SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

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Date:	September 5, 2012
Case No.:	**2012.0176E**
Project Title:	**Transportation Sustainability Program**
Project Sponsor	City and County of San Francisco
Lead Agency:	San Francisco Planning Department
Staff Contact:	Rachel Schuett – (415) 575-9030 rachel.schuett@sfgov.org

PROJECT DESCRIPTION

The City and County of San Francisco (City) is proposing the implementation of a Transportation Sustainability Program (TSP), which consists of two interrelated policy initiatives. The first concerns a funding program, referred to as the Transportation Sustainability Fee (TSF), which would include the collection of a new fee on new development and the allocation of the revenue to a program of improvements designed to allow the transportation system to accommodate the increased transit demand associated with new development. The second initiative would be implementation of a new methodology for assessing the impact of new development on the transportation system, the Transportation Significance Standard (TSS). The TSS would eliminate the use of Level of Service (LOS) methodology, which assesses the extent of delay in vehicle travel at intersections from new development, and instead would focus on assessing whether a new development would conflict with the implementation of San Francisco's General Plan policies emphasizing multi-modal transportation system performance, principally using performance standards related to transit crowding and transit delay, as well as standards for pedestrian and bicycle facilities.

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), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

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 **September 20, 2012 at 5:30 PM** at **the San Planning Department offices, located at 1650 Mission Street, Suite 400, San Francisco, CA 94103.** Written comments will also be accepted at this meeting and until 5:00 p.m. on October 5, 2012. Written comments should be sent to Bill Wycko, 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.

August 30 2012
Date

Bill Wycko
Environmental Review Officer

INITIAL STUDY
TRANSPORTATION SUSTAINABILITY PROGRAM (TSP)
PLANNING DEPARTMENT CASE NO. 2012.0726E

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INITIAL STUDY
TRANSPORTATION SUSTAINABILITY PROGRAM (TSP)
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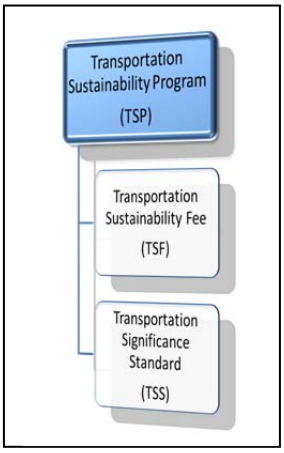
A. PROJECT DESCRIPTION

Project Overview

The City and County of San Francisco (City) is proposing the implementation of a Transportation Sustainability Program (TSP) to accomplish two goals: (1) improve the City's transportation system so it can accommodate new development over the next 20 years, and (2) more accurately assess impacts of new development on the transportation system. The TSP is designed to further the City's Transit First Policy, which states, in part, "within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile." This effort by the City also is in keeping with the policy initiatives behind City and California efforts to reduce greenhouse gas emissions as set forth in SB 375 (Ch. 728 Stats. 2008), AB 32 (Ch. 488 Stats. 2006) and San Francisco Board of Supervisors Ordinance 81-08. SB 375, in particular, requires the development of regional transportation plans and land use planning strategies designed to reduce emissions from automobiles and light trucks by concentrating future development in urban core areas and, therefore, minimizing automobile travel.



The proposed Transportation Sustainability Program (TSP) (proposed project) consists of two interrelated policy initiatives by the City. The first initiative concerns a funding program[1] for addressing the citywide transportation system performance impacts of additional housing and jobs generated by new development and is referred to as the Transportation Sustainability Fee (TSF). The second initiative proposes a new methodology for assessing the impact of new development on the transportation system and is referred to as the Transportation Significance Standard (TSS).

The Association of Bay Area Governments (ABAG) predicts 68,320 new households and 238,100 new jobs in San Francisco by 2035.[2] The City would fund transit improvements needed to accommodate this growth by adopting the proposed TSF, a new development impact fee under the Mitigation Fee Act (California Government Code Sections 66000 et seq.). The TSF would be based on the number of motorized trips generated by new development according to land use type.

The implementation of the TSF consists of five parts: (1) require payment of the fee consistent with the provisions of the Mitigation Fee Act, (2) adoption of performance measures (3) adoption

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[1] As explained in greater detail under 'Project Implementation,' the "program" is comprised of several different types of projects. However, funding for specific projects has not been identified.

[2] *Projections 2009*. Association of Bay Area Governments (ABAG). This growth was calculated by comparing the 2035 projections to the 2010 households and jobs numbers.

of a monitoring program which identifies when and where improvements are needed to maintain performance goals, (4) identification of required improvements based on categories developed in the San Francisco Transportation Sustainability Fee Nexus Study (nexus study)[3], which would allow the transportation system to meet defined performance measures[4] as new development proceeds, and (5) the implementation of identified improvements, as needed.

TSS TRANSPORTATION PERFORMANCE MEASURES:

(1) Transit Crowding
(2) Transit Travel Times (Transit Delay)

As described further below, the performance measures identified in the nexus study are: (1) transit crowding, and (2) transit travel time.[5]

The TSS is the adoption of a revised methodology for assessing transportation impacts associated with new development. The purpose of the TSS is to create a better alignment between CEQA impact analysis and San Francisco's General Plan policies that focus on multi-modalism, in particular the Transit First Policy.[6] The proposed TSS would also better align with the policy direction embodied in SB 375, which seeks to reduce emissions from automobiles and light trucks by focusing new development in urban core areas through in-fill development.

The TSS proposes to eliminate the current emphasis on assessing the impact of new development on intersection Level of Service (LOS), which assesses the extent of delay in vehicle travel at intersections. Instead, the TSS would focus on assessing whether a new development would conflict with the implementation of San Francisco's General Plan policies emphasizing multi-modal transportation system performance. The assessment methodology would largely focus on assessing the effect of development on achieving performance standards related to transit crowding and transit delay as well as standards for pedestrian and bicycle facilities. As a result, mitigation measures would then focus on methods for reducing impacts to transit, pedestrian and bicycle functions in keeping with the City's Transit First Policy that seeks to further alternative modes of transportation to the private automobile.

The TSP, as proposed, would include the adoption of both the TSF and the TSS. However, the TSF could be adopted without the TSS, and the TSS could be adopted without the TSF. For the purposes of the environmental analysis all three variations of TSP implementation will be analyzed, as discussed further below.

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3 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

4 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

5 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

6 San Francisco's Transit-First Policy is located in the San Francisco City Charter, *Section 8A.115*, and can be accessed at *http://www.municode.com/Resources/gateway.asp?pid=14130&sid=5*.

Project Background

The proposed TSP seeks to further implementation of the City's Transit First Policy, which was adopted by the voters in 1988 and is codified in the City's Charter and General Plan. (San Francisco City Charter, Section 8A.115). The Transit First Policy seeks to restore balance to a transportation system that has long been dominated by the automobile, and to improve overall mobility for all residents and visitors by making alternative means of transportation, such as transit, bicycles, and walking, safe and attractive. It encourages multi-modalism and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination.

The proposed TSP also responds to recent changes at the state level that evince a growing understanding of the importance of transit, and multimodal transportation more generally, when performing environmental analysis. In 2009, the Office of Planning and Research (OPR) amended the CEQA Guidelines at Appendix G to delete traffic congestion at intersections as a factor that the CEQA Guidelines recommended for consideration in environmental impact assessments of transportation impacts. Instead, the revised Appendix G recommends determining more broadly whether a proposed project would "conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit." This has led the City to consider a changed focus on the method for assessing transportation impacts of proposed projects.

This change in focus gives rise to the proposed new Transportation Significance Standard (TSS), which will emphasize impacts to transit as well as bicycle conditions and pedestrians when considering a proposed project's impacts on the transportation network in keeping with the City's transit first policy.

The proposed TSF fees are designed to provide a portion of the funding needed to enable the transportation system to maintain these performance standards as new development occurs. The payment of the TSF is designed to have new development mitigate its fair share financial and environmental impact on San Francisco's transportation system and meet both the statutory requirements for development fees under the Mitigation Fee Act and the mitigation requirements under CEQA.

Transportation Sustainability Fee (TSF). The TSF would be used to alleviate the burden of new development on citywide transportation system performance by funding categories of transportation projects shown to directly offset the impacts of growth from new development. As described below, the City utilized state-of-the-art transportation demand modeling to quantify the impacts of new development on citywide transportation system performance. City transportation planners identified categories of transportation system improvements and representative projects targeted to offset these impacts that would be eligible for funding through

TSF. A representative package of improvements was modeled to quantify the effects of the TSF-funded projects on citywide transportation performance. A representative package of improvements was also modeled to identify transportation impacts for the purposes of this environmental review.

As mentioned above, and in the nexus study the TSF would not serve as the sole source of funding for TSF-eligible projects.[7] Transportation funding in San Francisco has historically relied on federal and, to a lesser extent, state assistance, which are expected to continue. Further, a local funding source, the one-half percent increment to local sales taxes utilized by the San Francisco County Transportation Authority (SFCTA) to support transportation programs would continue to be available. The TSF, however, would replace other existing local funding sources, the Transit Impact Development Fee (TIDF) and the transportation component of Area Plan fees to the extent they do not exceed the TSF[8]. The TIDF and local sales tax are further described below.

Transit Impact Development Fee (TIDF). TIDF was enacted by local ordinance in 1981 and originally applied only to new downtown office space. TIDF was extended to apply to many commercial uses citywide in 2004. TIDF fees are collected based on a per square foot charge for net new commercial space, with the fee ranging from $ 9.34 to $ 11.68 per gross square foot of space. TIDF has not been applied to residential uses. The TSF would replace this fee and would apply to both residential and nonresidential uses.

Local Sales Tax Increment. Initially, voters in 1989 approved a one-half percent increment to the sales tax to support transportation and since its onset, the SFCTA has administered the program. Much of the revenue from the original sales tax increment was programmed to implement numerous unmet transportation needs that had accumulated during the 1980s. SFCTA uses dedicated sales tax revenues as local share matches for federal funds and to support transportation needs not addressed by other funding sources. In 2003, the voters reauthorized the one-half percent sales tax increment for transportation, also known as Proposition K (Prop K), and extended its scope to address additional transportation needs. The Proposition K funding program would continue under the TSF.

Transportation Significance Standards (TSS). Statewide, transportation significance standards under CEQA have conventionally focused largely on motor vehicle traffic using a Level of Service (LOS) methodology, a qualitative measure describing operational conditions developed in the *Highway Capacity Manual 2000 (HCM 2000).* Under the conventional approach, there are six levels of service defined for each roadway or intersection that is analyzed. In San Francisco intersections are analyzed rather than roadway segments, because intersections generally are the constrained elements of the roadway network. The weighted average delay (in seconds) experienced by all vehicles at an intersection defines the LOS for the intersection.

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7 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

8 In the event that the Area Plan fees are more than the TSF, the project applicant would be required to pay the difference.

Intersection Level of Service (LOS) Definitions (for signalized intersections)

Level of Service (LOS)	Average Control Delay (seconds per vehicle)
A	≤ 10 seconds
B	> 10 – 20 seconds
C	> 20 – 35 seconds
D	> 35 – 55 seconds
E	> 55 – 80 seconds
F	> 80 seconds

Source: 2000 Highway Capacity Manual

LOS has letter definitions ranging from A to F. LOS A and B represent free flow traffic with little or no delay. LOS C and D can be described as conditions where increased traffic affects maneuverability, causes speeds to drop below the speed limit, and moderate delays. LOS E indicates substantial delays, although capacity is not exceeded on most movements. LOS F indicates demand exceeding capacity on one or more critical movements, resulting in queues. Under the current approach to traffic impact analysis used by the Planning Department, LOS A through D are considered acceptable performance levels, while LOS E and F are considered unacceptable.

The LOS methodology, which provides a measure of how long a vehicle is sitting at an intersection, is a reasonable tool to use for impact assessment if the "environmental" goal is to move cars and trucks through localized intersections as quickly as possible. However, in San Francisco, with environmental goals of encouraging alternative modes of transportation to reduce energy use and pollution and move more people through the overall transportation system, the LOS approach has become an imperfect tool.

In San Francisco, transit crowding and delays to transit as well as effects on bicyclists, pedestrians and loading have also been utilized as the bases for making transportation impact significance determinations.

Many public rights-of-way in San Francisco are shared to a substantial extent by autos, transit, trucks, taxis, motorcycles, bicycles, pedestrians, and parking and loading activities. Increased congestion often adversely affects transit conditions and may result in less than desirable conditions for bicyclists, trucks, taxis and pedestrians. In some instances, mitigation to address intersection LOS may ameliorate conditions for modes of transportation besides automobiles, particularly operating delays affecting transit service. In many cases, however, even when traffic mitigation measures may be feasible, there are trade-offs with respect to impacts to other modes of travel and potentially conflicts with the San Francisco General Plan's multi-modal transportation policies, in particular, the City's Transit First Policy. The most readily identifiable impacts, intersection LOS impacts, often cannot be feasibly mitigated due to the limitations of constrained public rights-of-way.

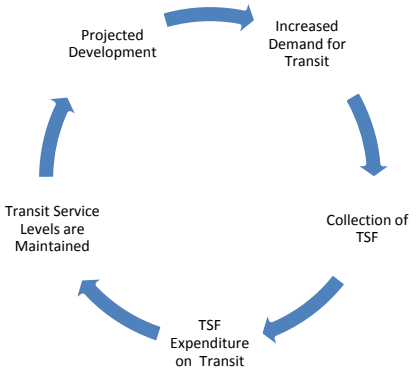
The proposed change to the Transportation Significance Standard (TSS) would shift the focus of the transportation analysis away from localized intersection LOS, and toward a more holistic evaluation of the transportation system, using transit delay and transit crowding as key indicators of the overall performance of the system in San Francisco as well as impacts to pedestrians and bicyclists.

Project Characteristics

Transportation Sustainability Fee (TSF). The proposed TSF would supplement existing local transportation funding sources and focus new funding on a program of transportation improvements designed to address transportation impacts associated with new development. Similar to TIDF, TSF would be based on fees on new development but would be extended to include new residential development and would be calibrated to support specific transportation improvements needed to address the citywide effects of development on transportation system performance.

Revenues from TSF would be allocated in a fashion similar to the existing local one-half percent sales tax increment, which have been used as local share matches to leverage other transportation funding sources. In contrast to the dedicated local sales tax increment for transportation, which is tied to retail sales and indirectly mirrors general economic conditions but has no direct linkage to needs generated by new development, the proposed TSF would be assessed proportionally on new development to address the transportation impacts of that development.

The proposed TSF would be programmed in combination with dedicated local sales tax increment revenues to enhance access to federal and other state, local, and private sources of funding.



Transportation Sustainability Fee

The nexus study proposed the levels at which the TSF should be collected in order to offset the estimated impacts to the transportation system. As part of the environmental review the TSF-funded improvements are programmed into the SF-CHAMP model to assess whether or not full mitigation has been attained.

The implementation of the TSF would be collected in response to development with the goal of maintaining transit service levels in the face of increased demand for transit services.

The fee structure for the Transportation Sustainability Fee (TSF) has been determined through a "nexus study" undertaken by the City which was finalized in early 2012. As part of the process for meeting the legal nexus requirements for the TSF, the nexus study included an analysis of how the TSF would address system-wide impacts to transit that would result from future development citywide. For the purposes of the TSF nexus study, future development was forecasted based on projections developed by the Association of Bay Area Governments (ABAG)[9,10] for the City of San Francisco in concert with the rest of the nine-county San Francisco Bay Region.

[9] Association of Bay Area Governments (ABAG), *Projections 2009*.

The forecasted growth in jobs and housing would inevitably increase demands on the City's transportation system by adding new users to the system. As a result, the City will have to invest significant additional resources in services and facilities to maintain the performance of the transportation system, while accommodating additional travel. The evaluation of the performance of the transportation system is based on two performance measures:

- Transit Crowding
- Transit Travel Times (Transit Delay)

Crowding is a critical performance measure because the system must have sufficient capacity to accommodate additional trips generated by new development. Currently, the threshold for crowding is set at 85 percent capacity for transit vehicles. Travel time is a critical performance measure because it is one of the most important factors that people consider when deciding whether or not to travel by transit. Currently, the transit delay threshold is reached when increased delay would require additional vehicle(s) to be put into service on a line to offset the effects of delays.

The two performance measures are also linked since increasing the frequency of buses and light rail cars to improve capacity also reduces travel time, by reducing wait times. Also, increasing vehicle frequency decreases passenger boarding time per vehicle.

The TSF Nexus Study confirmed that the impact of development projects on the current baseline performance standards will require transit service providers to increase spending on projects that reduce transit travel time, increase transit speed, improve transit reliability, and expand transit capacity. These project categories, and some examples of each, are identified in the TSF Nexus Study and described further below under, 'Implementation of the TSF Program.'

Transportation Significance Standards (TSS). Quantitative analysis of impacts of new projects within San Francisco are currently primarily evaluated based on localized impacts on intersection level of service (LOS), transit crowding, and transit delay. Intersection LOS is calculated by estimating the number of vehicle trips generated by a project and assigning the trips to the local roadway network based on trip distribution patterns. For intersections that could be affected by a project, intersection LOS is calculated with and without the project. The traffic impact of the project is then evaluated according to the following criterion:

> The operational impacts on signalized intersections are considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are

[10] The nexus study relied on, and is consistent with the ABAG Projections and the SF-CHAMP model which is certified as being "regionally consistent" every two years as part of the Congestion Management Plan, which is the bay area regional transportation plan. Therefore, the nexus study is consistent with the regional transportation plan pursuant to CEQA Guidelines Section 15130(b)(1)(B).

> considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F. The project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under Existing Conditions depending upon the magnitude of the project's contribution to worsening average delay. In addition, the project would have a significant adverse impact if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in levels of service to unacceptable levels.

Consistent with CEQA, if significant impacts are identified, mitigation measures are proposed for adoption. Under the new TSS, the Planning Department proposes to assess transportation impacts from development projects based on the following determination:[11]

> The project would have a significant adverse impact if it would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

This proposed TSS retains a focus on the local circulation system while eliminating the LOS standard. The "measures of effectiveness for the performance of the circulation system" would be focused on the performance standards established for transit, i.e. transit crowding and delays to transit. It should be noted that this TSS is consistent with a change to the Initial Study Checklist in Appendix G of the CEQA Guidelines. Thus the adoption of this new TSS dovetails with, and is supported by the change in the CEQA Guidelines at the state level.

The City of San Francisco recognizes that intersection LOS in many locations currently indicates localized vehicle delays. San Francisco also recognizes that the system cannot be expanded, and the only way to achieve the environmental goal of reduced emissions from vehicles and improved transportation system performance is to foster policies that will move more people in fewer motorized vehicles or move people in non-motorized forms of transportation such as bicycles and walking. Therefore, the Planning Department is proposing to replace the existing

[11] Based on the CEQA Appendix G Environmental Checklist Form, California Environmental Quality Act (CEQA) Guidelines, 2011.

Transportation Significance Standard (TSS) with an assessment approach that is consistent with the revised CEQA Guidelines, Appendix G language.

I. Project Implementation

The implementation of the TSF program would occur through the adoption of an ordinance. The ordinance would, at a minimum, amend the San Francisco Planning Code to adjust the Transit Impact Development Fee (TIDF), establish the Transportation Sustainability Fee, amend some definitions to reflect the changes, and make environmental findings, Section 302 findings, and findings of consistency with the General Plan and the priority policies of Planning Code Section 101.1. Per Chapter 31 of the San Francisco Administrative Code, and pursuant to Section 15064.7 of the CEQA Guidelines, the Planning Commission would be responsible for adopting the new TSS by resolution, after a public hearing.[12]

Implementation of the TSF Program. As described above, the implementation of the TSF program consists of:

1. Require payment of the fee on new development and intensification of uses[13] in the City and County of San Francisco consistent with the provisions of the Mitigation Fee Act;
2. Adoption of performance measures;
3. Adoption of a monitoring program which identifies when and where improvements are needed to maintain performance goals;
4. Identification of required improvements based on categories developed in the San Francisco Transportation Sustainability Fee Nexus Study (nexus study)[14], which would allow the transportation system to meet defined performance measures[15] while accommodating the increased transit demand associated with new development; and
5. The implementation of identified improvements, as needed.

The implementation would occur over a 20 year planning horizon. The fee would apply to both residential and nonresidential development, regardless of size.[16]

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12 "Adoption and/or revision of administrative regulations to implement CEQA shall be by resolution of the Planning Commission after a public hearing. The Environmental Review Officer may adopt necessary forms, checklists and processing guidelines to implement CEQA and this Chapter 31 without a public hearing." San Francisco Administrative Code, Part 3, Chapter 31.05(h).

13 For the purposes of the EIR, "new development" refers to new development that would occur in San Francisco after implementation of the TSF Program, and does not include development existing at that time. The "intensification of use" refers both to expansion of existing buildings and any change of use which would result in increased trip generation.

14 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

15 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

16 The Draft *San Francisco Transit Sustainability Fee Nexus Study* ("Nexus Study") estimated that approximately half of the development occurring in San Francisco over the next 20 years would be exempt from TSF since it is either underway or subject to a separate transportation impact fee

Fee Collection. Fees would be collected based on the number of motorized trips (auto trips and transit trips) generated by the new development. The motorized trip generation was calculated in the draft nexus study and was translated to a per-square-foot fee that is the basis for the TSF structure, as summarized in Table 1, Summary of Proposed Transit Sustainability Fee Schedule.

Based on project development and the rates identified in Table 1, the fees would generate approximately $632,600,000 over 20 years.

Fee Leveraging. Also, as mentioned above, TSF fees would not be likely to fund projects in their entirety. Instead, TSF fees would likely serve as a local match for funding anticipated from state and federal sources.

Table 1. Summary of Proposed Transit Sustainability Fee Schedule[1]

Economic Activity Category	TSF (per Sq. Ft.)
Residential	$ 5.53
Nonresidential	
Management, Information, and Professional Services	$12.64
Retail/Entertainment	$13.30
Production, Distribution, and Repair	$ 6.80
Cultural/Institutional/Education	$13.30
Medical and Health Services	$13.30
Visitor Services	$12.64

Source: Draft San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics, March 2012.

[1]This proposed fee schedule is subject to change.

Fee Allocation. These funds would then be allocated to four categories[17] of projects according to the TSF Expenditure Plan.[18] All project categories have been developed to target the performance measures to reduce transit overcrowding and to improve travel times.

(i.e. Candlestick Point-Hunters Point Shipyard Phase II, Park Merced, and Treasure Island). Calculations of fee availability in the Nexus Study are based only on development that would be subject to TSF.

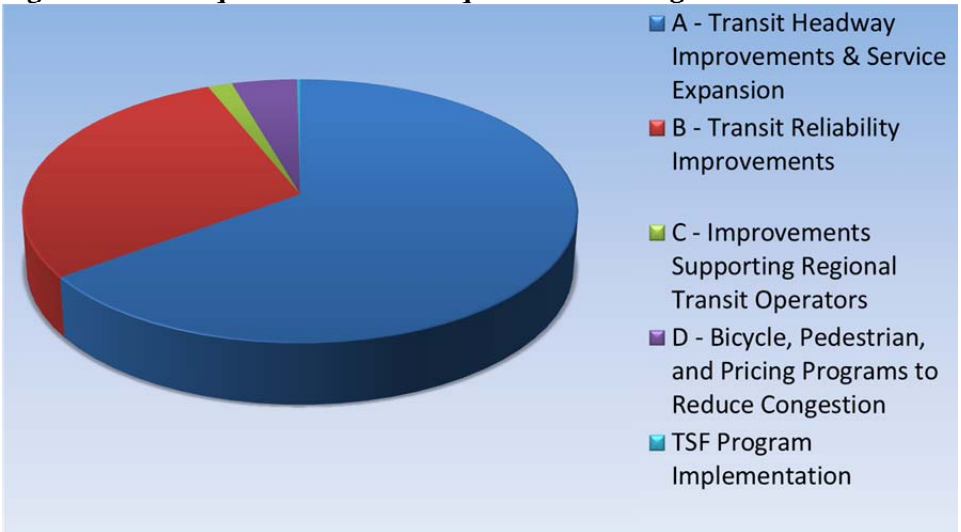
17 The Nexus Study identified a fifth expenditure category for "TSF Program Implementation" which would receive 0.2 percent of the available TSF funds.

18 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics*, March 2012.

The categories are:

- **Category A: Transit Headway Improvements and Service Expansions:** this category primarily addresses transit overcrowding by increasing transit capacity, an example project might be the purchase of a Muni coach;
- **Category B: Transit Reliability Improvements:**[19] this category primarily addresses transit travel time by increasing transit travel speeds on the Rapid Network, an example project might be a transit stop optimization project which could include the elimination, addition, or relocation of a transit stop, or the addition of a pedestrian center island or bus bulb;
- **Category C: Regional Transit Improvements:** this category addresses both transit overcrowding and transit travel time of regional transit providers such as the purchase of higher capacity BART cars; and
- **Category D: Bicycle, Pedestrian, and Pricing Programs to Shift Mode Share:** this category focuses on changing travel behavior to address transit overcrowding and transit travel speeds by reducing automobile trips and shifting these trips to transit, bicycling and walking, such as the implementation of bicycle projects.

