on the
12 absence of exact plans from BART for their property, if
13 you will note, particularly as I say, in the summary
14 section on S-4 and S-5 the possible maximum
15 developments on the BART site are fully covered; and so
16 whatever happens there is already considered within
17 this EIR and properly so.

18 As to the comments that just came before from
19 the public, what is contained here are possibilities
20 and suggestions. It doesn't, obviously, mean any of it
21 is going to happen in that exact manner; and there can
22 be a little bit of pick-and-choose by the time you get
23 to the final.

24 I find it interesting that, basically of
25 in-fill development, we are talking of an absolute

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1 maximum of 150, which is not massive. But this is a
2 very, very tight community and a very tight area, if
3 anyone is familiar with it. And 90 of those are the
4 possibility for the BART parking lot itself. So when
5 you take that away, we're not talking of a lot of
6 development.

7 The transportation and movement section is
8 probably the most important. That is the biggest
9 consternation in that area of how anyone gets around,
10 whether it be pedestrian, bicycle, motor vehicle, or
11 BART, for that matter. And I think they are very, very
12 well considered.

13 I find this EIR a little different than some
14 I've criticized before. It does not sound like a PR
15 project and written by a developer; and I am very glad
16 to see that.

17 SECRETARY AVERY: Thank you.

18 I believe that that will close the public
19 hearing on the draft environmental impact report.

20 Just keep in mind that written comments will
21 be accepted at the Planning Department until 5:00 p.m.
22 on June 13th, 2011. Thank you.

[The item concluded at 1:25 p.m.]

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24

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1 STATE OF CALIFORNIA)
COUNTY OF SAN FRANCISCO)

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3

CERTIFICATE OF REPORTER

4

5 I, FREDDIE REPPOND, a duly authorized
6 Shorthand Reporter and licensed Notary Public, do hereby
7 certify that on the date indicated herein that the above
8 proceedings were taken down by me in stenotype and
9 thereafter transcribed into typewriting and that this
10 transcript is a true record of the said proceedings.

11 IN WITNESS WHEREOF I have hereunto set my hand
12 on this 6th day of June, 2011.

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FREDDIE REPPOND

Appendix F

Glen Park Community Plan Refinements Subsequent to DEIR Publication



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: September 23, 2011
TO: Lisa Gibson, Environmental Planning
FROM: Jon Swae, John Billovits, Citywide
RE: Glen Park Community Plan Refinements Subsequent to Draft EIR Publication

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Since publication of the *Glen Park Community Plan Draft Environmental Impact Report* on April 27, 2011, the Planning Department has continued to refine the Community Plan in response to community comments and concerns. At this point in time, the recommended modifications to the draft Plan, zoning and heights proposals analyzed in the DEIR are outline below. Please also see attached handout.

Zoning Modifications:

Diamond Street Rezoning (see Map)

The row of six residentially zoned apartment buildings on Diamond Street across from BART Station between Bosworth and Joost has been reclassified from RH-3 (Residential 3 units) to Glen Park Neighborhood Commercial Transit (Glen Park NCT) District. These properties form a gap in the commercial district. A zoning change could allow conversion of ground floor garages into commercial spaces at some future time while allowing existing residential units to remain.

Chenery/Castro Streets (see Map)

The Department has added the following two residentially zoned properties to the Glen Park NCT district: 605 Chenery Street & 3121-25 Castro Street. Given their historic commercial use and character, they are appropriately represented by a change to neighborhood commercial zoning. This zoning change would formally recognize these properties as part of Glen Park's commercial district. These properties contain legal operating commercial uses. One of the properties (3121-25 Castro Street) is located outside the Plan boundary. The Plan boundary has been modified to include this property and the fronting street and intersection.

Plan Boundary:

The Plan boundary has been modified to include the property referenced above (3121-25 Castro Street) and the fronting street and intersection (GIS shapefile available).

Height District Modifications:

Height Reduction (see Map)

One of the main goals of the Plan is to strengthen the character of Glen Park's vibrant, walkable neighborhood commercial district. The Planning Department proposes a revision to the height district in

the Draft Plan that more closely reflects the existing building scale. This change would reduce the maximum height of new construction from 40' to 30' within the interior of the "village" on portions of Wilder, Diamond and Chenery Streets (see attached map). Additionally, the following properties have been added to the 30' height district: 605 Chenery Street & 3121-25 Castro Street. Throughout the entire Glen Park Neighborhood Commercial Transit District (Glen Park NCT), a 5' height bonus would be allowed for active ground floor uses permitting buildings up to 35' and 45' depending on their location within the district (see attachment: Heights Proposal).