Figure 1: TSF Expenditure Plan - Representative Program



Each category description includes: project selection criteria and eligible cost criteria and examples of representative projects that fit the category criteria, including the examples listed above.[20] The categories establish criteria that specific projects must meet in order to receive TSF funding. Representative projects are identified to illustrate adherence to the criteria and a

19 Many Category B projects are currently undergoing project-level environmental review, including TEP, the Geary BRT, and the Van Ness BRT.

20 Draft *San Francisco Transit Sustainability Fee Nexus Study, Cambridge Systematics, Inc. and Urban Economics,* March 2012.

representative program has been developed for the purposes of the nexus study. However, a complete expenditure plan including a list of specific project(s) has not been identified.

This is because fee allocation to specific transportation projects would occur according to a prioritized list that would be adjusted periodically (likely on a biennial basis) to respond to the changing demands on the citywide transportation system with the goal of meeting the identified performance standards.

The representative program established for the nexus study included expenditures on the following:

- Transit Effectiveness Project (TEP),
- Geary Bus Rapid Transit (Geary BRT),
- Van Ness Bus Rapid Transit (Van Ness BRT),
- Better Market Streets Project,
- Improvements Supporting Regional Transit Operators, and
- Bicycle, Pedestrian, and Pricing Programs.

Some of these projects/expenditure categories are discussed further under 'Approach to Analysis' below.

Once funds are leveraged and allocated, TSF-funded projects would be constructed and/or implemented. The goal of this construction/implementation would be that the transportation system continues to meet performance standards, as monitored by SFMTA.

Implementation of the TSS. As described further under "Approach to Analysis" below, the TSS change may or may not be adopted with the implementation of the TSF. It is possible that the TSS change would occur without implementation of the TSF (Variant 2). Therefore, the impacts of the implementation of the TSS change must also be studied independently. This is outlined in detail below.

The Planning Commission would implement the TSS by adopting a resolution establishing the TSS as the method for assessing the threshold of significance for transportation impact assessments for development projects. Thereafter, for future development projects, the approach used to assess an individual project's impacts on the transportation system would use the approach set forth in the TSS.

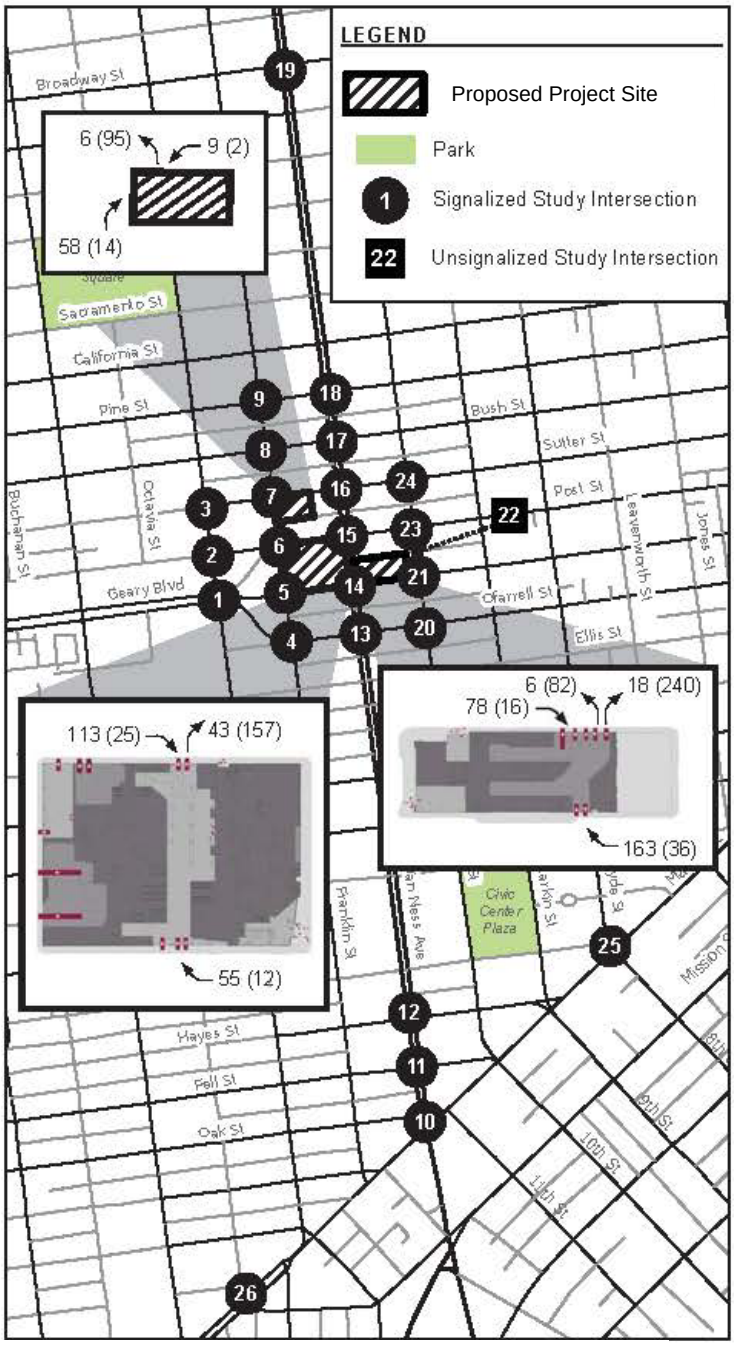
The quantitative cornerstones of the San Francisco Planning Department's existing evaluations of transportation impacts in its CEQA documents are intersection LOS, SFMTA's transit crowding threshold, and excessive transit service delays. With the proposed elimination of the intersection LOS significance standard, the centerpieces of CEQA quantitative transportation impact analyses in San Francisco would shift to transit crowding and delays to transit.

The transportation impact analysis would also focus on pedestrians and bicyclists essentially using the current methodology. The Planning Department would also review the design of the proposed projects and identify potential conflict points between all modes of transportation, and identify design solutions to address those conflicts where needed.

Implementation of the TSP. The implementation of the entire TSP program allows for synergy between the TSF and the TSS and the effect is greater than just the sum of the effects of TSF and TSS. As explained above, focusing local CEQA transportation significance standards on impacts affecting transit crowding and delays would be consistent with the metrics utilized to calculate the impacts of new development under the TSF program. Accordingly, the categories of improvement projects identified in the TSF Expenditure Plan, if implemented, could have the secondary benefit of addressing citywide transportation system performance impacts of new development within the CEQA context.

Once adopted, the Planning Department would begin to use the new TSS for transportation impact analyses in support of environmental review documents.
For the majority of projects, a detailed, multi-intersection LOS analysis, such as the one seen at right, would not be required.

Figure 2. Typical LOS Analysis



Source: Fehr & Peers and LCW Consulting 2012

This approach would replace the existing focus on intersection-specific traffic LOS impacts, which often are infeasible to mitigate and cannot address system-level impacts.

Revenues from TSF would be used to support a broader transit-oriented program of transportation improvements designed to systematically address transportation impacts associated with new development.

Also, since net new development would be required to pay the proposed TSF in order to offset potential project impacts, project-specific analysis would be limited to site-design issues such as loading docks, curb cuts, and pedestrian and bicycle safety. Some large-scale projects, typically those of such a scale that a development agreement is likely, are anticipated to require more extensive quantitative transportation impact analyses and, if needed, project-specific mitigation measures.

However, in the majority of cases, CEQA analyses of transportation impacts would not require the type of intersection LOS analysis that is currently required.

II. Approach to Analysis

Pursuant to CEQA Guidelines Section 15378(a) a "project" under CEQA means the whole of an action which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. The CEQA definition of a "project" specifically does not include "the creation of government funding mechanisms or other government fiscal activities which do not involve any commitment to any specific project which may result in a potentially significant impact on the environment." CEQA Guidelines Section 15378(b)(4). By this definition, the adoption of the fee under the TSF program, alone, would not result in a physical change to the environment and would not be considered a project under CEQA. However, the proposed TSP program is designed to establish performance standards and result in the implementation of transportation system improvements that will address the transportation system needs resulting from new development in San Francisco. Also – the TSP Program includes a proposed change to a Transportation Significance Standard which would effectively change CEQA analysis of transportation impacts for future development projects.

As a result, the Planning Department is undertaking environmental review of the implementation of TSP. This environmental review consists of:

1. A Program-Level Review of the Implementation of the TSP
2. A Project-Level Review of the Implementation of the TSS on the Transportation System
3. A Project-Level Analysis of the Transportation System (based on a development scenario and several project implementation scenarios)
4. An informational discussion of project-level impacts which may result from future TSF-funded projects.

Each of these components is described further below.

Program-Level Review of the Implementation of the TSP. According to CEQA Guidelines Section 15168[a], a local agency may prepare a program-level environmental review document to address a series of actions that can be characterized as one large project or series of actions that

are linked geographically; logical parts of a sequence of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental impacts that can be mitigated in similar ways.

This program-level environmental review document is designed to assess the environmental impacts of the proposed Transportation Sustainability Program (TSP). As noted above, under CEQA, program-level environmental review is used in environmental analyses for a series of actions that can be characterized as one large project because they are logically related. For some site-specific purposes, a program-level environmental review document may provide sufficient detail to enable an agency to make informed site-specific decisions within the program, allowing an agency to carry out an entire program without having to prepare additional site-specific environmental documents. In other cases, the formulation of site-specific analysis cannot be completed until subsequent design and the preparation of the project-level environmental review documents. In such situations, the program-level environmental review document may properly focus on "broad policy alternatives and programmatic mitigation measures," as well as "regional influences, secondary effects, cumulative impacts. . .and other factors that apply to the program as a whole," [CEQA Guidelines Section 15168(b)(4) and (d)(2)].

Here, the implementation of two interrelated policy initiatives (the TSF and the TSS) fit the criteria promulgated in Section 15168[a] of the CEQA Guidelines since they are "logical parts of a sequence of contemplated events" and both being transportation-related initiatives which primarily impact the transportation system they have "generally similar environmental impacts that can be mitigated in similar ways."

Therefore, this document contains a comprehensive programmatic environmental review of the potential impacts associated with the cumulative effects of the implementation of the TSF and the change to the TSS. Since the complete package of TSF-funded projects is not known, site-specific project-level review is too speculative to be provided at this time. This level of review will be provided separately, as discussed below. However, a representative package of improvements was modeled to determine the effects to the transportation system citywide, and in key transportation corridors. This is discussed below.

Project-Level Review of the Implementation of the TSS on the Transportation System. The TSS involves only a change to a transportation significance standard and would not involve any physical projects. Physical impacts would, therefore, be limited to impacts to the transportation system and secondary effects related thereto. This environmental review document analyses the effects of the implementation of the TSS on the transportation system at a project-level as discussed below under "Project-Level Analysis of the Transportation System." Secondary effects are also be analyzed at a project-level. Therefore, this document provides project-level review of the implementation of the TSS.

Project-Level Analysis of the Transportation System. In order to determine the effects of the implementation of the proposed TSP program on the citywide transportation system, a development scenario was created for use in the transportation model.

Development Scenario. The development scenario is a "snapshot" of the City in 2035 (the plan horizon year) which includes all the development that is anticipated over the next 20 years. The development does not exceed the regional growth forecast as provided by the Association of Bay Area Governments (ABAG) and is distributed across the City largely based on planned development or "pipeline projects" and changes to zoning resulting from the implementation of land use plans.

SFMTA must manage the transportation system from a citywide perspective because of the interconnectedness of the transit network and ripple effects of transit service changes and trip generation from development across the network. For example, improvements in headways to increase capacity on a rail line may require changes to routes that share the same right-of-way.[21] One package of potential projects that could be implemented under the TSF has been identified to ameliorate delays and overcrowding system-wide. The effects of the combination of assumed development and assumed improvements will be determined based on a series of model runs using the City's travel demand model (SF-CHAMP).

SF-CHAMP Model Runs. The SF-CHAMP model is maintained and operated by the San Francisco County Transportation Authority (SFCTA) and is used to conduct transportation impact analysis for projects in San Francisco. Here, the model runs will be based on a series of implementation scenarios, which represent the various ways that the TSP could be implemented. These are described further under 'Project Scenarios' below.

The focus of the analysis is on the operational impacts of the implementation of TSF and TSS on the citywide transportation system, primarily the roadway network and the Muni transit system.[22] The "citywide transportation system" is a network of public facilities that support a range of multimodal public and private transportation services, including; automobiles, transit, trucks, taxis, carpools, vanpools, motorcycles, bicycles and pedestrians.[23]

The operational impacts will be analyzed by looking at the LOS impacts at 70 intersections, and the impacts to transit operations along at least 20 transit corridors.

The result of this operational impact analysis will be a citywide comparison of the condition of the existing transportation system and level of development to the condition of the transportation system with and without implementation of the TSF projects based on the projected amount of development expected over the 20 year planning horizon.

Given this citywide, system-wide, cumulative project-level approach, this environmental review document for the TSP program is designed to address the need for a cumulative transportation analysis for individual projects. Pursuant to CEQA Guidelines Section 15130(b)(1) "an adequate discussion of significant cumulative impacts" must include one of two elements, either "A list of

[21] Draft San *Francisco Transit Sustainability Fee Nexus Study*, Cambridge Systematics, Inc. & Urban Economics. March 2012.

[22] As mentioned above, the project-level impacts of individual projects funded in full or in part with TSF funds would be evaluated on a project-by-project basis.

[23] Private parking lots and a few private streets are the only non-public components of the city's transportation facilities.

past, present, and probable future projects producing related or cumulative impacts" [CEQA Guidelines Section 15130(b)(1)(A)] or "A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect." CEQA Guidelines Section 15130(b)(1)(B).

The City of San Francisco routinely uses the projections based approach. More specifically, the City uses the projections promulgated by the Association of Bay Area Governments (ABAG) as overall growth projections citywide. ABAG provides land use forecasts at the MTC TAZ geographic level to both SFCTA and the SF Planning Department. The SF Planning Department aligns the ABAG land use data with the San Francisco Planning Pipeline to come up with a more refined land use forecast at the more disaggregate SF-CHAMP[24] TAZ geographic level that is still consistent in aggregate with the ABAG forecasts across the dimensions of employment, households, population, and employed residents. For areas outside of San Francisco, the SFCTA uses land use data from ABAG directly as SF-CHAMP inputs since there is a one-to-one relationship with MTC TAZs and SF-CHAMP TAZs outside of San Francisco County.

SF-CHAMP uses land use that is consistent with ABAG land use scenarios that are part of ABAG's official "*Projections Series*" as well as the scenarios developed and evaluated for the ABAG/MTC SCS "One Bay Area" including *First Round Scenarios*, *SCS Alternative Scenarios*, and the forthcoming SCS EIR Scenarios. The entire SF-CHAMP process, its inputs, parameters, methodologies, and outputs are certified by MTC as being "regionally consistent" every two years as a part of the Congestion Management Plan (CMP). The most recent CMP was published in 2011 and the model consistency report is available online in Technical Appendix 14. Previous CMP reports are also available on the SFCTA website.[25] A "regional consistency" determination indicates consistency with the regional transportation plan, which is currently the *Transportation 2035 Plan for the San Francisco Bay Area.*[26] Regional consistency fulfills the requirements of CEQA Guidelines Section 15130(b)(1)(B).

As a result, any transportation analysis based on SF-CHAMP model runs provides a cumulative analysis consistent with the requirements of CEQA Guidelines Section 15130(b)(1)(B).

Therefore, this environmental review document provides a project-level cumulative assessment of the citywide impacts of new development and the implementation of the TSP on the transportation system through the planning horizon year, 2035. Future development in the City which is determined to be consistent with the development scenario identified for modeling may not require further cumulative transportation analysis.

[24] The SF-CHAMP model is maintained and operated by the San Francisco County Transportation Authority (SFCTA).

[25] E-mail communication between Elizabeth Sall, San Francisco County Transportation Authority and Rachel Schuett, San Francisco Planning Department, July 16, 2012.

[26] On April 22, 2009, the Metropolitan Transportation Commission (MTC) adopted the *Transportation 2035 Plan for the San Francisco Bay Area*, which specifies how some $218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county Bay Area during the next 25 years.

Project-Level Discussion. Under CEQA, project-level environmental analysis examines the environmental impacts of an individual project, and examines phases of the project including construction and operation. Project-level analysis may be conducted once a sufficient level of detail is known regarding a proposed project. With a detailed project description and an understanding of the existing environmental conditions, the potential environmental effects of a proposed project may be understood and analyzed. As stated above, the final package of improvements funded by the TSF is unknown, since it will be developed over the next 20 years in response to the pattern of development that occurs in the City.

Since the nature and location of these improvements is not known with certainty at this time, individual TSF-funded projects will undergo separate additional project-level review, and no project-level clearance is provided by this environmental document, aside from the project-level cumulative transportation analysis described above. For example, environmental review is currently being prepared for the following projects:

- **Transit Effectiveness Project (TEP).** In an effort to make Muni service more convenient, reliable and attractive to existing and potential customers, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Office of the Controller have launched a detailed analysis of existing travel patterns and a comprehensive review of service options. The resultant Transit Effectiveness Project (TEP) represents the first major evaluation of transit service provision in San Francisco since the late 1970s, culminating in a set of recommendations to improve SFMTA's service delivery, enhance safety and reliability and to get people to their destinations more quickly. These recommendations are grouped into four components:

    - Service Policy Framework
    - Service Improvements
    - Service-Related Capital Projects
    - Transit Time Reduction Proposals

- **Geary Bus Rapid Transit (Geary BRT).** Geary Boulevard is the most heavily used transit corridor in the northern part of San Francisco. Over 50,000 daily transit riders rely on Geary bus service, which is often unreliable and crowded. The implementation of BRT features, such as dedicated bus lanes and high-quality bus shelters, is being considered to improve service for existing riders, attract new transit riders, and prevent increased auto congestion caused by existing riders switching to driving due to dissatisfaction with transit.[27]

- **Van Ness Bus Rapid Transit (Van Ness BRT).** The Van Ness Bus Rapid Transit (BRT) is intended as an affordable approach to creating rapid transit along Van Ness Avenue, San Francisco's major north-south transit route, for two miles between Mission and Lombard Streets.[28] The three BRT build alternatives and one design variation analyzed for environmental review all include: dedicated bus lanes, transit

[27] *http://www.sfcta.org/content/view/306/152/*. Accessed June 13, 2012.
[28] *http://www.sfcta.org/content/view/306/152/*. Accessed June 13, 2012.

signal priority (giving buses more green lights), and faster, level boarding through all doors.

In addition, the Better Market Streets project, once developed, will likely also undergo separate project-level environmental review. If the Ordinance is passed and the TSP program is implemented, these projects (and other transit projects) could receive partial funding through TSF.

Transit Preferential Streets Toolkit Treatments. The SFMTA developed a Transit Preferential Streets (TPS) toolkit of roadway and traffic engineering changes to be applied along transit corridors to reduce transit travel time, which is in the TEP as part of the Transit Time Reduction Proposals. Tool kit treatments include:

- **Transit Stop Changes:** includes modifying the spacing between adjacent transit stops, changing the location of a stop, converting a flag stop to a bus zone, or modifying the length of a stop to increase maneuvering space for transit vehicles.
- **Replacing STOP Signs with Signals or Other Measures:** replacing a STOP sign with traffic signals, traffic circles, or other measures would reduce delays for Muni at intersections.
- **Transit Bulbs and Boarding Islands:** installing a transit bulb is an engineering measure that extends the sidewalk and curb into the street at transit stops so that buses do not have to exit and re-enter their lane of travel after a stop.
- **Traffic Striping Changes:** dedicated transit-only lanes, turn pockets, and queue jumps are the type of traffic changes that may be considered for reducing transit travel time.
- **Pedestrian Improvements:** includes upgrading crosswalks, constructing pedestrian refuge islands[29], and constructing pedestrian bulbs at transit zones.

The Transit Preferential Streets Tool Kit Treatments are being analyzed separately in the TEP EIR.

Bicycle, Pedestrian, and Pricing Programs. Bicycle, Pedestrian, and Pricing Programs to Shift Mode Share is a group of programs aimed at encouraging mode shift away from single occupancy vehicles (SOVs). These programs would likely consist of a parking demand management program to reduce automobile trips by increasing the cost of parking, and a targeted marketing program to provide information directly to households on travel alternatives to reduce automobile trips.

Framework for Analysis. The implementation of the TSP would result in collection of the Transportation Sustainability Fee (TSF) and the allocation of these funds to projects that would result in upgrading the current level of transit service to accommodate the increase in ridership resulting from new development and would allow the transportation system to meet established performance standards. The TSP implementation would also result in a change to transportation impact analysis under CEQA. The TSP implementation would not create citywide population growth, nor would it enhance transit services in any particular location such that development in

[29] A refuge island, or pedestrian island, is a section of raised pavement or sidewalk that is completely surrounded by asphalt to provide pedestrians a safe place to stop before finishing crossing a roadway.

that location would become more favorable. Instead, it is designed to accommodate anticipated growth, as projected by the Association of Bay Area Governments.

It is important to note that since the implementation of the TSP would not result in increased overall growth, the impacts associated with TSP are limited to the operational transportation and transportation-related impacts (i.e., noise and air quality). Further, the TSP would not generate new person trips or redistribute trips on the local roadway network other than those captured in the SF-CHAMP model run(s). One of the goals of the TSP is to encourage mode shift from auto to transit. All mode shifts included in the analysis are accounted for in the transportation model.

There is some uncertainty about the extent to which a fully-funded transportation program can be assured, given that future development is uncertain, and final rates have not been approved. Thus, two levels of TSF funding are analyzed herein:

- A "Fully Funded" TSF; and
- A "Two-Thirds Funded" TSF due to limited fee revenues and/or lack of matching funds.

Also, as mentioned above, the TSP, as proposed, would include the adoption of both the TSF and the TSS. However, the TSF could be adopted without the TSS, and the TSS could be adopted without the TSF. Therefore, this environmental document includes the TSP implementation, consisting of the implementation of the TSF program and the change to a Transportation Significance Standard (TSS) from the City's CEQA Standards of Significance as the proposed project.

These uncertainties are framed through the use of several project scenarios, described below and shown in Table 2, Project Scenarios.

Project Scenarios. Given the citywide and system-wide nature of the analysis, and the fact that the primary impacts to be analyzed are impacts to the operations of the roadway and transit systems, the backbone of the impact discussion is the analysis of the citywide roadway network and the citywide transit system under several project scenarios. Each scenario is evaluated via a model run using the City's travel demand model (SF-CHAMP) as described under "Approach to Analysis" above, with the exception of Scenarios 5, 7, and 8 which rely on the model runs from Scenarios 4, 6 and 3, respectively, as described further, below.[30]

The scenarios are most relevant to the transportation impact study, and the corresponding transportation impact analysis. However, since the proposed project consists of a transportation-related program, the implementation of which is the subject of this environmental analysis, these scenarios are inherently the best way to describe the project and the project's impacts, as well.

Further, these scenarios cover the range of TSP implementation possibilities.

Table 2. Project Scenarios

Scenario	Description
Scenario 1	Existing Conditions
Scenario 2	Existing Conditions, with TSP/Existing Plus Project
Scenario 3	2035 No Project
Scenario 4	2035 Full TSF Implementation, no TSS (Variant 1)
Scenario 5	2035 Full TSF Implementation, with TSS (Proposed Project)
Scenario 6	2035 Two-Thirds TSF Implementation, no TSS (Variant 2)
Scenario 7	2035 Two-Thirds TSF Implementation, with TSS
Scenario 8	2035 No Project, with TSS, no TSF (Variant 3)

Scenarios 1 and 3 comprise the baseline condition and the future cumulative no project condition, respectively, for the environmental analysis. Scenarios 4 through 8 encompass the range of implementation possibilities. Scenario 3 will also comprise the "No Project" alternative in the EIR alternatives analysis.

Scenarios 5 and 7 rely on the model runs from Scenarios 4 and 6, respectively, since a change to the Transportation Significance Standard would not cause changes to the development patterns, nor would it generate trips.

Scenarios 5 and 7 apply the proposed TSS to Scenarios 4 and 6 rather than the existing TSS. For example, Scenario 5 evaluates the impacts associated with the Scenario 4 model run using the proposed TSS, rather than the existing TSS. Thus, the discussion of Scenarios 5 and 7 are confined to the transportation section of the EIR for the purposes of the discussion of impacts to the transportation system. It should be noted that Scenario 5 2035 Full TSF Implementation, with TSS is considered the "proposed project." Therefore, throughout the environmental review document, any discussion of the "proposed project" also technically refers to Scenario 5. This is discussed further under "Proposed Project," below.

Similarly, Scenario 8 applies the proposed TSS to Scenario 3, rather than the existing TSS. The application of the new TSS and the elimination of the old TSS would effectively eliminate the discussion of LOS. This is the primary difference that will be reflected in the discussion of Scenario 8. As such, the discussion of Scenario 8 is also confined to the transportation section of the EIR. Scenario 2 assumes full adoption of the TSP in the base year and constitutes the Existing Plus Project condition, the discussion of Scenario 2 will also be confined to the transportation section.