Policy & Supporting Language Modifications:

Since publication of the working draft Glen Park Community Plan (September 2010), the following revisions to Plan language have been made. Changes include both new policies and supporting text. These are highlighted below in underlined italics. Additional slight changes have been made throughout the document to enhance clarification.

Land Use & Urban Design Chapter

POLICY 1.3

Recognize the historic commercial pattern of the neighborhood by including existing Limited Commercial Uses (LCUs) into the neighborhood commercial district.

A small number of commercial uses exist in Glen Park that are not technically zoned for commercial activity. These popular businesses contribute to the vitality of the commercial district. However, they are currently zoned for residential use and so not formally recognized as part of the district. Incorporating these properties into the neighborhood commercial district will ensure their important contributions to the area are preserved.

POLICY 1.5

In the more sensitive interior of Glen Park village, building heights should be reduced to respond to the prevailing pattern found there.

The interior of Glen Park village is characterized by two and three-story buildings. This fine-grained pattern creates an intimacy and comfortable pedestrian environment. A revision to the area's height district that reduces the maximum height of new construction on certain blocks should be considered to reflect the established pattern.

POLICY 2.4

Design of new buildings should be consistent with the neighborhood's existing pattern.

New buildings or major renovations should reinforce the character of Glen Park by creating attractive, pedestrian-friendly places to live, visit and shop. Infill development should follow existing design guidelines and be consistent with the intent and policies of the Plan particularly in relation to scale, height, bulk, materials and details.

The height of proposed development should relate to neighborhood character. Setbacks of facades may be appropriate to avoid an overwhelming appearance of new structures. Human-scaled buildings should be designed to be built close to the sidewalk, have active ground floors, use high-quality materials, and contain interesting features. Long blank monotonous walls or highly visible parking entrances should be avoided.

Transportation Chapter

POLICY 10.3

Support carsharing in Glen Park as way to reduce private vehicle demand and parking.

Carsharing offers an affordable alternative to car ownership by allowing individuals the use of a car without the cost of ownership (gas, insurance, maintenance). Many drivers use one vehicle for short-term trips. This allows for the efficient use of a single vehicle and can lead to reduction in cars on streets. While carsharing vehicles parking and spaces are arranged by companies and private land holders, the Plan supports their presence in the area.

Open Space Chapter

POLICY 11.4

The San Francisco Public Utilities Commission (SFPUC) and Planning Department should conduct a study to assess the feasibility, benefits and impacts of daylighting a portion of Islais Creek through Glen Park.

Islais Creek once flowed freely from Glen Park to the San Francisco Bay. Today the creek can only be seen for a small stretch in Glen Canyon before it disappears underground into a culvert beneath the recreation center. Creek “daylighting” is the redirection of a stream into above-ground channels. The City should conduct a study to assess the feasibility of such a project and identify potential impacts and benefits. Some residents have expressed concerns related to flooding, maintenance, erosion, pest control, public safety and risks to adjacent property owners. These concerns should be assessed as part of any future study.