The impact analysis compares Scenario 4 (Full TSF Implementation, no TSS) to Scenario 1 and is focused on the impacts to the roadway network at the 70 study intersections and the impacts to transit, parking, loading, and pedestrian and bicycle facilities in over 20 study corridors.

Scenarios 6 and 7 consist of the Two-Thirds TSF Implementation Scenario identified by SFMTA. Under Scenarios 6 and 7, the TSF would generate two-thirds of the projected revenues, and, therefore, approximately two-thirds of the TSF projects would be implemented. This decrease in projected revenues could be the result of the adoption of a smaller fee, or the inability of the fees

to leverage outside funds. The projects that would be implemented under this scenario have been identified by SFMTA, and programmed into the model.

The impact analysis compares Scenario 6 (Two-Thirds TSF Implementation, no TSS) to Scenario 1 and is focused on the impacts to the roadway network at the 70 study intersections and the impacts to transit, parking[31], loading, and pedestrian and bicycle facilities in over 20 study corridors. Since it is anticipated that Scenario 6 would show a different level of impacts compared to Scenarios 1 and 4, Scenario 6 will be discussed throughout the environmental review document.

As mentioned above, the impact analysis compares Scenario 7 (2035 Two-Thirds TSF Implementation, with TSS) to Scenario 6; under Scenario 7 LOS impacts are not discussed. Scenario 7 is only discussed in the Transportation Section of the EIR.

Three project variants are also analyzed. Variant 1 includes the adoption of the TSF, without the proposed TSS. Variant 2 includes the adoption of the TSF, but with only two-thirds of the revenue collected under Variant 1, and without the proposed TSS. Variant 3 includes the adoption of the proposed TSS without the TSF.

Proposed Project. The "proposed project" (Scenario 5) is the 2035 Full Transportation Sustainability Fee Implementation, with the change to the Transportation Significance Standard. Variant 1 (Scenario 4) is the same as the proposed project, except that the TSS would not change, and LOS would continue to be evaluated. Variant 2 (Scenario 6) is the same as the proposed project with reduced funding, except that the TSS would not change, therefore LOS would continue to be evaluated, and TSF would only receive two-thirds funding so that only two-thirds of the projects funded by the TSF would be implemented.

The proposed project and Variants 1 and 2[32] comprise the implementation of a transportation project. Programmatically, the direct physical impacts will be impacts to the transportation system related to changes in intersection LOS and changes to transit service as well as impacts directly related to vehicle and transit trips such as noise and air quality impacts and secondary transportation impacts.

Other physical impacts may occur as individual TSF-funded projects are implemented. These physical impacts would be associated demolition, excavation, and construction activities. As noted above, no specific TSF-funded projects are analyzed at a project-level in this environmental document. However, for informational purposes, a general discussion of potential project-level

[31] San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. 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 social effects, rather than impacts 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 § 15131(a).) Therefore, the discussion of parking impacts is included for informational purposes only, and a discussion of secondary physical impacts is also included.

[32] For the remainder of the document, "proposed project," "Variant 1," and "Variant 2," will be the nomenclature employed to refer to Scenarios 5, 4 and 6, respectively.

physical impacts is included in each impact section, along with a description of the City's policies and protocol for addressing such impacts.

A. Use of This Report

A CEQA document is an informational document, which analyzes or discloses the environmental consequences of a proposed project to the public and decision-makers prior to taking any discretionary action. The City and County of San Francisco is the lead agency for this environmental review document. Thus the San Francisco Planning Commission and Board of Supervisors following certification of the EIR will use the information in this report, along with social, economic, neighborhood and other considerations to determine whether the Transportation Sustainability Program should be approved as proposed, approved with conditions, or not approved.

CEQA documents (Initial Studies or EIRs) on specific plans, policy documents, or individual development projects in the City and County of San Francisco may be tiered from this environmental document. (CEQA Guidelines Section 15183, 15162-15164, 15168, and 15183.5). Pursuant to CEQA Guidelines Section 15385, tiering may occur from a broader environmental analysis to a narrower environmental analysis, or site-specific environmental analysis by incorporating by reference the general discussions and concentrating solely on the issues specific to the environmental document subsequently prepared. Tiering is appropriate when the "the sequence of an EIR is from a general plan, policy or program EIR to a program, plan, or policy of a lesser scope, or to a site-specific EIR of a lesser scope." (CEQA Guidelines Section 15383[a]). This environmental review document for the Transportation Sustainability Program can function as a first-tier environmental document that assesses and documents the broad environmental impacts associated with the implementation of the proposed Transportation Sustainability Fee ordinance and the change to Transportation Significance Standard through the horizon year 2035, with the understanding that a more detailed project-level review may be required to assess future projects funded through TSF. The analysis contained in this environmental review document may also be used as a reference for subsequent environmental review of specific plans, infrastructure improvements, zoning amendments, impact fees and other development proposals.

As a result, this environmental review document may be used as a first-tier environmental document for the subsequent review of a variety of transportation improvement projects, and, as previously indicated, may provide CEQA clearance for such projects.

This document intends to provide the project-level analysis of the transportation system for all development projects determined to be within the development projections included in ABAG Projections 2009 and consistent with the underlying zoning as of the date of this NOP.

Interested individuals may also review this environmental document to evaluate the effects of the Transportation Sustainability Program on existing conditions (through year 2035) in the City, and to assess the proposed mitigation measures' ability to reduce potential environmental consequences.

B. ENVIRONMENTAL SETTING

Location

San Francisco is a consolidated city and county. As illustrated in Figure 3, the City and County of San Francisco (hereafter "the City") is located on the tip of the San Francisco Peninsula with the Golden Gate Strait to the north, San Francisco Bay to the east, San Mateo County to the south, and the Pacific Ocean to the west. The City is one of nine counties adjacent to the San Francisco and San Pablo Bays. Daly City and the City of Brisbane abut San Francisco to the south. The City comprises a land area of approximately 49 square miles.

Transportation Setting

Given that the Transportation Sustainability Program is a citywide, system-wide transportation program, the existing transportation setting is the most pertinent part of the environmental setting.

Physical Setting

The following is a summary of the physical setting of the citywide transportation system including; the roadway network, the transit network, bicycle, pedestrian, and loading facilities, and existing parking conditions. A more detailed description of the transportation setting will be provided in the Transportation Impact Study, and the Transportation Section of the Environmental Impact Report.

Existing Roadway Network/Vehicle Use

The Transportation Element of the General Plan classifies roadways by type within the City ranging from Freeways, Major and Secondary Arterials to Collector and Local Streets. The General Plan further identifies Primary Transit, Transit Preferential Streets and Citywide or Neighborhood Pedestrian Network Streets.

Based on the U.S. Census the City and County's total population was approximately 805,235 persons in 2010. And according the 2010 American Community Survey (ACS) San Francisco had 470,349 registered vehicles that year for a total of approximately 0.58 vehicles per capita.[33] In addition to the vehicles registered to San Francisco residents, between 4 a.m. and noon on a work day upwards of 35,400 vehicles flood into the City.[34] These vehicles utilize the 195,000,000 square feet of pavement that constitute the 1,088 miles of roadway citywide.[35,36]

[33] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

[34] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

[35] This includes 59 miles for freeways, including ramps and freeway to freeway exchanges.

[36] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

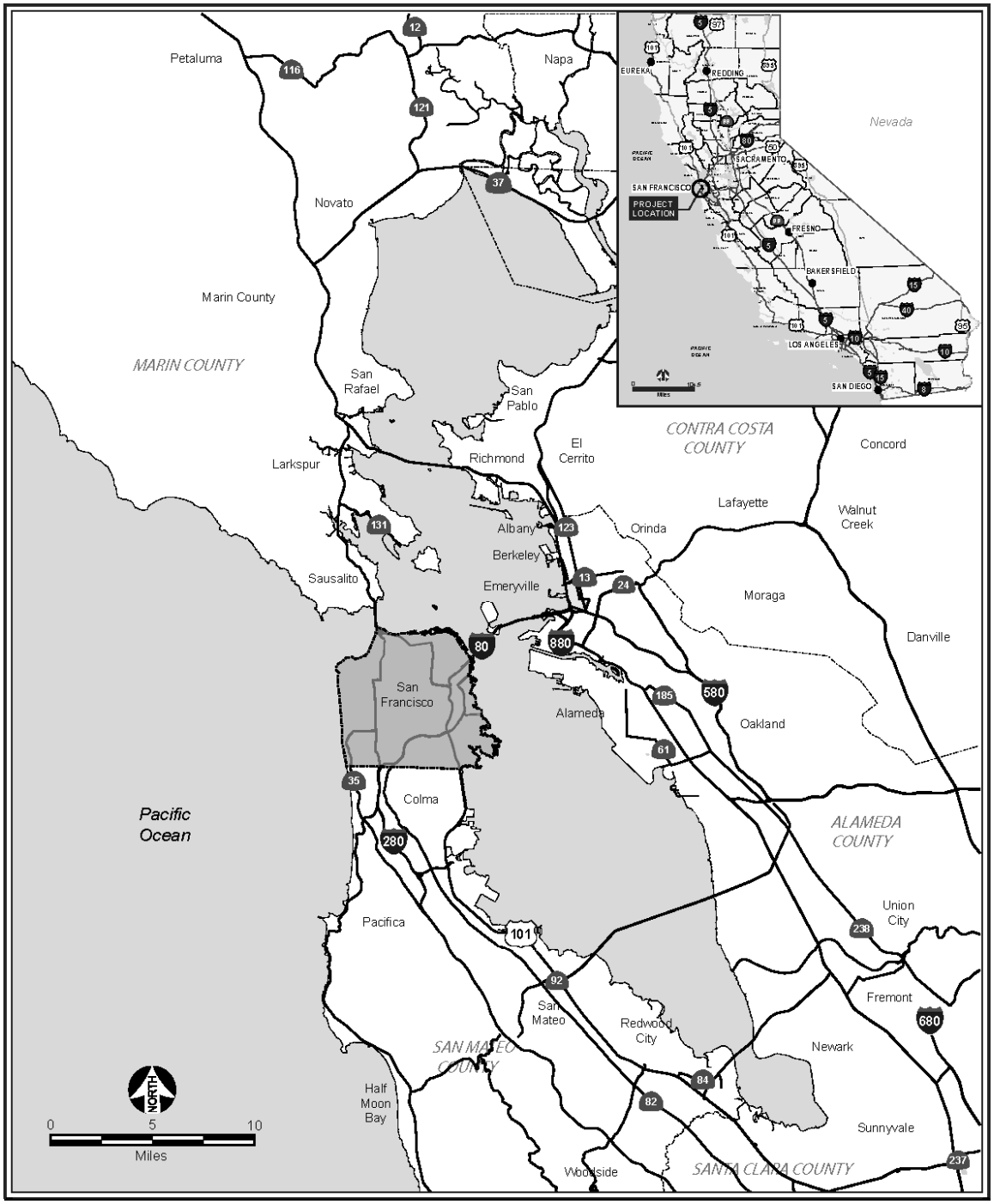


Figure 3: Project Location

In 2010, approximately 36 percent of San Francisco residents drove alone to work, down from 40.5 percent in 2000. Another 7.9 percent commuted as part of a carpool.[37]

[37] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

Transit Network

Local transit service throughout the City is provided by Muni, the transit division of the San Francisco Municipal Transportation Authority (SFMTA). Muni operates a fleet of buses, cable cars and light rail on 83 routes throughout the City providing both local service and connections to regional transit providers serving the North Bay, East Bay, South Bay and the Peninsula. Golden Gate Transit buses and ferries provide service to the North Bay; Bay Area Rapid Transit (BART), the Water Emergency Transportation Authority (WETA) and Alameda-Contra Costa Transit (AC Transit) District to the East Bay; and Caltrain and San Mateo County Transit District (SamTrans) to the South Bay and Peninsula. In 2010 Muni's fleet consisted of 506 diesel buses, 313 trolley buses, 40 cable cars, 40 historic street cars and 151 light rail vehicles.[38]

As shown in Table 3, 40 of Muni's 83 routes have standard service, meaning that they operate seven days a week, primarily between 6 a.m. and midnight; although schedules vary route-by-route with some late night (Owl) service. There are also 16 'Express' routes which typically run in the peak direction during the peak period and have limited stops. There are also five 'Limited' routes which have limited stops and run during limited hours. Service frequencies range from three to 30 minutes depending on time of day and route, with the most frequent service provided during the weekday AM peak period (7 – 9 a.m.) and PM peak period (6 – 9 p.m.).

Typical peak capacities for transit operations occur during the weekdays, in the inbound (to downtown) direction in the mornings and in the outbound (away from downtown) in the evenings. Muni also provides express lines which only operate in the peak period peak direction and additional event day service for recreational, sports, and civic events.

In 2010, approximately 34.1 percent of San Francisco residents took public transportation to work and Muni had an average weekday boarding rate of 673,196 persons.[39]

In order to facilitate the commute by transit, the City has identified primary transit streets, and transit centers, as shown in Figure 4, Existing Transit Facilities.

[38] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

[39] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

Table 3. Existing Muni Service

Buses

STANDARD SERVICE		EXPRESS SERVICE	LIMITED SERVICE
1-California	31-Balboa	1AX-California 'A' Express	9L-San Bruno Limited
2-Clement	33-Stanyan	1BX-California 'B' Express	14L-Mission Limited
3-Jackson	35-Eureka	8AX-Bayshore 'A' Express	28L-19th Avenue Limited
5-Fulton	36-Teresita	8BX-Bayshore 'B' Express	38L-Geary Limited
6-Parnassus	37-Corbett	8X-Bayshore Express	71L-Haight/Noriega Limited
9-San Bruno	38-Geary	14X-Mission Express	
10-Townsend	39-Coit	16X-Noriega Express	**SPECIAL SERVICE**
12 Folsom/Pacific	41-Union	30X-Marina Express	76-Marin Headlands
14-Mission	43-Masonic	31AX-Balboa 'A' Express	88-BART Shuttle
17-Parkmerced	44-O'Shaughnessy	31BX-Balboa 'B' Express	90-OWL
18-46th Avenue	45-Union/Stockton	38AX-Geary 'A' Express	91-OWL
19-Polk	47-Van Ness	38BX-Geary 'B' Express	108-Treasure Island
21-Hayes	48-Quintara-24th	80X-Gateway Express	***Other Special Service:*** *The K,L,M,N&T Muni Light Rail Lines are substituted by OWL bus lines overnight and at other times. The N Judah Line is also supplemented by the NX Judah Express in the peak direction. (see Bus Substitution, below)*
22-Fillmore	49-Van Ness/Mission	81X-Caltrain Express	
23-Monterey	52-Excelsior	82X-Levi Plaza Express	
24-Divisadero	54-Felton	83X-Mid-Market Express	
27-Bryant	56-Rutland		
28-19th Avenue	66-Quintara		
29-Sunset	67-Bernal Heights		
30-Stockton	71-Haight/Noriega		

Cable Car

California	Inbound toward Financial District/Outbound toward Van Ness
Powell-Hyde	Inbound toward Powell & Market/Outbound toward Fisherman's Wharf/Aquatic Park
Powell-Mason	Inbound toward Powell & Market/Outbound toward Fisherman's Wharf

Light Rail

Rail Service	Bus Substitution
F-Market & Wharves	K-OWL-Ingleside
J-Church	L-OWL-Taraval
KT-Ingleside/Third Street	M-OWL-Ocean View
L-Taraval	N-OWL-Judah
M-Ocean View	NX-Judah Express
N-Judah	T-OWL-Third Street
S-Castro Shuttle (peak)	95-K-Ingleside (school-day service only)

Source: http://transit.511.org/schedules

Bicycle Facilities

As indicated in the Transportation Element of the General Plan and the San Francisco Bicycle Plan, the City has a series of designated bike routes and facilities including Class I (separated bike paths), Class II (bike lanes), and Class III (signed but shared streets) facilities, which interconnect neighborhoods, attractions, and commute destinations throughout the City. Many of these facilities lead to or are located within parks, recreational and open space facilities, and include shared pathways with pedestrian traffic. In 2010 there were 32 miles of Class I, 74 miles of Class II, and 139 miles of Class III facilities and 2,444 bicycle racks in the city.[40]

In 2010, approximately 3.5 percent of San Francisco residents bicycled to work, up from 2.1 percent in 2000.[41]

Pedestrian Facilities

Sidewalks are provided on most city streets on both sides, and are wider (up to 30 feet) on major pedestrian corridors (such as The Embarcadero). Most of the intersections with major pedestrian activity are signalized with pedestrian signals and crosswalks, and the heaviest pedestrian activities tend to occur in or near tourist attractions and in downtown commercial areas. Pedestrian facilities in or near recreational and open space areas vary from sidewalks on one or both sides of streets to paved or unimproved pedestrian pathways separated from vehicle traffic. The City has several ongoing programs to enhance pedestrian safety and facilities including investing in 'safe routes' to schools, adding pedestrian amenities such curb bulb-outs and benches and calming traffic where desirable to improve pedestrian conditions.

In 2010, approximately 9.4 percent of San Francisco residents walked to work.[42]

Loading Facilities

Commercial loading facilities throughout the City are provided for corresponding land uses consistent with Section 152 of the Planning Code, based on location in the City and building type and size. On-street commercial loading throughout the City is designated by yellow curbs and is located near commercial and retail areas with higher loading demands as well as other land uses. On-street passenger loading throughout the City is designated by white curbs and tends to be located near tourist (e.g., hotel, event) locations and transit facilities (BART stations). Additionally, on- or off-street passenger loading areas may be provided in relation to specific land uses, such as schools.

Both commercial and passenger loading facilities are sometimes consolidated and shared among nearby land uses.

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[40] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

[41] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

[42] San Francisco Transportation Fact Sheet, November 2011, San Francisco Municipal Transportation Agency (SFMTA). *http://www.sfmta.com/cms/rfact/documents/SFFactSheet201111-29-2011.pdf*. Accessed June 13, 2012.

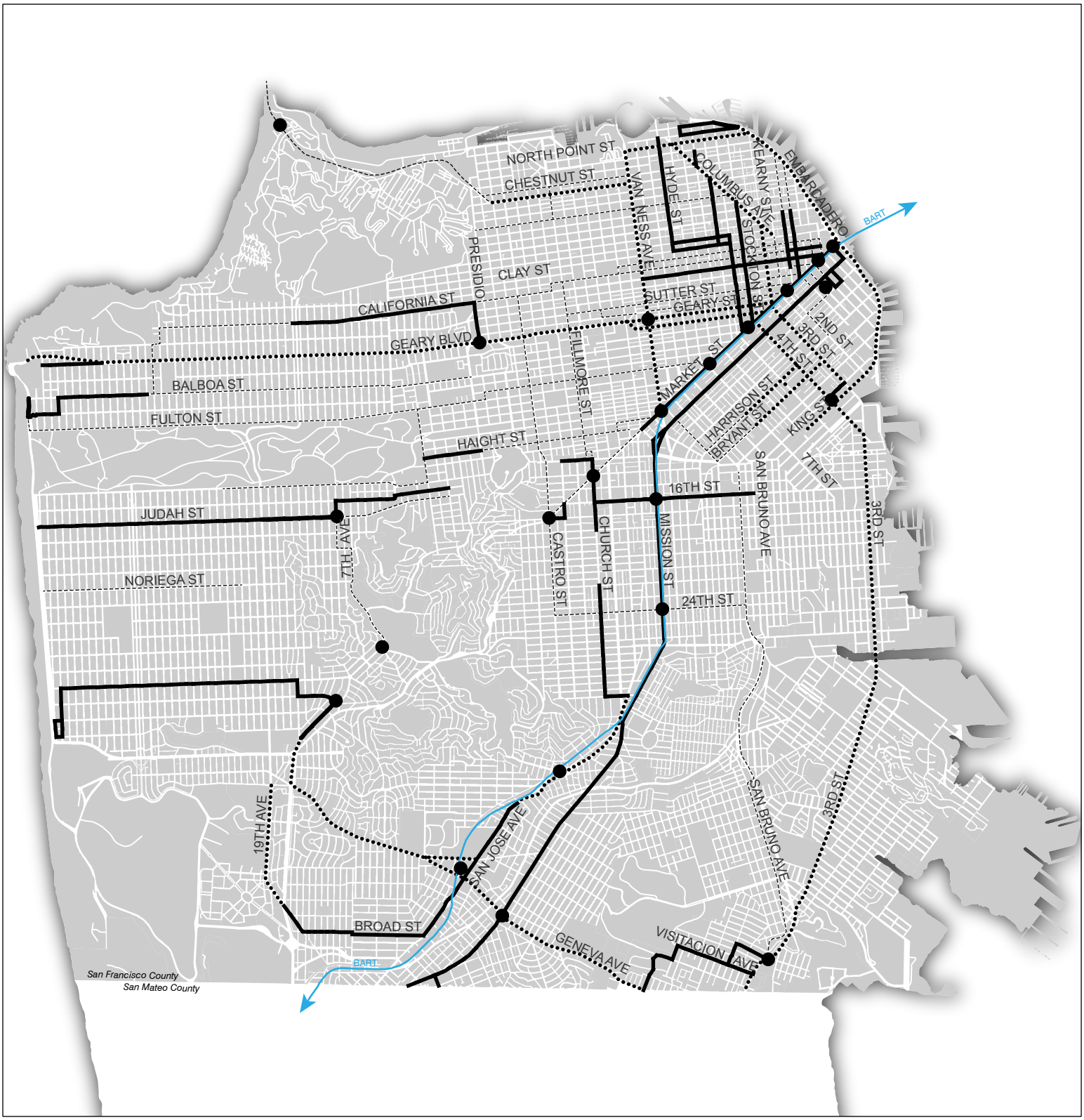

Figure 4: Existing Transit Facilities

2 Miles

Primary Transit Streets

- Transit Oriented
- Transit Important
- Secondary Transit Street
- Transit Center

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Parking Conditions
On-street parking conditions throughout the City vary depending on location, from on-street metered parking to unlimited (except for street-sweeping maintenance hours) on-street parking. Similarly the availability of off-street parking, both private and public, vary by location with more facilities being provided in the Downtown or adjacent areas than other areas of the City, where on-street parking is more readily available. Parking conditions vary from providing some to no off-street parking spaces to relying on on-street parking which includes metered, posted restricted hours, or unlimited on-street parking spaces.

Key Transportation Policies and Regulations

The following is a summary of City policies and regulations related to transportation that were considered in the analysis of the TSP implementation plan.

San Francisco Countywide Transportation Plan
The San Francisco County Transportation Authority is the designated Congestion Management Agency for San Francisco. The SFCTA is responsible for preparing a long-range Countywide Transportation Plan, prioritizing transportation investment and developing and maintaining a computerized travel demand forecasting model and related databases.

San Francisco General Plan
The Transportation Element of the General Plan is composed of several sections including 1) General, 2) Regional Transportation, 3) Congestion Management, 4) Vehicle Circulation, 5) Transit, 6) Pedestrians, 7) Bicycles, 8) Citywide Parking and 9) Goods Movement. Each section consists of objectives and policies regarding a particular segment of the master transportation system.

San Francisco Municipal Code
The San Francisco Transportation, Planning, Police and Building Code of the Municipal Code all contain provisions and regulations for traffic devices, building and facility requirements, operation of vehicles, and vehicle trip reduction.

San Francisco Transit First Policy
The San Francisco City Charter (Section 16.102) includes the Transit First Policy, a set of principles which underscore the City's commitment that travel by transit, bicycle and foot be given priority over the private automobile. These principles are further emphasized in the goals and policies of the General Plan's Transportation Element.

San Francisco Transit Effectiveness Project
The Transit Effectiveness Project (TEP) presents a thorough review of San Francisco's public transit system, initiated by SFMTA in collaboration with the City Controller's Office. The TEP is aimed at improving reliability, reducing travel times, providing more frequent service and updating Muni bus routes and rail lines to better match current travel patterns. The TEP recommendations were unanimously endorsed for purposes of initiating environmental review by the SFMTA Board of Directors in October 2008. They include new routes and route extensions, more service on busy routes, and elimination or consolidation of certain routes or route segments. SFMTA recently published a TEP Implementation Strategy (April 5, 2011). The TEP Implementation Strategy anticipates that many of the service improvements would be

implemented sometime between the end of Fiscal Year (FY) 2013 and FY 2015 and that the remainder of the service improvements would occur in FY 2016.[43,44]

San Francisco Bicycle Plan
The San Francisco Bicycle Plan includes short-term and long-term planned improvements for bicycle facilities throughout the City and is currently being implemented by SFMTA. Bicycle improvements range from new bike lanes to better bicycle route signage, and are located throughout the City, generally along existing designated bicycle routes.

Better Streets Plan
The Better Streets Plan consists of a set of guidelines to make San Francisco streets more useable, attractive and accessible, to make them safer and more welcoming to pedestrians, to improve their ecological functioning, and to make them a more central point of civic life.

WalkFirst Project
The WalkFirst project is an interdepartmental collaborative project with the goal to identify key walking streets throughout San Francisco and establish criteria to prioritize pedestrian improvements fostering pedestrian safety and walking conditions, encourage walking, and enhance pedestrian connections to key destinations. This project builds on the Better Streets Plan and coordinates with other efforts to improve the City's streets and transportation system.

SFPark
The SFPark Program, implemented by SFMTA, improves parking management of metered spaces through providing dynamic information to drivers and in some locations varies the cost of parking based on demand. The SFPark Program aims to reduce traffic congestion related to drivers searching for available on-street parking spaces.

SFGo
Also implemented by SFMTA, the SFGo program is a citywide traffic management system which enables SFMTA traffic engineers, through monitoring cameras to remotely alter traffic signal controllers in key locations to dynamically adjust intersection signal timing in response to observed congestion or traffic incidents. Engineers also have access to control electronic message boards to alert drivers to upcoming observed conditions. Sometime in the future, the SFGo control center will be combined with Muni Central Control, so that transit operations can better respond to real-time congestion and incidents.

Recreation and Parks Department – Event Permits
RPD issues permits for use of city recreational facilities ranging in size from picnic reservations to large events and concerts. For events estimated to draw 10,000 or more attendees, the permit submittal must include an Event Transportation Management Plan, which includes methods to encourage the use of alternative modes (transit, walk and bicycle). Such methods may include providing funding for additional event day transit service, requiring attendees to purchase event day transit tickets, providing a bicycle valet parking area, or publicizing alternative modes of travel with the event, pointing out nearest transit stops or routes.

[43] SFMTA, Draft Transit Effectiveness Project Implementation Strategy, April 5, 2011, page 3-5.

[44] The actual implementation schedule may differ since the implementation schedule is subject to the availability of funding and resources.

Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT)
ISCOTT is a city staff committee that reviews applications for temporary street closures for special events, including street fairs, athletic events, and neighborhood block parties, at a meeting open to the public. ISCOTT is composed of representatives of several agencies including SFMTA, including the Muni Operations Division, Public Works, Police, Fire, Public Health, and the Port of San Francisco.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
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.	☒	☐

SAN FRANCISCO PLANNING CODE

The *San Francisco Planning Code (Planning Code),* which incorporates the City's Zoning Maps, governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*, (2) allowable exceptions are granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the proposed project.

As described above, the proposed project consists of collection of fees for new development and allocation of the funds among various transportation improvement projects, as well as a change to the Planning Department's transportation impact analysis as part of its CEQA analysis. As such, the proposed project would amend the Planning Code to include the changes to required development fees, but would not otherwise include changes to the zoning map, use districts or other requirements set forth in the Planning Code. Any potential conflicts with provisions of the Planning Code that could cause physical environmental impacts will be evaluated as part of the impacts analysis carried out for relevant, specific topics in Section E. Evaluation of Environmental Effects, below.

PLANS AND POLICIES

San Francisco Plans and Policies

San Francisco General Plan

The San Francisco General Plan provides general policies and objectives to guide land use decisions. The General Plan contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies and objectives for the physical development of the City.

The proposed project is generally consistent with the General Plan. In particular, Objective 11 of the General Plan, states "Establish public transit as the primary mode of transportation in San

Francisco and as a means through which to guide future development and improve air quality." Policy 11.1 of the General Plan, states "Continue to favor investment in transit infrastructure and services over investment in highway development and other facilities that accommodate the automobile." The proposed TSP, which would provide funding for transit improvements, would implement these and other Transit First objectives and policies of the General Plan.

Any potential conflicts with provisions of the General Plan that could cause physical environmental impacts will be evaluated as part of the impacts analysis carried out for relevant, specific topics in Section E. Evaluation of Environmental Effects, below. The compatibility of the proposed project with General Plan objectives and 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 proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Adopted Area Plans

Balboa Park Station Area Plan
In 2008, the City adopted the Balboa Park Station Area Plan with the goal of restoring, revitalizing, and enhancing an approximately 210-acre area located in south central San Francisco surrounding the Balboa Park Bay Area Rapid Transit (BART) and Muni station. The Area Plan is guided by three primary principles, including: improving the public realm, making the transit experience safer and more enjoyable, and improving the economic vitality of the Ocean Avenue Neighborhood Commercial District. The Area Plan contains policies pertaining to land use, transportation, parking, housing, streets and open space, built form, historic preservation, and public art.

Bayview/Hunters Point (formerly South Bayshore)
The Bayview/Hunters Point neighborhood covered by the 700-acre Bayview/Hunters Point Area Plan, is located in the southeastern portion of San Francisco, surrounded by the neighborhoods of Candlestick and Executive Park to the south, Visitacion Valley, Portola, and Bernal Heights to the west, the Central Waterfront and Showplace Square/Potrero Hill to the north, and San Francisco Bay to the east. The Area Plan's principal objectives are to achieve a favorable balance among residential, industrial, commercial and open space uses; to stimulate development in underused and declining areas; to enhance its low scale physical character; and to increase pedestrian-oriented neighborhood commercial and social activities.

Central Waterfront
The Central Waterfront Plan area is bounded by Mariposa Street on the north, San Francisco Bay on the east, Islais Creek on the south, and I-280 on the west. The Central Waterfront is characterized primarily by PDR businesses in the area's many one- and two-story structures. Housing is concentrated around the Dogpatch neighborhood, between 20th and 22nd Streets and Indiana and 3rd Streets. Neighborhood-serving business and services are located on 22nd Street, which acts as Dogpatch's commercial heart.

Chinatown
The area covered by the Chinatown Area Plan includes 30 blocks in whole or in part on the eastern slopes of Nob Hill as well as portions of Russian Hill. The Financial District lies to the east of Chinatown and to the south is Union Square. Grant Avenue, Stockton Street and the hillside blocks that intersect them comprise the core of Chinatown. Portsmouth Square, Chinese Playground and the Chinese Recreation Center are the primary neighborhood open spaces and recreational facilities.

In 1998, A Chinatown Alleyway Master Plan was commissioned by the Department of Public Works and authored by the non-profit Chinatown Community Development Center, to provide guidelines for the renovation of 31 alleys in Chinatown. The alleyway renovation projects were designed to reduce illegal parking and vehicle access, in order to improve pedestrian safety, mandate access improvements for the disabled and elderly, reduce illegal dumping through the consolidation of dumpster areas, create open space through the installation of landscape features and seating where appropriate, provide attractive and safe secondary streets for tourists and visitors, and improve the overall quality of life for Chinatown residents. Since the adoption of the Chinatown Alleyway Master Plan, four phases of alleyway renovation projects have been completed to date. The alleys renovated include Jack Kerouac, Waverly Place (two alleys), John, Commercial, Ross, Cordelia and Hang Ah. The last phase, phase five: Beckett, Wentworth and Cooper alleyways were completed in 2010.[45]

Civic Center
The geographic area covered by the Civic Center Area Plan generally includes the area between Franklin, McAllister, Market, and Hayes Streets. The area is encompassed by multiple neighborhoods, including Downtown and the Western Addition. The Area Plan's objectives entail maintaining and reinforcing the symbolic and ceremonial focus of government culture, as well as developing the area as a cohesive center for government, cultural, ceremonial and community activities.

Downtown Plan
The geographic area covered by the Downtown Plan is roughly bounded to the west by Franklin Street, to the east by the Embarcadero, to the north by Washington Street or Bush Street, and to the south by Folsom Street. The Downtown Plan grows out of an awareness of the often conflicting civic objectives between fostering a vital economy and retaining the urban patterns and structures which collectively form the physical essence of San Francisco. The Plan envisions downtown as a center of ideas, services and trade and as a place for stimulating experiences.

East South of Market Area Plan (East SoMa)
The East SoMa Area Plan covers an irregularly-shaped geographic area which generally extends to 7th and 4th Streets on its west, Mission and Folsom Streets on its north, Harrison and Townsend Streets on its south and the Embarcadero on its east. Community-driven goals for the East SoMa Plan Area include: encouraging an appropriate mix of land uses; retaining and promoting businesses and organizations that contribute to the diversity of the neighborhood; encouraging more neighborhood-serving businesses; attracting jobs for local residents; encouraging a mix of incomes in renter and owner-occupied housing and increasing affordable

[45] San Francisco Department of Public Works, streetscape projects, *www.sfdpw.org*, accessed August 17, 2011.

housing opportunities; offering a variety of transportation options; improving the character of streets and encouraging pedestrian safety; and improving community facilities and enhancing open space.

Hunters Point Shipyard Area Plan
Hunters Point Shipyard is located in the southeast quadrant of San Francisco, approximately 1.3 miles northeast of the City and County line and approximately six miles south of Downtown. The shipyard is comprised of a largely flat 493-acre landfill peninsula. It is surrounded on three sides by water and is bordered on its land side be Hunters Point Hill.

Market and Octavia
The geography of the Market and Octavia Area Plan includes the area bounded roughly by 9th Street to the east, 16th Street to the south, Sanchez Street to the west, and Turk Street to the north. The removal of the Central Freeway and construction of Octavia Boulevard provided local opportunities to reconnect the community and to transform the area into a more vibrant, urban place. The Market and Octavia Area Plan encourages new mixed-use development, including a substantial amount of new housing intended to strengthen and enhance the area's character.

Mission
The Mission plan area is bounded by Guerrero Street to the west, Potrero Avenue to the east, Division Street to the north and Cesar Chavez Street to the south. The Mission Plan encourages increasing the amount of affordable housing, preservation and enhancement of the existing Production, Distribution and Repair businesses, preservation and enhancement of the unique character of the Mission's distinct commercial areas, promotion of alternative means of transportation and development of additional community facilities and open space.

Northeastern Waterfront
The Northeastern Waterfront Area Plan encompasses the city's waterfront and inland blocks from the Municipal Pier at the end of Van Ness Avenue to South Beach Harbor/McCovey Cove near AT&T Park. The Area Plan contains objectives and policies designed to contribute to the waterfront's environmental quality, to enhance the economic vitality of the Port and the City, to preserve the unique maritime character, and to provide for the maximum feasible visual and physical access to and along the Bay.

Rincon Hill
Rincon Hill is south of the Financial District and Transbay Terminal area, and north of the South Beach neighborhood. It is bounded generally by Folsom Street, the Embarcadero, Bryant Street, Beale Street, the Bay Bridge approach and Essex Street. The Rincon Hill Plan aims to transform the area into a mixed-use downtown neighborhood with substantial amounts of housing, while providing the full range of services and amenities that support urban living.

Showplace Square/Potrero Hill
The geographic area of the Showplace Square/Potrero Hill Area Plan includes the area roughly bounded to the east by Interstate 280, to the south by 26th Street, to the west by Potrero Avenue, and to the north by Bryant Street.

South of Market Area (SoMa)
The geographic area covered by the South of Market Area Plan includes the area bordered roughly by 2nd Street to the east, Townsend Street to the south, 13th Street to the west, and Mission or Jackson Street to the north. The area generally does not include blocks north of Harrison Street and east of 4th Street. The Area Plan recognizes the need to provide a mixture of employment opportunities, while maintaining and facilitating the expansion of the City's light industrial and business service industries in order to maintain economic diversity. In recognition of the diverse existing uses, SoMa has been the focus of more discrete planning efforts, including the recently-adopted East SoMa Area Plan (discussed on pg. 36 of this Initial Study), the South of Market Redevelopment Project Area (including Yerba Buena Center and the 6th Street Gateway subareas), and the proposed Western SoMa Community Area Plan (currently undrgoing environmental review).

Van Ness Avenue
Van Ness Avenue is situated in the valley between Nob and Russian Hills and Pacific Heights. The Van Ness Avenue plan area is encompassed by multiple neighborhoods (including the Downtown, Western Addition, Marina, and Northeast neighborhoods) and entails the full length of Van Ness Avenue and the entirety of one block to its east and west generally from Redwood Street along its south to Bay Street on its north. Its primary focus is to promote the continuation of existing commercial uses and the addition of substantial new housing with densities compatible with the existing character that reinforces topography and urban pattern.
There is one park and recreational/cultural facility, the San Francisco National Maritime Historical Park, within (and also just outside of) the Van Ness Avenue Area Plan along its northern-most boundary. The park includes a fleet of historic vessels, a visitor center, a maritime museum, a library/research facility and a 1,850-foot municipal pier that provides public access to San Francisco Bay.

Western Shoreline
The geographic area covered by the Western Shoreline Area Plan includes portions of the Great Highway, Golden Gate Park, the Zoo, Lake Merced, Ocean Beach, Sutro Heights Park, the Cliff House, Sutro Baths, Fort Funston, Olympic Country Club, and the Richmond and Sunset Residential neighborhoods. From the early years of the City's history, the coastal beach and cliff areas have been an important recreational and natural resource to City residents and to the Bay Area at large.

The Area Plan includes ten subareas with specific policies that address transportation, circulation connectivity and conservation, such as Policy 2: "Provide transit connections amongst the important recreational destinations;" and Policy 4: "Maintain and improve the physical connection and appearance of the Esplanade between Lincoln Way and the Cliff House."

Glen Park Community Plan
Glen Park is a small neighborhood located at the southern edge of the hills in the interior of the City, to the south of Diamond Heights and Noe Valley, west of Bernal Heights, and east of Glen Canyon Park. The draft plan identifies a number of policies and associated recommended actions that may occur over time, including redesigning and reconfiguring the Glen Park BART station plaza and potentially adding small "parklets" in the neighborhood through the conversion of on-street parking stalls.

Draft Area Plans

The following is a brief description of draft area plans that have not yet been adopted and are undergoing environmental review. These plans require future Planning Commission and Board of Supervisors review and action.

Draft Japantown Better Neighborhoods Plan
Japantown comprises about six square blocks in the Western Addition area of San Francisco. The draft Plan, among other things, includes a chapter that focuses on cultural heritage and the public realm, which refers to spaces in the community which are common to everyone – the streets, sidewalks, parks, plazas and other open spaces. The planning process for the Japantown Plan is currently underway and the draft plan was acknowledged by the Planning Commission in June 2009. At this time, completion of the environmental review process is contingent upon funding.

Draft Western SoMa Community Plan
The Western SoMa Community plan area is irregularly shaped and consists of two connected areas: one generally referred to as "north of Harrison Street," roughly bounded by 13th Street to the east, Bryant Street to the south, Seventh Street to the west, and Minna Street (an alleyway between Mission and Howard Streets) to the north, and the second area, generally referred to as "south of Harrison Street," roughly bounded by Townsend Street to the south, Fourth Street to the east, Harrison Street to the north and Seventh Street to the west. The Western SoMa Area Plan would amend the Western SoMa Special Use District (SUD) and would implement new planning policies and controls for land use, urban form, building height and design, street network and open space. The Western SoMa plan is currently undergoing environmental review and is scheduled for adoption in 2012.

Other Plans and Policies

Transit Center District Plan
The draft Transit Center District Plan (TCDP) is a comprehensive plan for the southern portion of the downtown Financial District, roughly bounded by Market Street, the Embarcadero, Folsom Street, and Third Street. The area includes both private properties and properties owned or to be acquired by the Transbay Joint Powers Authority (TJPA) in and around the adopted Transbay Redevelopment Project Area (a plan for which was adopted in 2005) and the Transbay Terminal. The TCDP seeks to build on its established patterns of land use, urban form, public space, and circulation, and to make adjustments based on forecasting of local and regional job and population growth. The TCDP presents planning policies and controls for land use, urban form, and building design of private properties and properties owned or to be owned by the TJPA around the Transbay Transit Center, and for improvement and management of the District's public realm and circulation system of streets, plazas, and parks. The Plan has been approved by the Planning Commission and was adopted by the Board of Supervisors in July 2012.

Waterfront Land Use Plan and Open Space Access
The Waterfront Plan was initially adopted by the Port Commission in 1997, defining acceptable uses, policies and land use information applicable to all properties under the Commission's jurisdiction, including the definition of locations for new public-private partnership projects

coordinated with major public open space, maritime, and historic preservation improvements along the waterfront.

San Francisco Better Streets Plan

The Better Streets Plan describes a vision for the future of San Francisco's pedestrian environment and involves adoption of a set of citywide streetscape and pedestrian policies and guidelines to help accomplish this vision. The Better Streets Plan seeks to balance the needs of all City street users and identifies goals, objectives, policies and design guidelines, as well as future strategies to improve the pedestrian realm in San Francisco.

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

In October 2010, the Planning Commission passed a resolution recommendating adoption of the Plan to the Board of Supervisors and in December 2010, the Board of Supervisors approved the Plan, which then became effective in January, 2011. Any Plan-proposed pedestrian realm improvements would be analyzed in future site-specific street improvement projects, as part of the City's ongoing streetscape/pedestrian realm improvement efforts.

Mission District Streetscape Plan

The Mission District Streetscape Plan's (or "MDSP") general boundaries are Division Street to the north, U.S. Highway 101 (U.S.-101) to the east, Precita Avenue/Mission Street/San Jose Avenue to the south, and Dolores Street to the west. The MDSP is an overall vision for the streetscape of the Mission District. It includes design framework and detailed policies, and site-specific streetscape improvement projects based on those policies. The MDSP would provide a framework to implement the policies of the Mission Area Plan, which was developed through the Eastern Neighborhoods planning process and adopted in December 2008. The MDSP would involve the implementation of site-specific streetscape improvement projects in the Mission District. These site-specific streetscape improvement projects are divided into two categories based on street type: 1) Alleys and Small Streets Projects; and 2) Streetscape Improvement Projects. Streetscape design elements to be implemented at specific locations under these two categories would include: raised crosswalks for alleys/narrow streets at intersections; chicanes; plaza improvements such as distinctive paving or artwork; permeable paving; new street trees; stormwater planters and other landscape improvements; bollards to demarcate protected pedestrian areas; seating; and pedestrian lighting.

San Francisco Bicycle Plan
In August 2009, the Board of Supervisors approved the San Francisco Bicycle Plan. The Bicycle Plan includes a citywide bicycle transportation plan and implementation of specific bicycle improvements. The Bicycle Plan includes objectives and identifies policy changes that would enhance the City's bicycle environment. It also describes the existing bicycle route network (a series of interconnected streets in which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement.

Golden Gate National Recreation Area Planning
The GGNRA encompasses a number of open space and parklands throughout Marin, San Mateo and San Francisco, including Alcatraz Island, Crissy Field, the Presidio and the majority of the City's public beaches. A major effort planned in 2011 is the Ocean Beach Erosion Control and Vision Planning process (see "Draft Ocean Beach Master Plan," below). The Ocean Beach Vision Council will develop a document that will propose a comprehensive vision for Ocean Beach, including environmentally sustainable alternatives to improve beach access, enhance underutilized resources, and reconnect Ocean Beach to the city and its international visitors. Additionally, a Plan Amendment is being development for parts of the Presidio.

Golden Gate Park Master Plan
The Golden Gate Park Master Plan was adopted by the Recreation and Parks Commission in October of 1998. The Park Master Plan is a comprehensive planning document that includes general objectives and policies for the park, management strategies, and specific objectives and policies relating to park landscape, circulation, recreation facilities, visitor facilities and concessions, buildings and monuments, utilities and infrastructure, maintenance, operations and special subarea plans. As discussed in the Master Plan, the western portion of the park contains most of its larger meadows, lakes, and relatively natural areas, as well as facilities for activities and sports, and is more pastoral and sylvan than the eastern portion.

Draft Ocean Beach Master Plan
Initiated in June 2010, the Draft Ocean Beach Master Plan examines major aspects of the beach over the next 50 year period. The study area encompasses the beach and adjacent lands from the high-water mark to the property line at the eastern edge of the Lower Great Highway and excludes any private property. It takes in 3.5 miles of contiguous coastline from the beach's northern extent to the Fort Funston bluffs. The draft Plan's overarching objective is to: "knit the unique assets and experiences of Ocean Beach into a seamless and welcoming public landscape, planning for environmental conservation, sustainable infrastructure and long-term stewardship."[46] Key topics that will be included in the plan include erosion, sea level rise, public access, and existing and future infrastructure. The planning effort is facilitated by the San Francisco Planning and Urban Research organization. Agencies with a role at Ocean Beach include NPS, RPD, SFPUC, Department of Public Works, California Coastal Commission, State Lands Commission, US Army Corps of Engineers, and SFMTA. The draft plan was released for public review in April 2012.

[46] More information is available on line at: http://www.spur.org/publications/library/article/future-ocean-beach.

Draft Significant Natural Resource Areas Management Plan

The Recreation and Parks Department has developed a Significant Natural Resource Areas Management Plan (SNRAMP) (an update to the 1995 SNRAMP) to address the restoration and management of the remaining aspects of San Francisco's original ecosystem. The SNRAMP contains detailed information on the biology, geology, and trails within 32 Natural Areas, 31 of which are in San Francisco and one (Sharp Park) is in Pacifica. The SNRAMP is intended to guide natural resource protection, habitat restoration, trail and access improvements, other capital projects, and maintenance activities over the next 20 years. The SNRAMP would be implemented by the Natural Areas Program, run by the Recreation and Parks Department, and restore and enhance remnant natural areas of the City, while also developing and supporting community-based stewardship of these areas. The program also includes a number of volunteer opportunities to engage students, businesses, groups, and individuals in the stewardship of San Francisco's natural lands. The Significant Natural Resource Area Management Plan is currently under environmental review and is scheduled for adoption in 2013.

The 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 was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy.

The Sustainability Plan is divided into 15 topic areas, 10 that 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 that 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.

The Sustainability Plan includes four goals to create a sustainable civic landscape for San Francisco residents. The first goal is to provide attractive and numerous "vegetated oases and tree-lined streets." This goal includes an objective of providing a neighborhood park or open space within a 10-minute walk of every home, as well as an action calling for expansion of parks for broader public use to create new uses in underserved communities. The second goal is to maintain these vital resources. Goals 3 and 4, described as the basis of adequate maintenance, are to provide additional funding and to expand public participation, respectively.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

☒ Land Use	☒ Air Quality	☐ Biological Resources
☐ Aesthetics	☒ Greenhouse Gas Emissions	☐ Geology and Soils
☒ Population and Housing	☐ Wind and Shadow	☐ Hydrology and Water Quality
☐ Cultural and Paleo. Resources	☐ Recreation	☐ Hazards/Hazardous Materials
☒ Transportation and Circulation	☐ Utilities and Service Systems	☒ Mineral/Energy Resources
☒ Noise	☐ Public Services	☐ Agricultural and Forest Resources
		☒ Mandatory Findings of Significance

This Initial Study examines the project to identify potential effects on the environment. All items on the Initial Study Checklist that have been checked "Less than Significant Impact", "No Impact" or "Not Applicable" indicates that, upon evaluation, staff has determined that the implementation of the Transportation Sustainability Program could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable". For all items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game.

On the basis of this study, the implementation of the Transportation Sustainability Program (TSP) could result in potentially significant impacts in the areas of: land use, population and housing, transportation, noise, air quality, climate change, and energy. These topics will be discussed further in the EIR. Implementation of the TSP would not result in adverse physical effects on the environment in the other topic areas, which are discussed in Section E below. For issues requiring mitigation to reduce the impact to a less-than-significant level, this Initial Study identifies mitigation measures which would reduce impacts to a less-than-significant level. These mitigation measures are referred to in the environmental analysis, presented at the end of each individual Check List topic of discussion, and in Section F of this document, p. 134. As discussed in the Project Description, the analysis of the effects related to implementation of the Transportation Sustainability Program includes the effects of all projected development in the city between now and the horizon year, 2035. The analysis also covers the entire geographic boundary of the City and County of San Francisco. A cumulative discussion is provided under each Check List topic. Cumulative impacts are also discussed in Topic E-19 Mandatory Findings of Significance, beginning on p. 133 in this Initial Study.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☒	☐	☐	☐	☐
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?	☐	☐	☒	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

Impact LU-1: Implementation of the TSP could induce changes in land use which could divide established communities. (Potentially Significant)

The implementation of the TSP would result in collection of the Transportation Sustainability Fee (TSF) and the allocation of these funds to projects designed to address transportation impacts associated with new development. This would result in adjustments to the current level of transit service to accommodate the increase in ridership resulting from new development. Individual TSF-funded projects would undergo separate project-level review.

The TSP would also result in a change to transportation impact analysis under CEQA. The change to the Transportation Significance Standard would change the way that transportation-related impacts would be analyzed in San Francisco and would not disrupt or divide an established community, either directly or indirectly.

The allocation of TSF funding to transportation projects could potentially enhance transit service to particular areas of the City, and thereby indirectly affect land uses. The possibility of indirect land use effects will be further addressed in the EIR.

Impact LU-2: The TSP would not conflict with applicable land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

As discussed in *Subsection C. Plans and Policies* of this Initial Study, the implementation of the proposed TSP would not conflict with the objectives and policies of General Plan or Area Plans or pertinent sections of the Planning Code or other regulations or programs so as to cause substantial, adverse environmental effects and is considered less than significant.