Implementation Table

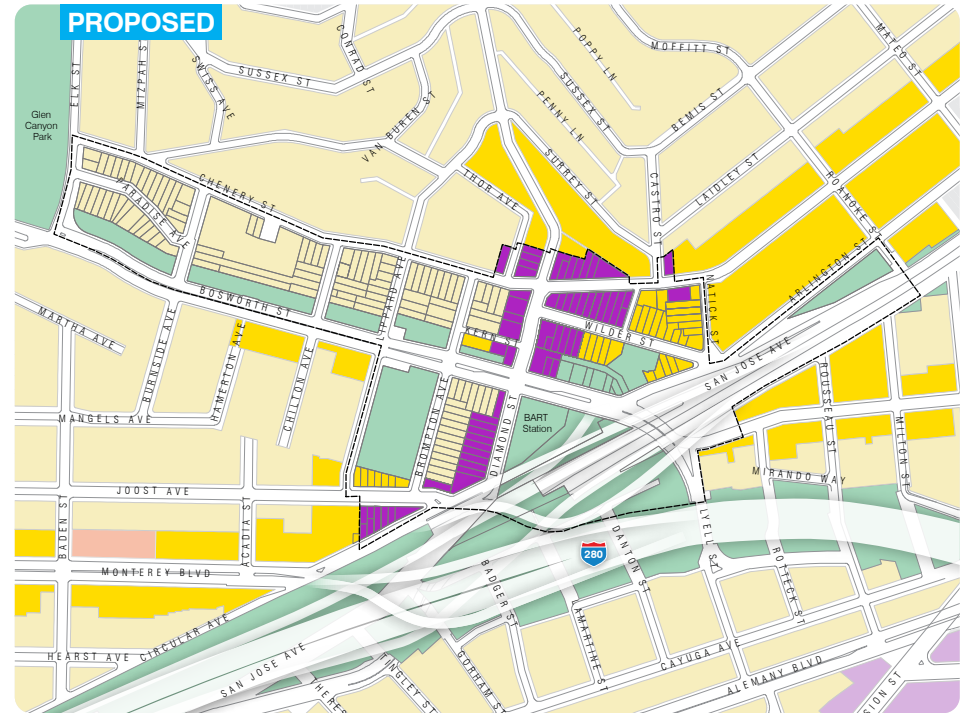
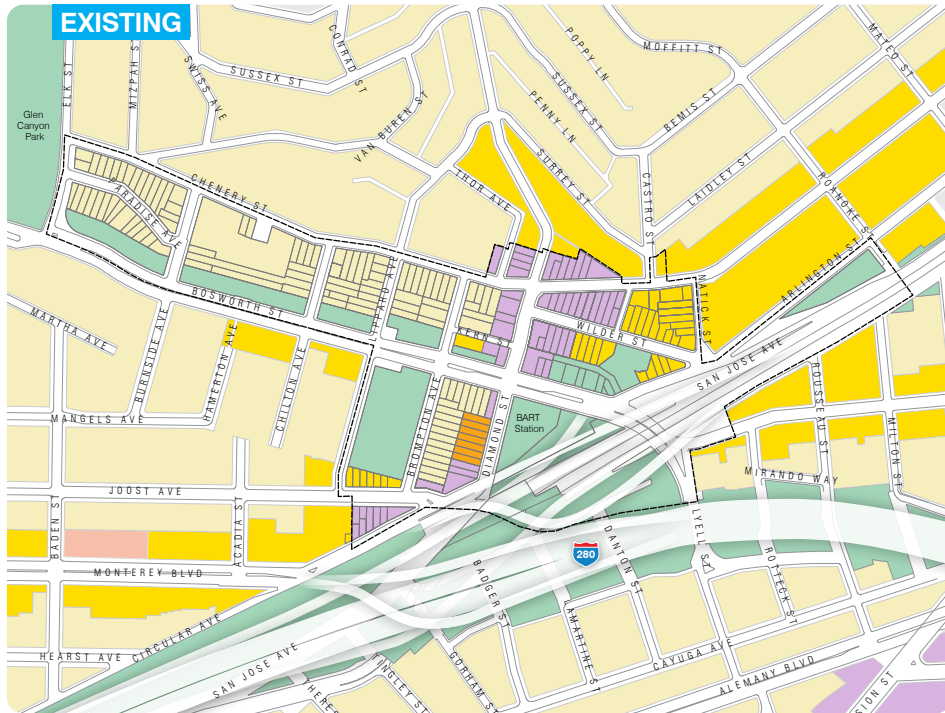
San Jose Avenue Redesign

The following implementation action language has been removed from the San Jose Avenue Redesign project category: “Design and construct major roadway and streetscape changes on San Jose Avenue to create an attractive boulevard that is better integrated into surrounding neighborhoods.









In addition, the following implementation action language has been changed in the San Jose Avenue Redesign project category: “Conduct a design and engineering study to determine feasibility of redesigning San Jose Avenue as a local street and attractive boulevard (with and without the removal of the Bosworth Street overpass) that is better integrated into surrounding neighborhoods.”

Glen Park Community Plan Zoning Proposal

DRAFT (SEPT 2011)



LAND USE DISTRICTS

	RH-1	Residential, one unit per lot
	RH-2	Residential, two units per lot
	RH-3	Residential, three units per lot
	RM-1	Low Density Residential
	NC-2	Small-Scale Neighborhood Commercial
	GP NCT	Glen Park N'hood Commercial Transit
	P	Public
	Glen Park Community Plan Boundary	

What is proposed to change?