The change to the Transportation Significance Standard would change the way that transportation-related impacts would be analyzed in San Francisco and would not conflict with any plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

☒ Land Use	☒ Air Quality	☐ Biological Resources
☐ Aesthetics	☒ Greenhouse Gas Emissions	☐ Geology and Soils
☒ Population and Housing	☐ Wind and Shadow	☐ Hydrology and Water Quality
☐ Cultural and Paleo. Resources	☐ Recreation	☐ Hazards/Hazardous Materials
☒ Transportation and Circulation	☐ Utilities and Service Systems	☒ Mineral/Energy Resources
☒ Noise	☐ Public Services	☐ Agricultural and Forest Resources
		☒ Mandatory Findings of Significance

This Initial Study examines the project to identify potential effects on the environment. All items on the Initial Study Checklist that have been checked "Less than Significant Impact", "No Impact" or "Not Applicable" indicates that, upon evaluation, staff has determined that the implementation of the Transportation Sustainability Program could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable". For all items checked "Not Applicable" or "No Impact" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game.

On the basis of this study, the implementation of the Transportation Sustainability Program (TSP) could result in potentially significant impacts in the areas of: land use, population and housing, transportation, noise, air quality, climate change, and energy. These topics will be discussed further in the EIR. Implementation of the TSP would not result in adverse physical effects on the environment in the other topic areas, which are discussed in Section E below. For issues requiring mitigation to reduce the impact to a less-than-significant level, this Initial Study identifies mitigation measures which would reduce impacts to a less-than-significant level. These mitigation measures are referred to in the environmental analysis, presented at the end of each individual Check List topic of discussion, and in Section F of this document, p. 134. As discussed in the Project Description, the analysis of the effects related to implementation of the Transportation Sustainability Program includes the effects of all projected development in the city between now and the horizon year, 2035. The analysis also covers the entire geographic boundary of the City and County of San Francisco. A cumulative discussion is provided under each Check List topic. Cumulative impacts are also discussed in Topic E-19 Mandatory Findings of Significance, beginning on p. **Error! Bookmark not defined.** in this Initial Study.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☒	☐	☐	☐	☐
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?	☐	☐	☒	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

Impact LU-1: Implementation of the TSP could induce changes in land use which could divide established communities. (Potentially Significant)

The implementation of the TSP would result in collection of the Transportation Sustainability Fee (TSF) and the allocation of these funds to projects designed to address transportation impacts associated with new development. This would result in adjustments to the current level of transit service to accommodate the increase in ridership resulting from new development. Individual TSF-funded projects would undergo separate project-level review.

The TSP would also result in a change to transportation impact analysis under CEQA. The change to the Transportation Significance Standard would change the way that transportation-related impacts would be analyzed in San Francisco and would not disrupt or divide an established community, either directly or indirectly.

The allocation of TSF funding to transportation projects could potentially enhance transit service to particular areas of the City, and thereby indirectly affect land uses. The possibility of indirect land use effects will be further addressed in the EIR.

Impact LU-2: The TSP would not conflict with applicable land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

As discussed in *Subsection C. Plans and Policies* of this Initial Study, the implementation of the proposed TSP would not conflict with the objectives and policies of General Plan or Area Plans or pertinent sections of the Planning Code or other regulations or programs so as to cause substantial, adverse environmental effects and is considered less than significant.

The change to the Transportation Significance Standard would change the way that transportation-related impacts would be analyzed in San Francisco and would not conflict with any plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Impact LU-3: The implementation of the TSP would not have a substantial impact upon the City's existing character. (Less than Significant)

The proposed project would include collection of the TSF and the allocation of these funds to transportation improvement projects, as well as a change to transportation impact analysis under CEQA.

The change to the Transportation Significance Standard would change the way that transportation-related impacts would be analyzed in San Francisco and would not have any effect on the City's character, either directly or indirectly.

The proposed TSP is a transportation improvement funding mechanism, and these funds would be allocated to projects providing transportation improvements designed to accommodate expected growth in the City. The proposed TSP would thus not result in increased growth, nor direct changes to development patterns. Thus, the impact of the proposed project on the character of the City would be considered less than significant.

Impact LU-4: The implementation of the TSP would not have a cumulative land use impact. (Less than Significant)

The geographic context for the cumulative impacts associated with land use issues is the City and County of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. Changes to the existing land use environment in the area could occur through the conversion of vacant land and low density uses to higher density uses, or through the conversion of an existing land use (eg. from commercial to residential). It is assumed that future development would be consistent with policies in the adopted General Plan as well as zoning requirements. Any new development is also anticipated to require CEQA review and design review, as well as other state and local regulations such as San Francisco Administrative Code Chapter 35, which would reduce potential land use conflicts. For these reasons, the implementation of the TSP is not anticipated to have a significant effect, nor contribute to a significant cumulative effect related to division of an established community or changes to the City's character.

However, since the allocation of TSF funding to transportation projects could potentially enhance transit service to particular areas of the City, and thereby indirectly affect land uses, a potentially significant cumulative impact to land use could also occur. This will be discussed further in the EIR.

It is anticipated that any new development will be reviewed for consistency with adopted land use plans and policies by the City, such as CEQA, the Planning Code, and the California Subdivision Map Act, all of which require findings of plan and policy consistency prior to approval of entitlements for development. For this reason, cumulative impacts associated with inconsistencies of future development with adopted plans and policies would be less than

significant. Further, the implementation of the TSP would not conflict with the objectives and policies of General Plan or Area Plans or pertinent sections of the Planning Code or other regulations or programs so as to cause substantial, adverse environmental effects or contribute to any such conflict, therefore cumulative impacts related to such conflicts are less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2.	**AESTHETICS—Would the project:**					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

Aesthetic Character

The visual setting of the City is varied, reflecting the unique visual characteristics of its topography, street grids, public open spaces, built environment and distinct neighborhoods. San Francisco's skyline is characterized by a general pattern of densely clustered high-rise commercial development in the downtown core that tapers off to low-rise development at its periphery. This compact urban form signifies the downtown as the center of commerce and activity and produces a downtown "mound," distinctive in views from the City's numerous hills.

Outside of the highly commercial and built-up downtown core, much of the City is characterized by unique residential neighborhoods, each exhibiting their own distinctive visual character. Neighborhoods within the City vary greatly in terms of density, scale, architectural style, and general design pattern.

The San Francisco Bay shoreline, situated on the City's edge, is bordered by Ocean Beach, Sutro Heights Park, Fort Funston, Lincoln Park, the ruins of Sutro Baths; the Palace of the Legion of Honor, Crissy Field with its shoreline promenade trail, beaches, picnic tables, and tidal marsh overlooks; and Candlestick Point State Recreation Area. These locations offer expansive views of the Golden Gate and Bay Bridges, the Pacific Ocean, and the San Francisco Bay.

Views

A "viewshed" refers to the visual qualities of a geographical area that are defined by the horizon, topography, and other natural features that give an area its visual boundary and context, which are often both characterized by and contrast with urban development in San Francisco.

Known for its abundance of natural beauty and panoramic views, San Francisco is surrounded on three sides by water and featured by parks, lakes, and vistas. The Pacific Ocean, San Francisco Bay and their respective shorelines are considered by many to be the City's most lauded natural resources, offering significant opportunities for scenic views. The City's natural hills and ridges also define neighborhoods and provide contrast to the spacious setting provided by the bay and ocean waters.

The City contains many prominent viewsheds. The several roadways approaching and within the City provide views of the cityscape, the Golden Gate and Bay bridges, urban forests such as those located in the Presidio and Golden Gate Park, and important historic or architectural landmarks such as the Palace of Fine Arts, Grace Cathedral, and the Ferry Building. Aside from the waters of the Bay, easterly views in the City are generally urban in character, with high-rise buildings visible at the Civic Center, and in downtown along Market Street.

The areas of the City within the elevated topography of Twin Peaks including Mt. Sutro, Mt. Davidson, Mt. Olympus, Glen Canyon, Buena Vista, and Forest Hill are typically provided with panoramic views of the City. Persons at the top of these inclines enjoy 360-degree views, which include the Bay, the downtown skyline, the Pacific Ocean, the Golden Gate and Bay bridges, and several other San Francisco landmarks and visual resources. Due to proximity to the ocean, parks and open spaces, westerly views of the City generally appear more natural than those of the east. Low lying areas and valleys, such as Noe Valley, the Castro, Hayes Valley, and Cole Valley benefit from views of surrounding topography, and the hills and ridges themselves are aesthetically pleasing features. Sutro Tower, located southeast of Mt. Sutro, is a dominant part of the skyline in the central part of the City.

The General Plan's Urban Design Element concerns itself with the physical character of the City and the relationship between people and the environment. Figure 5 illustrates the City's important vistas to be protected according to the General Plan. The vistas are located throughout the City in areas of higher elevation or adjacent to the ocean or bay in areas such as Buena Vista Park, Potrero Hill, Grand View Park, Bayview Park, Dolores Park and Alta Plaza Park. These parks and open spaces provide urban relief and views of the surrounding topography.

Moreover, the General Plan, p. I.5.2 states that water is a primary component of the City's pattern and includes "the Bay and the Ocean, which are boundaries for the City and a part of its climate and way of life. The water is open space, a focus of major views and a place of human activity." Merced Heights and Ocean View take in views of the Pacific Ocean, Lake Merced and Harding Park to the West, and the northern slope of San Bruno Mountain to the south. San Francisco Bay, Treasure Island, and the Bay Bridge can be seen from the elevated areas atop Bernal Heights Park, McKinley Square, Bayview Park, and Twin Peaks.

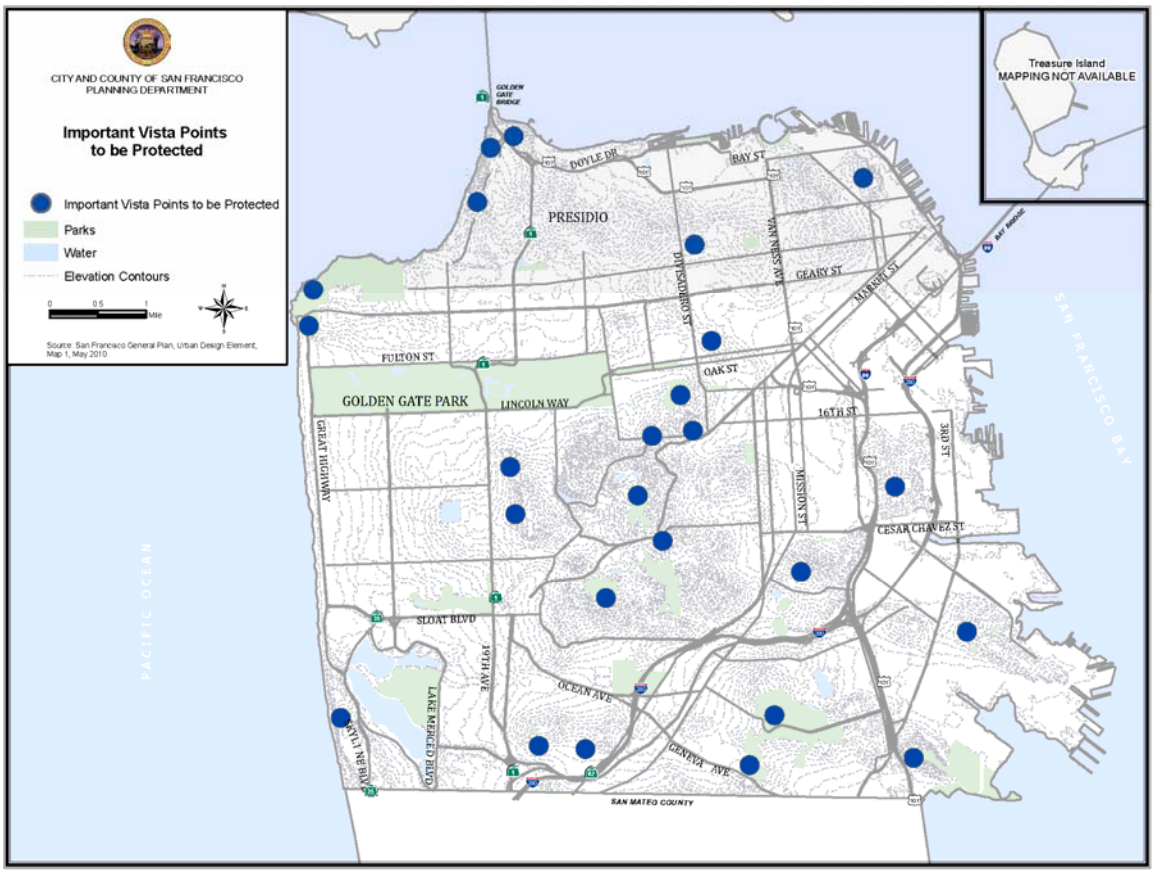

Figure 5: Important Vistas to be Protected

Impact AE-1: The implementation of the TSP would not have a substantial adverse effect on scenic vistas or damage scenic resources. (Less than Significant)

As described above, and as shown in Figure 5, there are 25 identified important scenic vistas to be protected according to the General Plan.

The implementation of the TSP would not directly result in the construction of any buildings or structures which would obstruct or degrade the views from scenic vistas, therefore impacts to scenic vistas would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any buildings or structures affecting views from scenic vistas, therefore impacts to scenic vistas would be the same as the proposed project and would be less than significant.

If, in the future, a TSF-funded structure in the vicinity of, or highly visible from, a scenic vista is proposed for construction, the potential for adverse direct and cumulative aesthetic effects would be assessed by the Planning Department in conjunction with the particular proposal. This assessment could be included as part of the General Plan referral process and/or as part of the environmental evaluation, pursuant to CEQA, for that particular project.

Impact AE-2: The implementation of the TSP would not degrade the City's aesthetic character. (Less than Significant)

As described above, the aesthetic character of the City is varied. San Francisco's aesthetic character is described in and protected by the City's General Plan, in particular the Urban Design Element.

The implementation of the TSP would not directly result in the construction of any buildings or structures which would degrade the City's aesthetic character, therefore aesthetic impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any buildings or structures which would degrade the City's aesthetic character, therefore aesthetic impacts would be the same as the proposed project and would be less than significant.

To the extent that future TSF-funded structures which could affect the City's aesthetic character could be proposed, the potential for adverse direct and cumulative aesthetic effects would be assessed the Planning Department in conjunction with the particular proposal. This assessment could be included as part of the General Plan referral process and/or as part of the project-level environmental evaluation, pursuant to CEQA, for that particular project.

Impact AE-3: The implementation of the TSP would not create new sources of substantial light or glare which would substantially impact other people or properties. (Less than Significant)

Existing transportation facilities including: roadways, transit, pedestrian, bicycle, and parking facilities currently include lighting. Light standards generally include shielded lamps, with the cone of light focused onto the roadway, sidewalk, or parking lot to reduce light spillover onto adjacent areas. Motor vehicles including cars and transit vehicles are also dynamic sources of light and glare during evening hours.

The implementation of the TSP would not directly result in the construction of transportation facilities that include new sources of light or glare, therefore light and glare impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any transportation facilities that include lighting, therefore light and glare impacts would be the same as the proposed project and would be less than significant.

To the extent that future TSF-funded transportation facilities that include lighting could be proposed, the potential for adverse direct and cumulative light and glare effects would be assessed by the Planning Department in conjunction with the environmental review pursuant to CEQA for that particular proposal.

Impact AE-4: The implementation of the TSP would not have cumulative adverse aesthetic effects. (Less than Significant)

The geographic context for cumulative aesthetic impacts is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. This would include the demolition of existing structures or new construction in the project area or immediately adjacent to the project boundaries resulting from past, present, and reasonably foreseeable future projects combining with similar impacts from the implementation of the TSP. The cumulative effect of development throughout the City could contribute to impacts related to aesthetics. As discussed throughout this document, development throughout the City would not be induced by and would occur regardless of the implementation of the TSP. Further, any new development within the City would be subject, on a project-by-project basis to independent CEQA review, as would specific TSF-funded projects. Future development in the City and TSF-funded projects would also be subject to policies in the San Francisco General Plan, governing area plans, design guidelines, planning codes, and zoning maps (including development standards), and other applicable land use plans that are intended to reduce impacts to aesthetics. The implementation of the TSP would not directly affect aesthetics including scenic resources, scenic vistas, views, and/or the addition of sources of light and glare. Future development in the City, including TSF-funded projects could have aesthetic effects, but would be evaluated on a project-by-project basis.

The implementation of the TSP and/or Variants 1, 2, and 3 would not directly result in any new construction, and therefore, would not contribute to cumulative aesthetic impacts. As a result, cumulative aesthetic impacts would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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)?	☒	☐	☐	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

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.

As of 2010, the U.S. Census indicates that the City and County's total population is approximately 805,235 persons. The total number of housing units in San Francisco is 361,218.[48]

The Planning Department routinely prepares land use and development projections for the purpose of analyzing plans and projects undergoing environmental review. While the assumptions of these data sets may vary depending on the circumstances surrounding a specific project, the Department recently completed a citywide projection capturing citywide growth expectations by 2035 designed to closely match the recently adopted Association of Bay Area Governments (ABAG) Projections 2011[49] target, which takes into account local knowledge of projects currently in various stages of the entitlement process, commonly referred to as the development pipeline. Table 4 shows population and housing projections through the horizon year of 2035.

Table 4: Household Population and Jobs Forecast: 2010-2035

	2010	2035	Growth 2010-2035
Households	346,511	415,445	68,934
Household Population	812,802	954,579	141,777
Jobs	544,602	705,653	161,051

Sources: ABAG, San Francisco Planning Department, 2012.

Impact PH-1: Implementation of the TSP could induce substantial population growth in San Francisco, either directly or indirectly. (Potentially Significant)

Population growth can be induced directly, through the construction of new homes and businesses which attract new residents and employees from other areas of the city, or from outside the city. Population growth can also be induced indirectly, through the extension of roads or other infrastructure (i.e. water, wastewater, electrical lines) to previously unserved areas. Population growth may also be indirectly stimulated by improvements to existing infrastructure, such as the paving of a gravel road, or through economic stimulation such as enhanced amenities (i.e. new or upgraded recreational or park facilities or enhanced transit service.)

The Transportation Sustainability Program (TSP) is comprised of the change to the Transportation Significance Standard (TSS) and the Transportation Sustainability Fee (TSF). The change to the Transportation Significance Standard would only change the way that

48 The Census Bureau's Population Estimates Program (PEP) produces July 1 estimates for years after the last published decennial census (2010). Existing data series such as births, deaths, and domestic and international immigration, are used to update the decennial census base counts. PEP estimates are used in federal funding allocations, in setting the levels of national surveys, and in monitoring recent demographic changes. Information from the United States Census Bureau, accessed on May 16, 2012 at: *http://quickfacts.census.gov/qfd/states/06/06075.html*

49 Consistent with CEQA Guidelines Section 15130(B)(1)(b) the San Francisco Planning Department is using the projections on which the most recently adopted transportation plans is based (ABAG Projections 2009) supplemented with additional information regarding anticipated development.

transportation-related impacts would be analyzed in San Francisco and would not have any effect on population growth either directly or indirectly.

However, the allocation of the TSF funding to transportation projects could ostensibly enhance transit service to particular areas of the City and thereby affect the distribution of population growth. The possibility of indirect population impacts will be further addressed in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 could result in substantial population growth in certain areas of the City, a potentially significant impact which will be discussed further in the EIR.

To the extent that future TSF-funded projects could directly or indirectly affect the distribution of population growth, the potential for adverse effects would be assessed by the Planning Department in conjunction with the particular proposal as part of the project-level environmental evaluation, pursuant to CEQA.

Impact PH-2: Implementation of the TSP would not displace existing housing units or create demand for additional housing or displace substantial numbers of people, necessitating the construction of replacement housing. (No Impact)

The Transportation Sustainability Program (TSP) is a program focused on sustaining transit service levels while accommodating growth within the City of San Francisco. The implementation of TSP and the construction of future TSF-funded projects would neither displace existing housing units nor create demand for additional housing, the construction of which could have potential adverse environmental effects. As such, the implementation of the TSP would have no impact to housing.

Variants. Like the proposed project, Variants 1, 2, and 3 would neither displace existing housing units nor create demand for additional housing; therefore, as with the proposed project, there would be no impact to housing.

Future TSF-funded projects would be subject to project-level environmental evaluation, pursuant to CEQA. As part of this analysis, the Planning Department would identify any effects to housing.

Impact PH-3: The implementation of the TSP would not have cumulative adverse effects on population and housing. (Less than Significant)

The geographic context for cumulative population and housing impacts is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area.

ABAG's regional growth data project that the household population of San Francisco will be 954,579 in 2035, an increase of 141,777 persons over the household population of San Francisco in 2010. Also, the number of households is expected to reach 415,445 by 2035 an increase of 68,934 households from 2010. This growth would be accommodated by the development of new housing units.

Any new development would be subject, on a project-by-project basis to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts related to population and housing.

As mentioned above, the TSP could result in changes to the distribution of population growth and development. However, on a cumulative level, the implementation of the TSP would not result in population growth in San Francisco beyond regional projections either directly or indirectly. Rather the proposed TSP seeks to accommodate regional growth projections by maintaining transportation system capacity and service levels.

Further, the implementation of the TSP would not result in, or contribute to, substantial demolition of existing housing that would displace existing people or dwelling units. All new development would be required to comply with existing regulations, including Section 317, which regulates mergers and demolition of housing units. If housing units were displaced as a result of future development proposals in San Francisco, relocation plans would be prepared consistent with federal and State law. Therefore, the implementation of the TSP would not result in, or contribute to a significant cumulative impact with respect to housing.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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 *Planning Code*?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Impact CP-1: Implementation of the TSP would not have a significant impact on historic architectural resources. (Less than Significant)

Historical Architectural Resources

Historic architectural resource impacts are considered to be significant if implementation of the TSP would cause a substantial adverse change in the significance of an historical resource (CEQA Section 21084.1). The assessment of potential impacts on "historical resources," as defined by CEQA Guidelines Section 15064.5, is a two-step analysis. First, a determination is made as to whether a project site contains an "historical resource" as defined under CEQA. Since the implementation of the TSP would occur on a citywide basis, the "project site" is the entire City of San Francisco.

The second step of the historical resource analysis is to determine whether the project could cause substantial adverse changes to historical resources. A substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

There are approximately 19,740 identified historic resources located throughout the City and County of San Francisco.[50] (Source: San Francisco Planning Department, 2011.) A historic resource can be a building, structure, district, object, site, or cultural landscape. These identified resources are listed in or have been found eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), designated as San Francisco Planning Code Articles 10 and 11 properties, or listed in local adopted registers and

[50] This number was generated by calculating the number of Category A buildings listed in Parcel Information Database.

surveys (e.g. the Here Today survey, adopted as a local register by the Board of Supervisors in 1970). Below is a brief summary of the City's identified historic resources.

Identified Historic Resources

National and California Register Historic Resources

The National Register of Historic Places (NRHP) is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the National Park Service's NRHP is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archaeological resources. Similarly, the California Register of Historical Resources (CRHR) is a comprehensive listing of California's historical resources, including those of local, state, and national significance. The California Register includes resources formally determined eligible for, or listed in, the National Register of Historic Places. There are approximately 240 individual resources listed on the CRHR in San Francisco, approximately 160 of which are also listed on the NRHP. Furthermore, there are approximately 45 historic districts listed on the CRHR, 26 of which are also listed on the NRHP. The districts are listed below and marked (*) if listed on both registers.

- 2nd and Howard Streets*
- Alcatraz*
- Aquatic Park*
- Aronson
- Bush Street Cottage Row*
- Central Embarcadero Piers
- Coast Guard San Francisco Depot
- Conservatory Valley
- Fort Funston
- Fort Mason*
- Francis "Lefty" O'Doul Bridge
- Fort Miley Military Reservation*
- Fort Point*
- Golden Gate Park*
- Hayes Valley
- Industrial District, Rincon Point/South Beach
- Jackson Brewing Company*
- Jackson Square/Barbary Coast*
- Laguna Honda Hospital And Rehabilitation Center
- Liberty Street*
- Light Station
- Lower Nob Hill Apartment Hotel*
- Lyon Street
- Market Street Theatre and Loft*
- North Point Park/Marina
- Old Ohio Street Houses
- Panhandle/Avenue Heading To Golden Gate Park

- Piers 26-28: Located at Harrison and Bryant Streets
- Point Lobos Archeological Sites*
- Presidio Of San Francisco*
- Punta Medanos/Batteria Yerba Buena, Fort Mason/Black Point
- Russian Hill, Russian Hill/Vallejo Street*
- Russian Hill/Macondray Lane*
- Russian Hill/Paris Block*
- San Francisco Civic Center*
- San Francisco Port of Embarkation, US Army*
- San Francisco Cable Cars
- San Francisco State Teacher's College*
- San Francisco-Oakland Bay Bridge
- So. Pacific Company Hospital, Mercy Family Plaza*
- Uptown Tenderloin*
- Veterans Affairs Medical Center*
- Southeast Farallon Island
- Yerba Buena Island Lighthouse, Goat Island Lighthouse*
- Yerba Bueana Island Senior Officers Quarters*

Article 10 Historic Resources

Adopted by the City in 1967, Article 10 of the Planning Code provides San Francisco the ability to identify, designate and protect landmarks. As of April 2012, there are 262 individual properties designated under Article 10 and eleven (11) historic districts designated under Article 10 (listed below).

- Alamo Square: Area generally bound by Golden Gate Avenue to the north, Divisadero Street to the west, Webster Street to the east and Fell Street to the south.
- Blackstone Court: Area generally bound by Lombard Street to the north, Franklin Street to the east, Gough Street to the west and Greenwich Street to the south.
- Bush Street Cottage Row: Area generally bound by Bush Street to the north, Webster Street to the east, Fillmore Street to the west and Sutter Street to the south.
- Civic Center: Area generally bound by Van Ness Avenue to the west, Market Street to the south, Golden Gate Avenue to the north, and Seventh Street to the east.
- Dogpatch: Area generally bound by Mariposa Street to the north, Tubbs Street to the south, 3rd Street to the east, and Indiana Street to the west.
- Jackson Square: Area generally bound by Broadway to the north, Sansome Street to the east, Washington Street to the south and Columbus Avenue to the west.
- Liberty Hill: Area generally bound by Twentieth Street to the north, Mission Street to the east, Dolores Street to the west and Twenty-Second Street to the south.
- Northeast Waterfront: Area generally bound by Greenwich Street to the north, the Embarcadero to the east, Montgomery Street to the west and Broadway to the south.
- South End: Area generally bound by Stillman Street to the north, First Street to the east, Ritch Street to the west and King Street to the south.
- Telegraph Hill: Area generally bound by Greenwich Street to the north, Sansome Street to the east, Montgomery Street to the west and Green Street to the south.

- Webster Street: Area generally bound by Jackson Street to the north, Buchanan Street to the east, Fillmore Street to the west and Clay Street to the south.

Article 11 Historic Resources

Adopted by the City in 1985, Article 11 of the Planning Code identifies and protects historic buildings in the downtown area based on architectural quality and contribution to the environment. Article 11 identifies both individually significant buildings and buildings that contribute to a district. As of April 2012, there are 251 individually significant buildings designated under Article 11 and six (6) districts designated under Article 11 (listed below).

- Commercial-Leidesdorff: Area generally bound by Market Street to the north, Tehama Street to the south, Anthony Street to the east and Annie Street to the west.
- Front-California: Area generally bound by Clay Street to the north, Sacramento Street to the south, Sansome Street to the east and Montgomery Street to the west.
- Kearny-Belden: Area generally bound by Pine Street to the north, Bush Street to the south, Montgomery Street to the east and Kearny Street to the west.
- Kearny-Market-Sutter-Mason: Area generally bound by Sacramento Street to the north, California Street to the south, Battery Street to the east and Front Street to the west.
- New Montgomery-Second Street: Area generally bound by Market Street to the north, Howard Street to the south, Second Street to the east and Annie Street to the west.
- Pine-Sansome: Area generally bound by California Street to the north, Bush Street to the south, Sansome Street to the east and Montgomery Street to the west.

Unidentified Historic Resources

In addition to the previously identified historic resources within the City's boundaries, there are an unknown number of properties over 50 years in age that have not yet been evaluated for historical significance. These properties would require further consultation and project-specific environmental review if future projects proposed their alteration or demolition. The majority of buildings fall within this unevaluated category of properties and are identified under the Planning Department's CEQA Review Procedures for Historic Resources and in its Parcel Information Database as "Category B" – properties (Properties Requiring Further Consultation and Review).

Implementation of the TSP would not result in adverse impacts to historical resources since the TSP does not recommend the demolition or alteration of historic buildings and does not directly propose material changes to buildings, structures, objects, sites, historic districts and cultural landscapes; therefore, impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any physical project involving the demolition or alteration of historic buildings, nor do Variants 1, 2 and 3 directly propose material changes to buildings, structures, objects, sites, historic districts and cultural landscapes; therefore, impacts would be the same as with the proposed project and would be less than significant.

Demolition, grading and construction of future TSF-funded projects could potentially result in adverse effects to identified historical resources that are listed in or have been found eligible for

listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), designated San Francisco Planning Code Articles 10 and 11 properties, and/or listed in local adopted registers and surveys (e.g. the *Here Today* survey, adopted as a local register by the Board of Supervisors in 1970). Further, TSF-funded projects could affect buildings that are 50 years of age, which have not yet been evaluated for historical significance. As such, the Planning Department's *CEQA Review Procedures for Historic Resources* would require further consultation and project-specific environmental review.

Impact CP-2: Implementation of the TSP would not adversely affect significant archaeological resources. (No Impact)

Archaeological Resources: Overview

San Francisco: the Archaeological Record

The City and County of San Francisco has a rich, complex, and an unusually well-preserved archaeological record that extends back to nearly 6,000 years before the present (B.P.). Our knowledge of all of the significant historical periods of pre-Modern San Francisco – the Hispanic Period (1776-1846), Yerba Buena Period (1835-1848), the Early and Late Gold Rush Periods (1848-1860), the Victorian Period (1860-1906) – continues to be expanded by the discovery and research of archaeological sites associated with these periods.

Archaeological resources in San Francisco can be vertically found from as deep as 75 feet below existing grade (CA-SFR-28) to as shallow as at the existing ground surface (Lake Merced Midden). An archaeological resource can be as massive in scale as a buried Gold Rush period storeship (the General Harrison), as complex as representing occupations of several different peoples over a period of 3,000 years (CA-SFR-4), as fragile and dispersed as a prehistoric lithic scatter site (CA-SFR-113), or as small as a single artifact (CA-SFR-25). Since human occupation and use has occurred throughout the entire northern San Francisco peninsula extending back to geologic/climatic eras when the bay and ocean shorelines were considerably beyond and lower than their current alignments, the archaeological record lies, potentially, throughout the City and beyond existing shorelines.

The Documentation of the Archaeological Record

A sizable archaeological literature exists for San Francisco supported by a considerable amount of archaeological field investigation. Most of this documentation has been more descriptive than analytic in its approach and most field projects have been archaeological salvage responses to development proposals rather than research-initiated projects. Until the last two decades, archeologists had tended to focus on a small set of resource types: prehistoric sites, Gold Rush period sites, including buried ships and storeships, Overseas Chinese sites, and burials from former cemeteries. Since the 1990's as a result of ever increasing archaeological discoveries and the adoption of new research approaches by archeologists, a growing awareness of the wide range and complexity of the City's archaeological record has improved local cultural resource management practices by raising professional standards in research and documentation, increased use of regional and comparative site studies approaches, and greater emphasis on the

archaeological study of population groups that are poorly documented in the written historical record.

The Significance of the Archaeological Record

The archaeological literature for San Francisco clearly demonstrates that San Francisco's archaeological record has significant research value with respect to an unusually broad range of research domains. A small sample of research themes associated with archaeological sites in San Francisco includes: paleoenvironmental change; prehistoric settlement patterns; prehistoric social interaction and change; prehistoric cultural chronology; prehistoric resource intensification and adaptive change; shell mounds as constructed landscapes; Mission Dolores water conveyance system; social stratification within the neophyte village; the development of the Gold Rush period waterfront; Gold Rush period storeships; Overseas Chinese fishing camp settlements; Chinese farms; Gold Rush period mining equipment industries; the emergence of the middle class; Victorian values and the concept of nuisance; Victorian values and the rise of charitable institutions; the social role of cemeteries; health and violence in the 19th century; the economics of refuse in the 19th century; small craft boatyards; ethnic and religious/cultural identity; and working class identity.

Significance of the Archaeological Record: Special Cases

Archaeological research in San Francisco has tended to give special significance to archaeological resources associated with the Prehistoric period, the Hispanic Period (1776-1850) and the Yerba Buena Period (1835-1848). Archaeological deposits associated with these periods may have legal-significance whether or not they possess, in their own right, research-value because the deposits may have special characteristics that make them, otherwise, legally significant, such as their scarcity (San Francisco prehistoric and Native American archaeological sites) or their eligibility for listing in the State or National Register on the basis of their association with a significant historical event (the Franciscan missionization of Indigenous people in California or the original non-Indigenous settlement of San Francisco).

Archaeological Resources: Regulatory Context

CEQA considers archaeological resources as an intrinsic part of the physical environment and, thus, requires for any project subject to CEQA-review that its potential to adversely affect an archaeological resource be analyzed (*CEQA* Sect. 21083.2). For a project that may have an adverse effect on a significant archaeological resource, CEQA requires preparation of an environmental impact report (*CEQA and Guidelines*. Sect. 21083.2, Sect. 15065). CEQA recognizes two different categories of significant archaeological resources: a "unique" archaeological resource (*CEQA* Sect. 21083.2) and an archaeological resource that qualifies as a "historical resource" under CEQA (*CEQA and Guidelines.* 21084.1, 15064.5).

Significance of Archaeological Resources

An archaeological resource can be significant as both or either a "unique" archaeological resource and an "historical resource" but the process by which the resource is identified, under CEQA, as either one or the other is distinct (*CEQA and Guidelines* 21083.2(g) and 15064.5(a)(2)).

An archaeological resource is an "*historical resource*" under CEQA if the resource is:

1) Listed on or determined eligible for listing on the CRHR (*CEQA Guidelines* Sect. 15064.5). This includes National Register-listed or –eligible archaeological properties.
2) Listed in a "local register of historical resources"[51]
3) Listed in a "historical resource survey"(*CEQA Guidelines* Sect. 15064.5(a)(2))

Generally, an archaeological resource is determined to be an "historical resource" due to its eligibility for listing to the CRHR/NRHP because of the potential scientific value of the resource, that is, "has yielded, or may be likely to yield, information important in prehistory or history" (*CEQA and Guidelines* Sect. 15064.5 (a)(3)). An archaeological resource may be CRHR-eligible under other Evaluation Criteria, such as Criterion 1, association with events that have made a significant contribution to the broad patterns of history; Criterion 2, association with the lives of historically important persons; or Criterion 3, association with the distinctive characteristics of a type, period, region, or method of construction. Appropriate treatment for archaeological properties that are CRHR-eligible under Criteria other than Criterion 4 may be different than that for a resource that is significant exclusively for its scientific value.

Failure of an archaeological resource to be listed in any of these historical inventories, is not sufficient to conclude that the archaeological resource is not an "historical resource". When the lead agency believes there may be grounds for a determination that an archaeological resource is a "historical resource", then the lead agency should evaluate the resource for eligibility for listing to the CRHR (*CEQA Guidelines* Sect. 15064.5(a)(4)).

A "*unique archaeological resource*" is a category of archaeological resources created by the CEQA statutes (*CEQA Guidelines* Sect. 21083.2(g)). An archaeological resource is a unique archaeological resource if it meets any of one of three criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2) Has a special and particular quality such as being the oldest of its type or the best available example of its type;
3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Under CEQA, evaluation of an archaeological resource as an "historical resource" is privileged over the evaluation of the resource as a "unique archaeological resource", in that, CEQA requires that "when a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (*CEQA* Sect. 15064.5 (c)(1).

[51] A "local register of historical resources" is a list of historical or archeological properties officially adopted by ordinance or resolution by a local government.(Public Resources Code 5020.1 (k).

Evaluation of an Archaeological Resource as Scientifically Significant

In requiring that a potentially affected archaeological resource be evaluated as an historical resource, that is as an archaeological site of sufficient scientific value to be CRHR-eligible, CEQA presupposes that the published guidance of the California Office of Historic Preservation (OHP) for CEQA providers is to serve as the methodological standard by which the scientific, and thus, the CRHR-eligibility, of an archaeological resource is to be evaluated. As guidance for the evaluation of the scientific value of an archaeological resource, the OHP has issued two guidelines: *Archaeological Resource Management Reports* (1989) and the *Guidelines for Archaeological Research Designs* (1991).

Integrity of Archaeological Resource

Integrity is an essential criterion in determining that a resource, including an archaeological resource, is an historical resource. In terms of CEQA, "integrity" can, in part, be expressed in the requirement that an historical resource must retain "the physical characteristics that convey its historical significance" (CEQA § 15064.5 (b)).

For an archaeological resource that is evaluated for CRHR-eligibility under Evaluation Criterion 4, "has yielded or may be likely to yield information important to prehistory or history", integrity is conceptually different than how it is usually applied to the built environment. For an historic building, possessing integrity means that the building retains the defining physical characteristics from the period of significance of the building. In archaeology, an archaeological deposit or feature may have undergone substantial physical change from the time of its deposition but it may yet have sufficient integrity to qualify as a historical resource. The integrity test for an archaeological resource is whether the resource can yield sufficient data (in type, quantity, quality, diagnosticity) to address significant research questions. Thus, in archaeology "integrity" is often closely associated with the development of a research design that identifies the types of physical characteristics ("data needs") that must be present in the archaeological resource and its physical context to adequately address research questions appropriate to the archaeological resource.

Significant Adverse Effect on an Archaeological Resource

The determination of whether an effect on an archaeological resource is significant depends on the effect of the project on those characteristics of the archaeological resource that make the archaeological resource significant. For an archaeological resource that is an historical resource because of its prehistoric or historical information value, that is, its scientific data, a significant effect is impairment of the potential information value of the resource.

The depositional context of an archaeological resource, especially soils stratigraphy can be informationally important to the resource in terms of datation and reconstructing the characteristics of the resource present at the time of deposition and interpreting the impacts of later deposition events on the resource. Thus, for an archaeological resource eligible to the CRHR under Criterion 4, a significant adverse effect to its significance may not be limited to impacts on the artifactual material but may include effects on the soils matrix in which the artifactual matrix is situated.

Mitigation of Adverse Effect to an Archaeological Resource

Preservation in place is the preferred treatment of an archaeological resource (*CEQA* and *Guidelines* Sect. 21083.2(b); 15126.4 (b)(3)(a)). When preservation in place of an archaeological resource is not feasible, data recovery, in accord with a data recovery plan prepared and adopted by the lead agency prior to any soils disturbance, is the appropriate mitigation (*CEQA* 15126.4 (b)(3)(C)). In addition to data recovery, under CEQA, the mitigation of effects to an archaeological resource that is significant for its scientific value, requires curation of the recovered scientifically significant data in an appropriate curation facility (*CEQA* 15126.4(b)(3)(C), that is a curation facility compliant with the *Guidelines for the Curation of Archaeological Collections* (California Office of Historic Preservation. 1993). Final studies reporting the interpretation, results, and analysis of data recovered from the archaeological site are to be deposited in the California Historical Resources Regional Information Center (*CEQA Guidelines* 15126.4(b)(3)(C).

The implementation of the TSP would not directly result in physical projects that would disturb or modify existing sub-grade soils; therefore, no impact would occur to legally-significant archaeological resources.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any physical project that would disturb or modify existing sub-grade soils; therefore, as with the proposed project, no impact would occur to legally-significant archaeological resources.

Future TSF-funded projects would be subject to the above regulations and local statutes, and would be reviewed by the Planning Department pursuant to CEQA, including the evaluation of potential impacts to legally-significant archaeological resources at a project-level.

Impact CP-3: Implementation of the TSP would not destroy a unique paleontological resource or site or unique geologic feature. (No Impact)

Paleontological Resources

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered nonrenewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced.

The implementation of the TSP would not directly result in physical projects that would disturb or modify existing sub-grade soils; therefore, no impact would occur to paleontological resources.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any physical project that would disturb or modify existing sub-grade soils; therefore, as with the proposed project, no impact would occur to paleontological resources.

As with archaeological resources, paleontological resources are generally considered to be historical resources, as defined in Section 15064.5(a)(3)(D). As mentioned above, TSF-funded projects would be reviewed based on the specifics of the project and its proposed location for its potential to cause adverse effects to paleontological resources.

Impact CP-4: Implementation of the TSP would not adversely affect human remains. (No Impact)

Under State law, human remains and associated burial items may be significant resources in two ways: they may be significant to descendant communities for patrimonial, cultural, lineage, and religious reasons and human remains may also be important to the scientific community, such as prehistorians, epidemiologists, and physical anthropologists. The specific stake of some descendant groups in ancestral burials is a matter of law for some groups, such as Native Americans (*CEQA Guidelines* 15064.5 (d), Public Resources Code Sect. 5097.98). In other cases, the concerns of the associated descendant group regarding appropriate treatment and disposition of discovered human burials may become known only through outreach. Beliefs concerning appropriate treatment, study, and disposition of human remains and associated burial items may be inconsistent and even conflictual between descendant and scientific communities. CEQA and other State regulations concerning Native American human remains provide the following procedural requirements to assist in avoiding potential adverse effects to human remains within the contexts of their value to both descendants' communities and the scientific community:

- When an initial study identifies the existence or probable likelihood that a project would impact Native American human remains, the lead agency is to contact and work with the appropriate Native American representatives identified through the Native American Heritage Commission (NAHC) to develop an agreement for the treatment and disposal of the human remains and any associated burial items (*CEQA Guidelines* 15064.5 (d), Public Resources Code Sect. 5097.98)

- If human remains are accidentally discovered, the county coroner must be contacted. If the county coroner determines that the human remains are Native American, the coroner must contact the NAHC within 24 hours. The NAHC must identify the most likely descendant (MLD) to provide for the opportunity to make recommendations for the treatment and disposal of the human remains and associated burial items. If the MLD fails to make recommendations within 24 hours of notification or the project applicant rejects the recommendations of the MLD, the Native American human remains and associated burial items must be reburied in a location not subject to future disturbance within the project site (Public Resources Code Sect. 5097.98).

- If potentially affected human remains/burial may have scientific significance, whether or not having significance to Native Americans or other descendant communities, then under CEQA, the appropriate mitigation of effect may require the recovery of the scientific information of the remains/burial through identification, evaluation, data recovery, analysis, and interpretation (CEQA *Guidelines* 15064.5(c)(2)).

Consultation with Descendant Communities:

Although not a requirement derived from CEQA, the cosmopolitan nature and history of San Francisco necessitates cultural management sensitivity to archaeological remains associated with local indigenous, ethnic, overseas, and religious communities. On discovery of an archaeological site[52] associated with descendant Native Americans, the Overseas Chinese or, as appropriate any other community, the Environmental Review Officer (ERO) should seek consultation with an appropriate representative[53] of the descendant group with respect to appropriate archaeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site. Documentary products resulting from archaeological research of the descendant community associated with the site should be made available to the community.

The implementation of the TSP would not directly result in physical projects that would disturb or modify existing sub-grade soils; therefore, no impact would occur to buried human remains.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any physical project that would disturb or modify existing sub-grade soils; therefore, as with the proposed project, no impact would occur to buried human remains.

Future TSF-funded projects would be subject to the above regulations and local statutes, and would be reviewed based on the specifics of the project and its proposed location for its potential to cause adverse effects to buried human remains.

Impact CP-5: The implementation of the TSP would not have cumulative adverse effects on cultural resources. (Less than Significant)

The geographic context for cumulative cultural and paleontological resource impacts the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. This would include the demolition of existing structures or new construction in the City resulting from past, present and reasonably foreseeable future projects combining with similar impacts from the implementation of the TSP. The cumulative effect of development within the City could contribute to impacts related to cultural and paleontological resources since more ground disturbance leads to greater opportunities for disturbing undiscovered resources. Similarly more construction results in greater opportunities for impacting historic architecture and historic districts. However, as

[52] By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

[53] An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. For other descendant communities, an "appropriate representative" is that person/persons designated by the organization(s) viewed by the descendant community as the primary custodian of the community's history, heritage, and cultural values.

discussed throughout this environmental document, growth in the City would occur regardless of the implementation of the TSP. The implementation of the TSP would seek to accommodate the additional demands on the transportation system that would result from the new development.

Furthermore, any new development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts related to cultural and paleontological resources. The implementation of the TSP would not directly result in any impacts to cultural and paleontological resources. New development could impact cultural and paleontological resources, but would be evaluated on a project by project basis.

Adherence to applicable federal, state, and local regulations governing historic resources, paleontological resources, and human remains would reduce impacts to cultural and paleontological resources to a less than significant level. Adherence to the regulations promulgated by the California Office of Historic Preservation in the *Guidelines for the Curation of Archaeological Collections* (1993), coupled with project-level CEQA review in conformance with the CEQA Guidelines would reduce impacts to archeological resources to a less than significant level. The contribution of the potential cultural and paleontological resource impacts associated with the TSP to cumulative impacts would also be less than significant. Therefore, all cumulative impacts to cultural and paleontological resources would be less than significant.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5.	**TRANSPORTATION AND CIRCULATION—Would the project:**					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒	☐
e)	Result in inadequate emergency access?	☒	☐	☐	☐	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐	☐

The City of San Francisco is not within an airport land use plan area in the vicinity of private airstrips. Therefore, topic 5c is not applicable.

Below is a list of significance criteria used by the San Francisco Planning Department to assess whether a proposed project would result in significant impacts to the transportation network. These criteria are organized by transportation mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as the ones presented above in the checklist.

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service (LOS) to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the peak hour.
- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.
- The project would have a significant effect on the environment if it would result in inadequate emergency access.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

As discussed in the Project Description the first significance standard would be replaced with:

> The project would have a significant adverse impact if it would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including, but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

This proposed TSS retains a focus on the local circulation system while eliminating the LOS standard.

Impact TR-1: The implementation of the TSP could result in significant impacts related to traffic conditions or conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or with an applicable congestion management program. (Potentially Significant)

As described in the Project Description, the TSP consists of two policy initiatives, the Transportation Sustainability Fee (TSF) and the change to the Transportation Significance Standard (TSS). The change to the TSS would eliminate the current LOS metric which conflicts with a current measure of effectiveness. This is a potentially significant impact which will be discussed further in the EIR.

Impact TR-2: The implementation of the TSP could result in significant impacts related to transit demand or transit operation or substantially conflict with adopted policies, plans or programs regarding public transit, or otherwise decrease transit performance or safety. (Potentially Significant)

As discussed under 'Plans and Policies', the implementation of the TSP would be consistent with City's Transportation Element, planned TEP service improvements and 'Transit First' transportation policies to encourage alternate modes of travel including transit. However, the impacts to transit demand and transit operation are unknown. The Transportation Study will include an analysis of the impacts to transit demand and operations. This is a potentially significant impact which will be discussed further in the EIR.

Impact TR-3: The implementation of the TSP could result in significant impacts related to bicycles or bicycle facilities or substantially conflict with adopted policies, plans or programs regarding bicycle facilities or otherwise decrease the performance or safety of such features. (Potentially Significant)

As discussed above under 'Plans and Policies,' the implementation of the TSP would be consistent with the policies and objectives of the Bicycle Plan, and would not generate new person trips. However, the implementation of the TSP in conjunction with improvements set forth in the Bicycle Plan could result in conflicts between bicycles and other modes of transportation. The Transportation Study for the TSP will evaluate these potential conflicts. Therefore, this impact is considered potentially significant and will be evaluated further in the EIR.

Impact TR-4: The implementation of the TSP could result in significant adverse effects related to pedestrians or pedestrian facilities or substantially conflict with adopted policies, plans or programs regarding pedestrian facilities or otherwise decrease the performance or safety of such features. (Potentially Significant)

As discussed above, the implementation of the TSP would not generate new person trips, including pedestrian trips, and as such would not result in impacts to pedestrian facilities. However, implementation of the TSP could result in potential conflicts between pedestrians and other modes of transportation. This is a potentially significant impact which will be analyzed in the Transportation Study and the EIR.

Impact TR-5: The policies and objectives in the TSP could result in loading conflicts. (Potentially Significant)

The effects of the TSP implementation on loading will be studied in the Transportation Study. Since loading effects are not yet known this is considered a potentially significant impact which will be studied further in the EIR.

Impact TR-6: The implementation of the TSP could result inadequate emergency access. (Potentially Significant)

The effects of the TSP implementation on emergency access will be studied in the Transportation Study. Since emergency access effects are not yet known this is considered a potentially significant impact which will be studied further in the EIR.

Impact TR-7: The implementation of the TSP could have cumulative adverse transportation effects. (Potentially Significant)

The geographic context for the cumulative transportation impacts is the City and County of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. The analysis of potential future cumulative transportation impacts relies on SF-CHAMP model runs for future cumulative scenarios. A Transportation Study (TIS) for the TSP is being prepared for the purposes of the EIR discussion. The TIS includes several future cumulative scenarios for the planning horizon year 2035. The TIS identifies impacts to the citywide transportation system resulting from background growth under the future cumulative scenarios and evaluates these impacts with and without the implementation of the TSP. These impacts will be discussed further in the EIR.

In the absence of a completed TIS the cumulative impacts of the implementation of the TSP are unknown. Therefore, this document conservatively assumes that the implementation of the TSP could result in potentially significant impacts related to:

- Conflicts with a current measure of effectiveness.
- Transit demand and transit operations are unknown
- Conflicts between bicycles and other modes of transportation.
- Conflicts between pedestrians and other modes of transportation.
- Impacts on loading facilities
- Impacts to emergency access

These impacts will be discussed further in the EIR.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☒	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The City of San Francisco is not within an airport land use plan area in the vicinity of private airstrips. Therefore, topics 6e and 6f are not applicable.

Impact NO-1: Implementation of the TSP would not expose persons to noise levels in excess of standards established in the General Plan or noise ordinance. (No Impact)

Noise in San Francisco is regulated by the following state and local statutes:

- **Construction Noise**: Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code), amended in November 2008. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA[54] at a distance of 100 feet from the source. Impact tools (jackhammers, hoerammers, impact wrenches) must have both intake and exhaust mufflers as well as be equipped with acoustically attenuating shields or shrouds to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance

[54] Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, via a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

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.