The Plan recommends updating the existing neighborhood commercial district (NC-2) with a Glen Park Neighborhood Commercial Transit District (Glen Park NCT). This new zoning district recognizes Glen Park's unique identity, reflects the historic building pattern and supports an inviting pedestrian environment. It includes the following components:

- Height bonus (5') to allow taller ground floor storefronts but not another story of development.
- Flexibility in housing density and parking limits.
- Street frontage requirements: ground floor active uses, curb cut restrictions and setbacks for off-street parking.

What is not changing?

No changes are proposed for the publicly zoned (P) properties including the Glen Park Elementary School, BART properties, and parcels along Bosworth Street. Residential zoning will also predominantly remain intact except for changes described in box at right.

Additions to Glen Park's commercial district

The Department proposes adding three residentially zoned properties with LCUs (limited commercial uses) to the Glen Park NCT district. Given their historic commercial use and character, they represent a natural fit with neighborhood commercial zoning. This zoning change would formally recognize these properties as part of Glen Park's commercial district.



Osha Thai
2922-24
Diamond St

Destinations Bakery
3121-3125
Castro St

East-West Medicine
605 Chenery St

Located across from the BART station, this row of residential (RH-3) apartment buildings forms a gap in the commercial district. Rezoning these properties to Glen Park NCT allows flexibility for possible ground floor commercial uses at some future time. This zoning change also would allow the buildings to remain as they are.

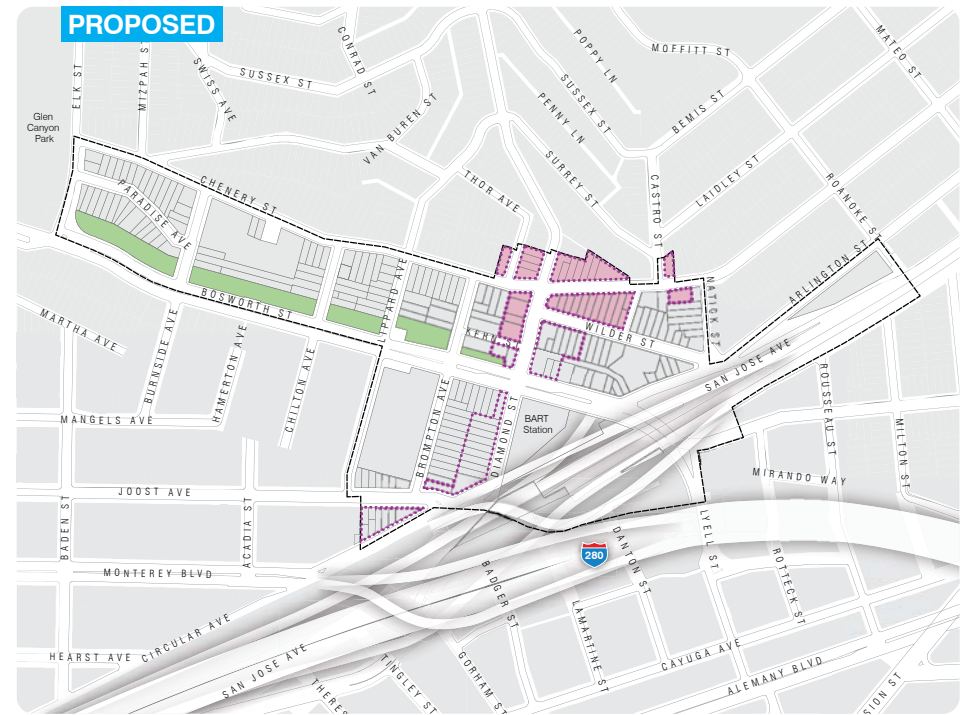
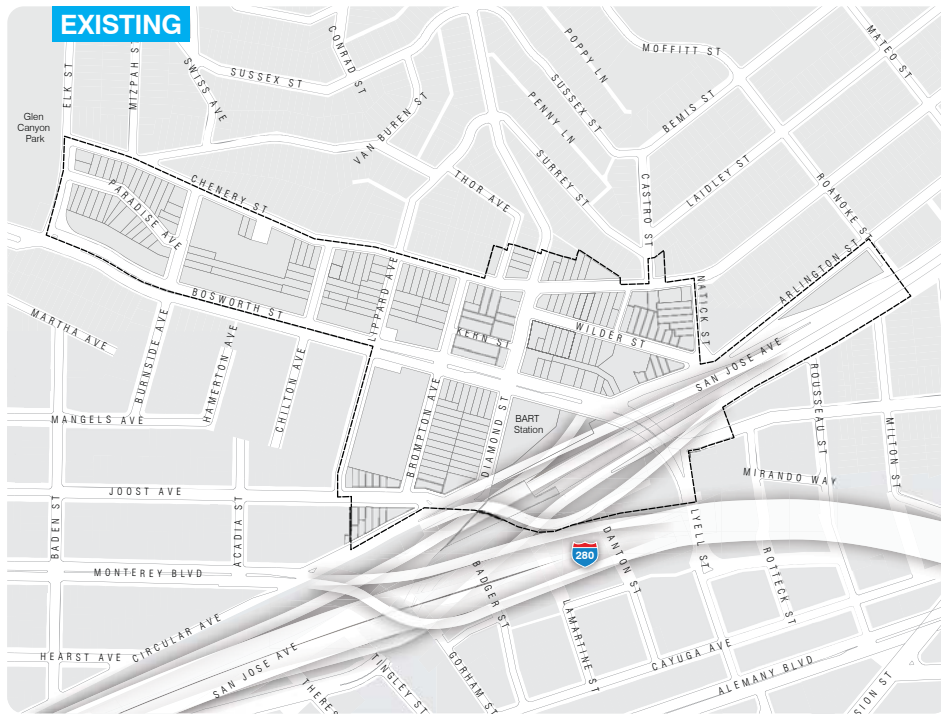