- **Fixed Sources**: The Noise Ordinance limits noise from sources defined as "any machine or device, music or entertainment or any combination of same" located on residential or commercial/industrial property to 5 dBA or 8 dBA, respectively, above the local "ambient"[55] at any point outside of the property plane of a residential, commercial/industrial or public land use, respectively, containing the noise source. An additional low-frequency criterion applies to noise generated from a licensed Place of Entertainment, specifically that no associated noise or music shall exceed the low-frequency ambient noise level by more than 8 dBA. The Noise Ordinance limits noise from a "fixed source"[56] from causing the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

- **Noise Insulation**: California's Building Standards Code (Title 24 of the California Code of Regulations, which at the local level is enforced by the Department of Building Inspection) establishes energy efficiency standards for residential and non-residential buildings. Title 24 also contains noise insulation standards that require new multi-unit and hotel/motel structures to meet an interior noise level not exceeding 45 dBA (Ldn) in any habitable room and, where such units are proposed in areas subject to outdoor noise levels in excess of than 60 dBA (Ldn), acoustical studies must be conducted that demonstrate that the design of the building will reduce interior noise to 45 dBA (Ldn) or less. If compliance with the required interior noise levels would only occur with windows closed, an alternative means of ventilation must be provided.

- **Land Use Compatibility**: The San Francisco General Plan, contains Land Use Compatibility Guidelines for Community Noise in its Environmental Protection Element.[57] These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For playgrounds and parks, the maximum "satisfactory" outside noise level is 70 dBA (Ldn), while in areas where noise levels range between 70-75 dBA, a detailed analysis of noise reduction requirements is typically necessary prior to final review and

55 By definition, Noise Ordinance Section 2901(a) states "ambient" means the lowest sound level repeating itself during a minimum ten-minute period as measured with a type 1, precision sound level meter, set on slow response and A-weighting … in no case shall the ambient be considered or determined to be (1) less than 35 dBA for interior residential noise, and (2) 45 dBA in all other locations."

56 Noise Ordinance Section 2901(e) states "fixed source" means a machine or device capable of creating a noise level at the property upon which it is regularly located, including but not limited to: industrial and commercial process machinery and equipment, pumps, fans, air conditioning apparatus or refrigeration machines.

57 *San Francisco General Plan*, *Environmental Protection Element, Policy 11.1*,.San Francisco Planning Department,, *June 30, 2007*, *Figure 19 – Land Use Compatibility Chart for Community Noise*. Accessible on-line at *http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm*. Available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco.

approval. Above noise levels of 75 dBA (Ldn), park and playground development is generally discouraged. [58]

The implementation of the TSP would not directly result in the construction of transportation facilities that would increase ambient noise levels or result in construction noise effects; therefore, no impact would occur.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any transportation facilities that would increase ambient noise levels or result in construction noise effects; therefore, as with the proposed project, no impact would occur.

Future TSF-funded projects would be subject to the above regulations and local statutes, and would be reviewed by the Planning Department, pursuant to CEQA, based on the specifics of the project and its proposed location for its potential to cause adverse noise effects.

Impact NO-2: Implementation of the TSP would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. (No Impact)

The implementation of the TSP would not directly result in the demolition, excavation, or construction of transportation facilities that would result in groundborne noise or vibration, therefore impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the demolition, excavation, or construction of transportation facilities that would result in groundborne noise or vibration, therefore impacts would be the same as the proposed project and would be less than significant.

Depending on the specific proposal, future TSF-funded projects could require the use of heavy equipment for grading and excavation that may result in groundborne vibration effects. However, no specific construction details associated with possible projects, including phasing, duration, types of construction equipment, and project location is known at this time. A project-level analysis would be conducted by the Planning Department as part of the environmental review pursuant to CEQA once these details are known to evaluate the potential for construction-related groundborne vibration or noise to affect nearby sensitive receptors. Further, compliance with the Noise Ordinance is required by law and would serve to reduce negative noise and vibration effects on nearby sensitive receptors.

Impact NO-3: Implementation of the TSP could cause a substantial permanent increase in ambient noise levels. (Potentially Significant)

The General Plan's Environmental Protection Element includes the following objectives and policies related to noise: "Promote site planning, building orientation and design and interior layout that will lessen noise intrusion." (Policy 10.1); "Promote land uses that are compatible

[58] The residential guidelines are based on maintaining an interior noise level of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

with various transportation noise levels." (Objective 11); and "Locate new noise-generating development so that the noise impact is reduced."(Policy 11.3).

In most of San Francisco, traffic makes the greatest contribution to ambient noise levels. Scientific studies indicate that an approximate doubling of traffic volumes would be necessary to produce an increase in ambient noise levels noticeable to most people.[59]

The implementation of the TSP would not directly generate person trips, but may result in changes to travel patterns. The TSP is a transportation program, and given the General Plan's Environmental Protection Element (Policy 10.1); "Promote land uses that are compatible with various transportation noise levels," the potential for transportation noise levels to permanently increase and affect nearby sensitive receptors is considered a potentially significant impact and will be evaluated further in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly generate person trips, but may result in changes to travel patterns leading to permanent increases in transportation-related noise levels; therefore impacts would be the same as the proposed project and would be potentially significant.

TSF-funded projects will be subject to project-level evaluation of potential impacts associated with permanent increases in ambient noise levels by the Planning Department as part of the project-level environmental review conducted pursuant to CEQA.

Impact NO-4: Implementation of the TSP would not be substantially affected by existing noise levels. (Less than Significant)

The implementation of the TSP would not directly result in siting of sensitive receptors which could be substantially affected by existing noise levels, therefore impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in siting of sensitive receptors which could be substantially affected by existing noise levels, therefore impacts would be the same as the proposed project and would be less than significant.

Future TSF-funded projects will be subject to environmental review by the Planning Department pursuant to CEQA, including evaluating potential impacts associated with existing noise levels at a project-level.

[59] *San Francisco Better Streets Plan Mitigated Negative Declaration*, p. 111. Available for review at the Planning Department, 1650 Mission Street, Suite 400 in Case File No. 2007.1238E.

Impact NO-5: The implementation of the TSP could have cumulative adverse noise effects. (Potentially Significant)

The geographic context for cumulative noise impacts is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. This would include the demolition of existing structures or new construction in the City resulting in past, present or reasonably foreseeable projects combining with similar impacts from the implementation of the TSP. The cumulative effect of development within the City could contribute to impacts related to noise and vibration. However, as discussed throughout this Initial Study, growth would occur regardless of the implementation of the TSP. Further, any development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, and other applicable land use plans that are intended to reduce impacts related to noise and vibration. Also, new construction would be required to comply with applicable regulations, including Article 29 of the San Francisco Police Code and Title 24 building code regulations. The implementation of the TSP would not directly or indirectly affect noise or groundborne vibration. New development could have impacts related to noise and/or groundborne vibration, but would be subject to applicable regulations and would be evaluated on a project-by-project basis.

With respect to ambient noise levels, the implementation of the TSP would not directly generate person trips, but may result in changes to travel patterns. Given that a large portion of the City, particularly the eastern half, experiences ambient noise levels above 60 L_{dn} while some areas are subject to ambient noise levels greater than 75 L_{dn}. The implementation of the TSP could result in changes to travel patterns, which could result in increases in noise levels. This is a potentially significant cumulative impact and will be discussed further in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY—Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
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)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

The Transportation Sustainability Program would be implemented citywide within San Francisco, which is also within the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB also encompasses Alameda, Contra Costa, Marin, Napa, San Mateo, and Santa Clara Counties, the southern half of Sonoma County, and the southwestern portion of Solano County.

The federal Environmental Protection Agency (EPA) is responsible for establishing and enforcing National Ambient Air Quality Standards and requires states with federal nonattainment areas to prepare and submit a State Implementation Plan (SIP), which provides the measures adopted to comply with the federal EPA standards. At the state level, the California Air Resources Board (CARB) establishes ambient air quality standards and policies for emissions controls and standards and is responsible for preparing the SIP.

At the regional level, the Bay Area Air Quality Management District (BAAQMD) is responsible for maintaining air quality standards in the SFBAAB, as well as developing and maintaining standards for attaining air quality levels, in compliance with federal and state laws and regulations, including the federal Clean Air Act.[60]

Impact AQ-1: Implementation of the TSF could conflict with or obstruct implementation of an applicable air quality plan. (Potentially Significant)

On September 15, 2010, the BAAQMD adopted the 2010 Bay Area Clean Air Plan.[61] The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the California Clean Air Act (CCAA) to implement all feasible measures to reduce ozone; provide

[60] State and Federal air quality standards for the Bay Area's attainment status is available at the BAAQMD website at www.baaqmd.gov, accessed May 2, 2012.

[61] BAAQMD, Bay Area 2010 Clean Air Plan, Adopted September 15, 2010. Available online at: *http://www.baaqmd.gov/Divisions/Planning-and-*Research*/Plans/Clean-Air-Plans.aspx.*,. accessed May 2, 2012.

a control strategy to reduce ozone, particulate matter, air toxics, and GHGs in a single, integrated plan; and establish emission control measures to be adopted or implemented in the 2010 through 2012 timeframe.

The primary goals of the 2010 Clean Air Plan are to:

- Attain air quality standards;
- Reduce population exposure and protecting public health in the San Francisco Bay Area; and,
- Reduce GHG emissions and protect the climate.

BAAQMD's approach for determining plan-level consistency with these goals is determined by considering 1) the primary goals of the *2010 Clean Air Plan*, 2) the consistency with the 55 control measures listed in the *2010 Clean Air Plan* and 3) whether the project in question would hinder implementation of the *2010 Clean Air Plan*. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an applicable air quality plan.

The implementation of the TSP could result in changes to emissions from single occupancy vehicles and transit vehicles. Given that tailpipe emissions from mobile sources contribute ozone precursors, particulate matter, and air toxics, implementation of the TSP could conflict with the *2010 Clean Air Plan*. This is a potentially significant impact and will be discussed further in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 could conflict with the *2010 Clean Air Plan*, a potentially significant impact which will be discussed further in the EIR.

Further, demolition, grading and construction of future TSF-funded projects could also have an adverse effect air quality, this is a potentially significant impact and will be discussed further in the EIR.

Impact AQ-2: Implementation of the TSP could violate an air quality standard or contribute to an existing or projected air quality violation. (Potentially Significant)

The programmatic analysis of the implementation of the TSP requires a comparison of the projected vehicle miles traveled (VMT) or vehicle trips increase to the projected population increase associated with the TSP. As discussed under 'Population and Housing' the TSP is not expected to generate any growth beyond that anticipated by the Association of Bay Area Government's (ABAG) regional projections for population, housing and economic activity. However, if the projected increase in vehicle miles traveled (VMT)[62] exceeds the population growth anticipated in the ABAG projections a significant impact could occur. This would be a potentially significant impact and will be discussed further in the EIR.

[62] The vehicle miles traveled (VMT) will be calculated as part of the Transportation Study for the Transportation Sustainability Program as part of the EIR analysis.

Variants. Like the proposed project, Variants 1, 2, and 3 could result in an increase in VMT which exceeds the project increase in population growth, a potentially significant impact which will be discussed further in the EIR.

Further, demolition, grading and construction of future TSF-funded projects could also have an adverse effect air quality, this is a potentially significant impact and will be discussed further in the EIR.

Impact AQ-3: Implementation of the TSP could expose sensitive receptors to substantial pollutant concentrations. (Potentially Significant)

Particulate matter (referred to as PM) consists of very small liquid and solid particles suspended in the air, and includes particles smaller than 10 microns in diameter (PM10) as well as finer particles smaller than 2.5 microns in diameter (PM2.5). Particles with a diameter between 2.5 and 10 microns are sometimes referred to as "coarse particles." Ambient PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from reactions involving precursor pollutants such as oxides of nitrogen, sulfur oxides, volatile organic compounds, (NOx, SOx, and VOC), and ammonia. Secondary PM and combustion soot tend to be fine particles (PM 2.5), whereas fugitive dust is mostly coarse particles.

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 CARB, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

The San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes 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 on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

In addition to existing measures and practices to regulate fugitive dust, the Planning Department screens projects for their potential to generate or expose sensitive receptors to toxic air contaminants (TACs). The BAAQMD defines TACs as a "set of airborne pollutants that may pose a potential hazard to human health. Sources of TACs include industrial and mobile sources and similar to PM2.5, can be emitted directly to the atmosphere or through reactions with different pollutants."[63] CARB has identified over 244 TACs, including diesel particulate matter (DPM) and total organic gasses (e.g., Benzene; 1,3 Butadiene and others). Examples of new sources of TAC emissions include gasoline dispensing facilities (i.e., gasoline stations), dry cleaners, and autobody shops. Less obvious sources of TAC include diesel backup generators that are housed

[63] *Recommended Methods for Screening and Modeling Local Risks and Hazards*, BAAQMD, available for review online at: http://www.baaqmd.gov, accessed August 17, 2011. Note sensitive receptors are defined by the BAAQME as "people – children, adults and seniors, occupying or residing in residential dwellings including apartments, houses condominiums; schools, colleges, universities; daycares; hospitals; and senior-care facilities."

in the basement of hospitals, governmental agencies, and fire stations, in case of power outages. Examples of projects that may be impacted from existing nearby TAC sources such as roadways, stationary sources, railyards, airports, and ports include residential developments, mixed use commercial-residential developments, commercial buildings, and daycare centers.

The implementation of the TSP could result in changes to emissions from single occupancy and transit vehicles. Given that roadways are considered a TAC source due to mobile source emissions, changes to traffic patterns could result in changes to TAC exposure levels for sensitive receptors near roadways. This is a potentially significant impact and will be discussed further in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 could result in changes to traffic patterns leading to changes to TAC exposure levels for sensitive receptors near roadways. As with the proposed project, this is a potentially significant impact which will be discussed further in the EIR.

Future TSF-funded projects could entail ground-disturbing activities that may generate fugitive dust. These projects would be subject to environmental review by the Planning Department, pursuant to CEQA, including a project-level evaluation of impacts related to TACs. Further, these projects would be required to adhere to the provisions in the Construction Dust Control Ordinance, which helps to reduce construction-related TACs.

Impact AQ-4: Implementation of the TSP would not create objectionable odors affecting a substantial number of people. (No Impact)

The implementation of the TSP would not result in the construction or operation of an odor-producing source, therefore no impact would occur.

Variants. Like the proposed project, Variants 1, 2, and 3 would not result in the construction or operation of an odor-producing source; therefore, as with the proposed project, no impact would occur.

Demolition, grading and construction of future TSF-funded projects would be evaluated by the Planning Department, pursuant to CEQA, including the evaluation of the potential to produce odors at a project-level.

Impact AQ-5: The implementation of the TSP could have cumulative adverse air quality effects. (Potentially Significant)

The geographic context for cumulative air quality impacts is the entire City of San Francisco, and the larger San Francisco Bay Area Air Basin (SFBAAB). For the purposes of air quality impact evaluation, typically a project that would have a significant air quality impact is considered to also have a significant cumulative air quality impact.

The implementation of the TSP could result in:

- Changes to total emissions from single occupancy vehicles and transit vehicles
- Conflicts with the *2010 Clean Air Plan*
- A projected increase in vehicle miles traveled (VMT)[64] which exceeds the population growth anticipated in the ABAG projections
- Changes to traffic patterns which could result in changes to TAC exposure levels for sensitive receptors near roadways

These are potentially significant impacts which will be discussed further in the EIR both individually and cumulatively.

Future TSF-funded projects could entail ground-disturbing activities that may generate fugitive dust. However, project-level environmental review pursuant to CEQA including a project-level evaluation of impacts related to TACs and adherence to the provisions in the Construction Dust Control Ordinance, would reduce these impacts to a less than significant level both individually and cumulatively. Since the implementation of the TSP would not directly result in the construction or operation of an odor-producing source no individual or cumulative impact would occur. Further, demolition, grading and construction of future TSF-funded projects would be evaluated by the Planning Department, pursuant to CEQA, including the evaluation of the potential to produce odors at a project-level.

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8.	**GREENHOUSE GAS EMISSIONS— Would the project:**					
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐	☐
b)	Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐	☐

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

[64] The vehicle miles traveled (VMT) will be calculated as part of the Transportation Study for the Transportation Sustainability Program as part of the EIR analysis.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO2E).[65]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, greater and more extensive forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.[66]

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO2E (MMTCO2E), or about 535 million U.S. tons.[67] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[68] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO2E emitted in 2007.[69] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.[70]

Regulatory Setting

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and

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65 Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

66 California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: *http://www.climatechange.ca.gov/publications/faqs.html*. Accessed November 8, 2010.

67 California Air Resources Board (ARB), "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." *http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf*. Accessed March 2, 2010.

68 Ibid.

69 Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx*. Accessed March 2, 2010.

70 Ibid.

other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business-as-usual emissions levels, or about 15 percent from today's levels.[71] The Scoping Plan estimates a reduction of 174 million metric tons of CO2E (MMTCO2E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 5 (following page). ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[72] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

71 California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov. Accessed March 4, 2010.

72 California Air Resources Board, *AB 32 Scoping Plan*, available Online at: http://www.arb.ca.gov Accessed March 2, 2010.

Table 5: GHG Reductions from the AB 32 Scoping Plan Sectors[73]

GHG Reduction Measures By Sector	GHG Reductions (MMT CO_2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174**
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**42.8-43.8**

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[74] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO2E emitted in 2007.[75]

73 Ibid.

74 Ibid.

75 Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx*. Accessed March 2, 2010.

Impact GG-1: Implementation of the TSP may result in changes to transportation that would generate greenhouse gas emissions, which could conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Potentially Significant)

The implementation of the TSP could result in changes to emissions from single occupancy and transit vehicles. Since transportation is the source of 38 percent of the State's GHG emissions (and 36 percent of the Bay Area's Emissions), this is a potentially significant impact and will be discussed further in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 could result in changes to emissions from single occupancy and transit vehicles. As with the proposed project, this is a potentially significant impact which will be discussed further in the EIR.

Future TSF-funded projects could contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations. Future TSF-funded projects would be subject to project-level environmental review by the Planning Department pursuant to CEQA, including evaluation of GHG emissions.

As climate change is an irreversible, significant cumulative impact on a global scale, consideration of an impact to climate change is essentially an analysis of the contribution to a cumulatively significant global impact through its emission of GHGs and therefore, the GHG discussion is, by its nature, a cumulative discussion.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Impact WS-1: The implementation of the TSP would not alter wind in a manner that substantially affects public areas. (Less than Significant)

Wind impacts are generally caused by large building masses extending substantially above neighboring buildings, and by buildings oriented such that a new large wall catches a prevailing wind, particularly if such a wall contains little or no articulation. Average wind speeds in San Francisco are greatest in summer and least in the fall. Winds also exhibit a diurnal variation with the strongest winds occurring in the afternoon and the lightest winds occurring in the early morning. Winds in the City occur most frequently from the west to northwest directions,

reflecting the persistence of sea breezes. Wind direction is most variable in the winter.[76] The approach of winter storms often results in southerly winds. Although not as frequent as westerly winds, these southerly winds are often strong. The strongest winds in the City are typically from the south during the approach of a winter storm.

Winds vary at pedestrian levels within a city. In San Francisco wind strength is generally greater, on average, along streets that run east-west as buildings tend to channel westerly winds along these streets.[77] Streets running north-south tend to have lighter winds, on average, due to the shelter offered by buildings on the west side of the street. Within the City, the street systems north of Market Street and portions of the systems south of Market Street (including those in the Mission District, Potrero Hill, Mission Bay, and Central Waterfront) are mainly on a north/south and east/west grid. However, portions of the street systems south of Market Street (including those in South of Market, South Beach, Bayview Hunters Point, and Visitacion Valley) are mainly northwest/southeast and southwest/northeast, which results in a less predictable pattern of wind variation at the pedestrian level.

New construction could result in wind impacts if future buildings were constructed in a manner that would increase ground-level wind speeds. Typically, new development greater than 80 feet in height could potentially affect ground level wind speeds.

Section 148 of the Planning Code establishes a hazard criterion, which is a 26 mph equivalent wind speed[78] for a single 1-hour period, or approximately 0.0114 percent of the time. Under Section 148[79], new buildings and additions may not cause wind speeds that meet or exceed this hazard criterion. Buildings that would result in wind speeds that meet or exceed the hazard criterion would result in a significant wind impact under CEQA.

The Planning Department evaluates potential wind impacts on a project- and cumulative-level basis, and generally evaluates wind effects by using the wind hazard criterion described above. Buildings below 80 feet generally do not have the potential to affect wind speeds. Buildings that extend in height above surrounding development have more impact than those of similar height to surroundings.

The implementation of the TSP would not directly result in the construction of any buildings or structures exceeding 80 feet, therefore wind impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any buildings or structures exceeding 80 feet, therefore wind impacts would be the same as the proposed project and would be less than significant.

76 *Market and Octavia Neighborhood Plan Final EIR*, page 4-14, adopted September 2007. This document is available for review at the Planning Department as part of Case File No. 2003.0347E

77 Ibid.

78 "Equivalent wind speed" is defined as an hourly mean wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians. San Francisco Planning Code Section 148(b).

79 Section 148 applies only to C-3 districts although the Planning Department uses the impact methodology as a proxy elsewhere in the City.

To the extent that future TSF-funded structures exceeding 80 feet could be proposed, the potential for adverse direct and cumulative wind effects would be assessed by the Planning Department in conjunction with the particular proposal, as part of the environmental review pursuant to CEQA. Assessment of wind impacts could include a formal wind analysis and/or wind tunnel test performed by a qualified consultant.

Impact WS-2: The implementation of the TSP would not create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Parks Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant.

In general, all applications for new construction or additions to existing buildings above 40 feet in height must be reviewed to determine whether a project would cast additional shadows on properties under the jurisdiction of, or designated to be acquired by the Recreation and Parks Department. In this case, the Planning Department develops a "shadow fan" diagram that shows the maximum extent of the shadows cast by a proposed building throughout the year, between one hour after sunrise and one hour before sunset. If the shadow fan indicates a project shadow does not reach any property protected by Planning Code Section 295 (the sunlight ordinance), no further review is required. If the shadow fan shows that a project has potential to shade such properties, further analysis is required.

Moreover, the Planning Code regulates sunlight access on particular downtown street segments during certain daytime hours. Specifically, Planning Code Section 146(a) includes sunlight access criteria to allow direct sunlight to reach sidewalk areas of designated streets during critical hours of the day. In the case of sidewalks, the critical hours are considered to be midday hours. The Code designates 18 streets within the project area (all near the Downtown) as subject to Section 146(a). Individual projects within downtown must comply with Section 146(a) requirements, or obtain an allowable exception under Section 309 of the Planning Code.

Planning Code Section 146(c) includes sunlight access criteria to reduce substantial shadow impacts on public sidewalks in the C-3 Districts other than those protected by Section 146(a). New buildings and additions to existing structures must minimize any substantial shadow impacts in the C-3 (Downtown) Districts not protected under Subsection (a), as long as this can be accomplished without the creation of unattractive building design and the undue restriction of development potential. Planning Code Section 147 states that new buildings and additions to existing buildings in C-3, South of Market Mixed Use, and Eastern Neighborhoods Mixed Use Districts where the building height exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295.

Further, in locations where Section 295 and 146 are not applicable or the criteria are not met, the Planning Department appropriately considers shadow in the context of potential physical environmental effects. To determine whether a project has a significant shadow impact under CEQA, number of factors, as applicable to the project, may be considered, including, but not limited to: open space usage; time of day and/or time of year during which the shadow occurs; physical layout and facilities affected by the shadow; intensity, size, shape, and location of shadow; and proportion of open space affected by shadow. If, upon balancing the above factors, the Planning Department determines that the enjoyment of the park or public space by users would be substantially and adversely affected, then the project would have a significant shadow impact under CEQA.

The implementation of the TSP would not directly result in the construction of any buildings or structures exceeding 40 feet and/or in proximity to a public area, therefore shadow impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any buildings or structures exceeding 40 feet and/or in proximity to a public area, therefore shadow impacts would be the same as the proposed project and would, therefore, be less than significant.

To the extent that future TSF-funded structures exceeding 40 feet and/or in proximity to a public area could be proposed, particularly in proximity to parks and recreational areas within the jurisdiction of the Recreation and Parks Department, the potential for adverse shadow effects would be assessed by the Planning Department in conjunction with environmental review of the particular proposal pursuant to CEQA. Assessment of shadow impacts would include preparation of a shadow fan, as outlined above. Should the shadow fan indicate that the proposed project may result in shading of a property protected under Section 295, an area subject to Section 146, and/or create a shadow that could have a potential adverse physical effect, a formal shadow analysis, performed by a qualified consultant would likely be required.

Impact WS-3: The implementation of the TSP would not have cumulative adverse wind and shadow effects. (Less than Significant)

The geographic context for cumulative wind and shadow impacts is limited to the area immediately surrounding a specific project site. Cumulative impacts occur when the impacts from a proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area.

TSF-funded structures and all other new development within the City that could result in wind or shadow impacts individually, or cumulatively would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, the planning codes, and other applicable land use plans that are intended to reduce impacts related to wind and shadow.