2928-2958 Diamond Street



Glen Park Community Plan Heights Proposal

DRAFT (SEPT 2011)



HEIGHT DISTRICTS

- 30-X
- 40-X
- OS (Open Space)
- Proposed Glen Park NCT District (additional 5' height bonus for active ground floor uses up to 35-X & 45-X respectively)
- Plan Boundary

Existing Heights

Currently, all of Glen Park and its surrounding area are located within a 40' height district. This typically allows up to four stories of development.

Proposed Height Adjustments

The fine-grained interior of Glen Park village is characterized by two and three-story buildings. These help create a comfortable pedestrian environment and define the street.

The Planning Department proposes reducing the maximum height of new construction within the interior of the "village" from 40' to 30' in acknowledgement of this pattern.

Taller ground floor storefronts are also encouraged by allowing a 5' height bonus for active uses throughout the Glen Park NCT District. This would permit maximum building heights of 35' and 45' depending on location.



Diamond & Chenerly Streets



require additional traffic, engineering and environmental studies as well as extensive community outreach and funding to implement.

Conversion of San Jose Avenue into a street of more typical city character would involve roadway redesign, streetscape beautification, reduction in vehicle speeds and creation of new intersections to connect neighborhoods that San Jose Avenue currently acts as a barrier between. One project component includes the possible removal of the San Jose Avenue overpass at Bosworth Street to reduce the grade separation between the two streets and restore a street level intersection. This would allow for the possibility of creating a new Muni J-Church stop that is better integrated into the neighborhood. As part of a future redesign of San Jose Avenue, reconfigured roadway parcels could be considered as possible housing opportunity sites. *Near-term traffic calming improvements supported by SFMTA and Caltrans such as lowered speeds, improved bicycle conditions, flashing radar speed signs, or lane reduction should be considered until a larger structural change is possible.*

Revisions to Appendix IV: Glen Park Community Plan Draft Implementation Program

Project	Action	Key Agency	Timeframe	Potential Funding Source
Glen Park Village “parklet”	<u><i>Explore Pavement to Parks projects in Glen Park. These may include converting a parking stall(s) into small open space with seating, tables, planters and/or bicycle parking.</i></u>	SFMTA, Planning, DPW	Near-term (1-5 yrs)	Pavement to Parks program, donations
San Jose Avenue Redesign	Design and construct major roadway and streetscape changes on San Jose Avenue	SFMTA, SFCTA, Caltrans, Planning	Long-term (+/- 30 yrs)	State, regional, federal grants, Prop K sales tax
San Jose Avenue near-term traffic calming improvements	<u><i>Work with SFMTA’s Traffic Calming Program to identify traffic calming improvements.</i></u>	SFMTA, SFCTA, Caltrans, Planning	Near-term (1-5 years)	State, regional, federal grants, Prop K sales tax