The implementation of the TSP would not directly result in the construction of any buildings or structures which could have or wind and shadow effects. For future TSF-funded structures, a project specific analysis including a cumulative analysis which takes into account

buildings/structures adjacent to the project site would be required. For these reasons, cumulative impacts on wind and shadow would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10. 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?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

Impact RE-1: The implementation of the TSP would not cause substantial physical deterioration of citywide parks or otherwise physically degrade existing recreational resources. (Less than Significant)

Over time, projected citywide growth in residential population and jobs may increase the use of existing parks and recreational facilities. In response to anticipated demands for park and recreational amenities, the San Francisco Planning Department is currently updating the Recreation and Safety Element (ROSE) of the General Plan. The draft ROSE Update includes Policy 2.1, which states that the City should "Prioritize acquisition of open space in high needs areas." This is similar to existing ROSE Policies 2.1 ("Provide an adequate total quantity and equitable distribution of public open spaces throughout the City."); 2.7 ("Acquire additional open space for public use.") and 4.4 ("Acquire and develop new public open space in existing residential neighborhoods, giving priority to areas which are most deficient in open space.").

Out of concern for the condition of city parks, in 2003 San Francisco voters adopted Proposition C, which required the Recreation and Park Department to adopt maintenance standards for all the parks under their jurisdiction in the City. In early 2007, the Recreation and Park Department completed its first system-wide assessment of the physical condition of its park properties and facilities. This assessment, called COMET, was conducted by an independent, third-party engineering firm. Through the assessment, each park property and facility was reviewed and structural deficiencies and deferred maintenance needs were noted. The findings of the assessment indicated a need for ongoing capital investments. Per the standards, the citywide average score for a park, rated on over 80 elements, has increased from 81 percent in FY2005-06 to 90 percent in FY2009-10. These standards only apply to Recreation and Park Department owned properties.[80]

80 *2008 Clean & Safe Bond Report*, pp. 25-55, San Francisco Recreation and Parks Department, 2008. This document is available for review at the Planning Department in Case File 2010.0641E.

The *2008 Clean & Safe Bond Report* states: "Although the park scores reflect significant improvement regarding general upkeep, the maintenance standards do not address a number of aspects of a park that impact the user's experience. For example, the current standards do not cover the availability and modernity of amenities such as restrooms, recreation centers, and children's play areas. These, more capital-oriented issues, should be evaluated in a systematic way, either through revised standards or another approach, to determine how best to manage them."

The TSP is a policy initiative that seeks to sustain current levels of transit service and shift the transportation analysis focus away from automobile travel. The physical degradation of recreational resources would result from a significant increase in use. The implementation of the TSP would not result in population growth and, thus, would not directly physically degrade any recreational resources citywide. Therefore, physical impacts to recreational resources would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not result in population growth and, thus, would not directly physically degrade any recreational resources citywide, therefore impacts would be the same as the proposed project and would be less than significant.

TSF-funded projects would be analyzed by the Planning Department at a project-level, pursuant to CEQA, to determine whether or not they would have physical impacts to recreational facilities. However, TSF-funded projects would not result in population growth that would lead to increased use of recreational facilities. Also, given that 98 percent of the City's population is within walking distance of a recreational facility (see Figure 6) it is unlikely that transportation related projects would have an effect on these facilities.

Impact RE-2: The TSP does not include or require construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (No Impact)

The General Plan's Recreation and Open Space Element provides the goals, objectives and policies that guide open space development, acquisition and priorities for San Francisco over a roughly 25-year future timeframe. If adopted, the draft ROSE Update would supersede the City's former ROSE that was enacted in 1986. As described in the Project Description of this Initial Study, no specific recreation and/or park projects are proposed as part of the TSP.

The TSP is a policy initiative that seeks to sustain current levels of transit service and shift the transportation analysis focus away from automobile travel. No construction or expansion of recreational facilities would be funded by the TSF. Also, as discussed under Impact RE-1, the implementation of the TSP would not result in population growth that would necessitate the construction or expansion of recreational facilities; therefore, there would be no impact related to recreational resources.

Variants. Like the proposed project, Variants 1, 2, and 3 do not include construction or expansion of recreational facilities and would not result in population growth that would necessitate the construction or expansion of recreational facilities therefore impacts would be the same as the proposed project, there would be no impact.

TSF-funded projects would be analyzed by the Planning Department at a project-level, pursuant to CEQA, to determine whether or not they would necessitate construction or expansion of recreational facilities. However, this is unlikely given that TSF-funded projects would not cause population growth that would lead to the increased use of recreational facilities.

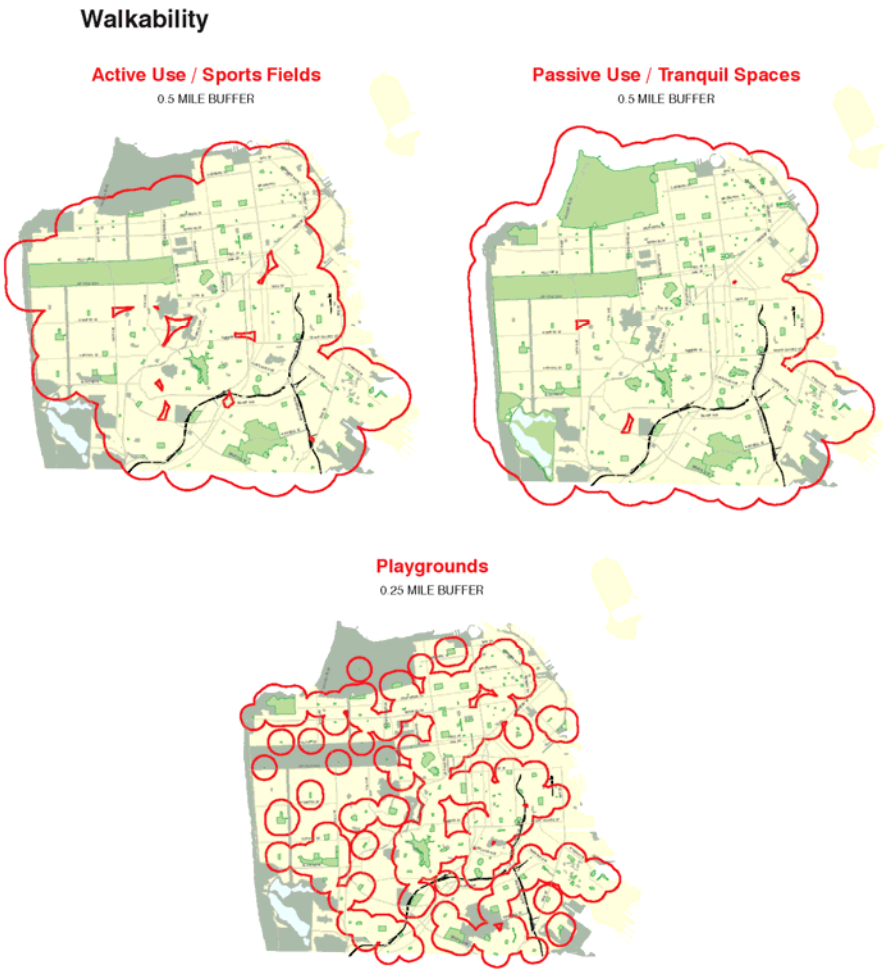

Figure 6: Walking Distances to Various Recreational Facilities

Impact RE-3: The implementation of the TSP would not have cumulative adverse effects on recreational facilities. (Less than Significant)

The geographic context for the cumulative impacts associated with land use issues is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. Here, the cumulative effect of development throughout the City could contribute to impacts related to recreation. Cumulative effects could result from policies that promote increased density or direct growth in certain areas of the City, particularly in areas that are currently underserved by recreational facilities. Increased density in such areas could place increased demands on existing facilities, thereby contributing to need for new and/or expanded facilities or resulting in the degradation of existing facilities.

However, as discussed throughout this environmental review document the implementation of the TSP including Variants 1, 2, and 3 would not result in any new development or population growth, and thus would not directly physically degrade any recreational resources or necessitate the construction of new recreational facilities citywide.

Further, new development within the City would be subject, on a project-by-project basis to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are that are intended to reduce impacts to recreation. Therefore there would be no cumulative impact to recreational facilities.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
11.	**UTILITIES AND SERVICE SYSTEMS—Would the project:**					
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Impact UT-1: Implementation of the TSP would result in a less-than-significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. (No Impact)

The City and County require National Pollutant Discharge Elimination System (NPDES) permits, as administered by the San Francisco Bay Regional Water Quality Control Board (RWQCB), according to federal regulations for both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

Future projects would be required to comply with all applicable wastewater discharge requirements issued by the State Water Resources Control Board (SWRCB) and RWQCB and the City's Green Building Ordinance. This ordinance addresses stormwater management by seeking to reduce impervious cover, promote infiltration, and capture and treat 90 percent of the runoff from an average annual rainfall event using acceptable Best Management Practices.

Future projects would also be subject to the Stormwater Management Ordinance (SMO), which became effective on May 22, 2010. This ordinance requires that any project resulting in a ground disturbance of 5,000 square feet or greater prepare a Stormwater Control Plan (SCP), consistent with the November 2009 Stormwater Design Guidelines (SDG). Responsibility for approval of the SCP is with the SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP); or if a project is located on Port of San Francisco property, with the Port. The ordinance requires compliance with the Stormwater Design Guidelines (SDG).

As per the requirements of the SDG, projects must achieve the performance requirements of LEED Sustainable Sites (SS) c6.1, "Stormwater Design: Quantity Control," which require implementation of stormwater management approachs to prevent stormwater runoff flow rate and volume from exceeding existing conditions for the one- and two-year 24-hour design storm. For projects with impervious areas greater than 50 percent, a stormwater management approach must be implemented that reduces existing stormwater runoff flow rate and volume by 25 percent for a two-year 24-hour design storm. Projects are required to minimize disruption of natural hydrology by implementing Low Impact Design approaches such as reduced impervious cover, reuse of stormwater, or increased infiltration. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities.

The San Francisco Public Utilities Commission (SFPUC) is currently developing a Sewer System Master Plan to address anticipated infrastructure issues, to meet anticipated regulatory requirements, as well as to accommodate planned growth. Projections for sewer service demand were assessed to 2030 to determine future population, flows, and loads based on 1) population information provided by the Association of Bay Area Governments and accepted by the Planning Department; 2) flows projected by the SFPUC based on water usage within the city; and 3) flows projected by the outside agencies that are discharging into San Francisco's sewer system based on agreements made with the U.S. Environmental Protection Agency during the grants programs of the 1970s and 1980s.

The TSP is a policy initiative that seeks to sustain current levels of transit service and shift the transportation analysis focus away from automobile travel. The implementation of the TSP would not directly result in the construction of transportation facilities which could increase wastewater flows or pollution levels or result in increases in impervious surface, nor would it conflict with the Sewer System Master Plan; therefore no impact to wastewater collection or treatment facilities would occur.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of transportation facilities which could increase wastewater flows or pollution levels or result in increases in impervious surface or conflict with the Sewer System Master Plan; therefore, as with the proposed project no impact would occur.

Subsequent construction activities for TSF-funded projects would be required to comply with all provisions of the NPDES program, as enforced by the RWQCB. Therefore, the proposed TSP would not directly result in an exceedance of wastewater treatment requirements. Additionally, the NPDES Phase I and Phase II requirements would regulate discharge from construction sites.

As discussed above, future TSP-funded projects would be required to comply with all applicable wastewater discharge requirements issued by the State Water Resources Control Board (SWRCB) and RWQCB and the City's Green Building Ordinance. Future TSF-funded projects resulting in a ground disturbance of 5,000 square feet or greater would also be subject to the Stormwater Management Ordinance (SMO) which requires preparation of a Stormwater Control Plan (SCP) and compliance with the Stormwater Design Guidelines (SDG).

Compliance with the regulations pertaining to wastewater discharge and stormwater management would help reduce effects related to wastewater collection and treatment facilities. Further, potential project-level impacts to wastewater collection and treatment facilities would be analyzed by the Planning Department as part of the environmental review pursuant to CEQA.

Impact UT-2: The San Francisco Public Utilities Commission projects that there are sufficient water supplies and entitlements to serve anticipated citywide population growth; implementation of the TSP would not require expansion or construction of new water treatment facilities. (Less than Significant)

The SFPUC provides water to approximately 2.4 million people in San Francisco, Santa Clara, Alameda, San Mateo, and Tuolumne Counties. Approximately 96 percent of the water provided to San Francisco is supplied by the SFPUC Regional Water System, which is made up of water from the Hetch Hetchy Reservoir and Bay Area reservoirs in the Alameda Creek and Peninsula watersheds.[81]

Citywide water use in the year 2000 was approximately 84 million gallons per day (mgd), of which about 57 percent was for residential customers and about 34 percent for business. System-wide demand from both retail and wholesale customers is projected to increase to about 300 mgd by 2030. Residential water demand in San Francisco is expected to decrease slightly between 2000 and 2030, in spite of a projected increase in the City's population, because of an anticipated decrease in household size and an increased use of water-efficient plumbing fixtures.

The 2010 Urban Water Management Plan for the City and County of San Francisco (UWMP) projects that, during normal precipitation years, the SFPUC will have adequate supplies to meet projected demand.[82] During multiple dry years, however, additional water sources will be required. To address this issue, the SFPUC initiated the multi-year program Water System Improvement Program (WSIP) to rebuild and upgrade the water system and is currently implementing the WSIP to provide improvements to its water infrastructure. The SFPUC also is developing an Integrated Water Resource Plan, a planning document detailing how long-term water demand can also be met through a mix of water supply options (such as groundwater, recycled water, conservation, and imported water).

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81 Information related to water supply and summarized from *San Francisco 2004 and 2009 Housing Element Final Environmental Impact Report*, Case No. 2007.1275E and *Water System Improvement Program Final Environmental Impact Report*, Case No. 2005.0159E. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400.

82 *2010 Urban Water Management Plan for the City and County of San Francisco*, San Francisco Public Utilities Commission, June 2011. This document is available for review at: http://www.sfwater.org.

According to the UWMP, approximately 2.5 mgd of ground water is used for irrigation purposes. In recognition of water demands associated with irrigation, the SFPUC is seeking to reduce reliance on potable water for nonpotable uses through the production and distribution of highly treated recycled water through the development of the Westside Water Project. The project objective is to meet the current demands of several SFPUC customers with substantial irrigation demands, including Golden Gate Park, Lincoln Park/Lincoln Park Golf Course (Lincoln Park), and the Presidio Golf Course. Together, the recycled water demand for these customers is estimated at 1.6 mgd (annual average). The project would be sized to accommodate peak-day demands of up to 4.5 mgd (or 2.0 mgd annual average) in anticipation that the facility could also provide future service to other nearby parks or irrigated medians. The project would involve the construction of a recycled water treatment facility and underground storage, and construction of and/or upgrades to distribution facilities (pipelines and pumping facilities) for service to these customers. The project is currently undergoing environmental review and the system is estimated to be completed by 2015.[83] Planning and feasibility of other possible projects as part of the San Francisco Recycled Water Program include the Eastside Recycled Water Project; Harding Park Recycled Water Project; and the Sharp Park Recycled Water Project.

The San Francisco Green Landscaping Ordinance (No. 84-10) was adopted on April 22, 2010 and applies to new development projects and projects involving significant alteration. The ordinance requires landscaping of publicly visible areas and rights-of-way including front yards, parking lot perimeters, and pedestrian walkways, as well as screening of parking and vehicular use areas. The ordinance also requires compliance with San Francisco Administrative Code Chapter 63, which applies to property owners requesting a new irrigation water service meter with a landscape area of 1,000 square feet or larger. The goals of the Green Landscaping Ordinance include the following: healthier and more plentiful plantings through screening, parking lot, and street tree controls; increased permeability through front yard and parking lot controls; encourage responsible water use through increasing "climate appropriate" plantings; and improved screening by creating an ornamental fencing requirement and requiring screening for newly defined "vehicle use areas."[84]

San Francisco's Water Efficient Irrigation Ordinance (Chapter 63 of the Administrative Code) requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. A Maximum Applied Water Allowance, or water budget, is calculated for each landscape project and provides the project applicant with the appropriate amount of water that may be used to irrigate their landscape area. The requirements apply to public agencies and owners of residential, commercial, and mixed use properties with new construction landscape projects or rehabilitated landscape projects. If there are no plans to modify or improve the property's existing landscape or if the improvement areas are less than 1,000 square feet over a one year period, landscape documentation does not need to be submitted to the SFPUC; however, water efficient landscaping practices are encouraged. All landscapes are still subject to water waste prevention provisions. Different compliance mechanisms are applied based on the square footage of the new or rehabilitated landscape area.

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83 *San Francisco Westside Recycled Water Project*, Notice of EIR Preparation, September 2008. This document is part of Case File No. 2008.0091E, available for review online at: http://www.sfplanning.org/index.aspx?page=1829.

84 *Complying with San Francisco's Water Efficient Irrigation Requirements*, SF PUC, January 2011. This document is available for review on line at: http://sfwater.org/Modules/ShowDocument.aspx?documentID=731.

The City also has adopted recycled water ordinances (Nos. 390-91, 391-91, 393-94) which require property owners, including municipal property owners, to install recycled water systems for recycled water use within designated recycled water use areas under the following circumstances: new or remodeled buildings and all subdivisions with a total cumulative area of 40,000 square feet or more or new and existing irrigated areas of 10,000 square feet or more. Non-potable recycled water is also required for soil compaction and dust control activities during project construction (Ordinance 175-91). The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

According to the Urban Water Management Plan, projected growth in residential and commercial sectors, and, indirectly, recreation and other uses would be accommodated by current and future water supplies through 2030. The TSP is a policy initiative that seeks to sustain current levels of transit service and shift the transportation analysis focus away from automobile travel. An increase in water demand would result from an increase in population. The implementation of the TSP would not result in population growth and, thus, impacts to water demand and water treatment capacity would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not result in population growth and, thus, would not impact water demand, therefore impacts would be the same as the proposed project and would be less than significant.

As stated above, TSF-funded projects would be analyzed at a project-level by the Planning Department, pursuant to CEQA to determine whether or not they would have impacts to water demand. TSF-funded projects would be transportation-related and would not likely include development that requires landscaping. However, as mentioned above, projects that require landscaping would be subject to the San Francisco Green Landscaping Ordinance (No. 84-10), San Francisco's Water Efficient Irrigation Ordinance (Chapter 63 of the Administrative Code), the City's recycled water ordinances (Nos. 390-91, 391-91, 393-94), and Ordinance 175-91. Compliance with City water ordinances would reduce water consumption and lessen effects on water supply.

Impact UT-3: Implementation of the TSP would not substantially affect landfill capacity or conflict with the City's current disposal agreement. (Less than Significant)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The Altamont Landfill has an annual solid waste capacity of 2,226,500 tons for the City and County of San Francisco. However, the City is below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.[85]

The San Francisco Board of Supervisors and Commission on the Environment set the City's landfill diversion goals at 75 percent by 2010 and zero waste by 2020 (Resolutions 679-02 and 002-03-COE). In order for the City to reach its 75 percent diversion goal, it must divert over 100,000 additional tons per year from the residential, commercial and City government sectors. Recycling, composting and waste reduction efforts are expected to increasingly divert waste from the landfill.

[85] Cesar Chavez Street Sewer System Improvement Project, Mitigated Negative Declaration, Case No. 2009.0276E, December 2, 2009. This report is available for review at the Planning Department.

The implementation of the TSP would not directly result in any demolition, excavation, construction or other operations that would generate solid waste. Therefore, impacts related to solid waste generation and landfill capacity would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any demolition, excavation, construction or other operations that would generate solid waste, therefore impacts would be the same as the proposed project and would be less than significant.

As stated above, TSF-funded projects would be analyzed by the Planning Department at a project-level, pursuant to CEQA, to determine whether or not they would have impacts to solid waste generation. However, solid waste associated with TSF-funded facility construction and operations is an assumed part of the overall projected annual waste stream that the City manages. Therefore, the TSF-funded projects are not expected to substantially affect the projected life of the Altamont Landfill or the City's current disposal agreement.

Impact UT-4: The construction and operation of future TSF-funded projects would follow all applicable statutes and regulations related to solid waste. (No Impact)

The implementation of the TSP is a policy initiative which would not directly result in construction activities which generate solid waste; therefore, no adverse impacts would occur.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in construction activities which generate solid waste. Therefore, as with the proposed project, there would be no impact.

The Planning Department would conduct environmental review pursuant to CEQA for future TSP-funded projects including evaluating potential impacts related to solid waste at a project-level. Also, TSF-funded projects would be evaluated for potential to conflict with pertinent federal, state and local statutes and regulations regarding the disposal of solid waste generated by construction activities.

Impact UT-5: The implementation of the TSP would not have cumulative adverse effects to utilities. (Less than Significant)

The geographic context for cumulative wastewater and water service impacts is SFPUC's service area. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. The cumulative effect of development, which ABAG projects to be 415,445 households within the City by 2035, could contribute impacts related to water and wastewater. As discussed throughout this environmental review document, this growth would occur regardless of implementation of the TSP. The proposed TSP would help the City's transportation system respond to projected growth. Furthermore, any new development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts related to water and wastewater.

The implementation of the proposed TSP would not directly result in any construction or population growth which would affect water demand or wastewater generation, infrastructure capacity, or wastewater treatment capacity, and therefore would not contribute to cumulative impacts.

The SFBRWQCB develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. All new development would be required to comply with all applicable wastewater treatment requirements and the implementation of the TSP would not directly result in development or population growth that would generate additional wastewater, therefore cumulative impacts related to exceedance of SFBRWQCB would be less than significant.

Cumulative growth within the SFPUC's service area through 2035 could result in the need for additional wastewater conveyance infrastructure, which could result in significant cumulative impacts depending on the nature and extent of the proposed improvements. However, any project connecting to the sewer system would be required to pay connection fees in accordance with existing regulations. Furthermore, cumulative growth from new construction would have fewer impacts due to stormwater design and treatment requirements under the SFGBO. Existing regulations ensure that all users pay their fair share for any necessary expansion of the system, including any expansion to wastewater treatment facilities. Therefore the cumulative effect of future development on wastewater conveyance infrastructure would be less than significant. Further, the implementation of the TSP would not directly result in any population growth or new development which would result in increased wastewater conveyance needs, therefore the contribution of the proposed TSP to cumulative wastewater infrastructure impacts is also less than significant.

An update to the Sewer System Master Plan is currently in the draft planning stages and is expected to use ABAG population projections for planning purposes. The cumulative growth anticipated through 2035 is also based on ABAG projections, therefore it is anticipated that cumulative development would not exceed the planned capacity of the wastewater treatment system. Thus the cumulative impacts related to wastewater treatment capacity would be less than significant. Further, the implementation of the proposed TSP would not directly result in any population growth or construction which would increase demand for wastewater treatment. Therefore, the implementation of the proposed TSP would not result in a cumulatively considerable contribution to an impact on wastewater treatment facilities.

Cumulative growth in the SFPUC's service area could result in the need for additional water conveyance infrastructure, which could result insignificant cumulative impacts depending on the nature and extent of the proposed improvements. However, any project connecting to the water system would be required to pay connection fees in accordance with existing regulations. Existing regulations would ensure that all users pay their fair share for any necessary expansion of the system, including expansion to water treatment facilities. Therefore, this cumulative impact related to water conveyance infrastructure would be less than significant. Further, future TSF-funded projects would be transportation related and would not directly create population growth which would increase demand for water conveyance infrastructure. Therefore, the proposed project's contribution to a cumulative impact related to water conveyance infrastructure would be less than significant.

As stated above, the SFPUC incorporated ABAG regional growth projections to calculate future growth and increased demands for water treatment capacity. The future growth in the City is also anticipated based on ABAG regional growth projections. Therefore, future cumulative development would not exceed the capacity of the water treatment system. Thus cumulative impacts related to water treatment capacity would be less than significant. Also, the implementation of the proposed TSP would not directly result in additional water demand therefore the cumulative contribution would be less than significant.

Water providers, including the SFPUC, are required to prepare plans to ensure that adequate water supplies exist for future growth. These water supply plans are also based on ABAG projections. As a result, future growth in the City would be accounted for in the SFPUC's water supply plan, and impacts to water supply would be less than significant. Further, new development would be required to comply with Section 10910 of the California Water Code. In addition, compliance with the SFGBO and water conservation ordinances would reduce water use by new and existing development, thus the cumulative impact to water supply would be less than significant. Further, the implementation of the proposed TSP would not directly induce population growth which would result in increased water demand. Therefore, the project's contribution to a cumulative impact to water supply would be less than significant.

The geographic context for the analysis of cumulative impacts related to solid waste would be the service area of Recology Sunset Scavenger and Recology Golden Gate. New development would generate additional generation of solid waste, depending on net increases in population, square footage and intensification of uses. Cumulative new development and population growth would contribute to the overall regional generation of solid waste. Cumulative growth in the service area of Recology Sunset Scavenger and Recology Golden Gate could result in the need for additional landfill capacity. However, the implementation of the proposed TSP would not directly result in any demolition, excavation, construction or other operations that would generate solid waste, therefore cumulative impacts related to solid waste would be less than cumulatively considerable.

According to AB 939, all cities and counties in California are required to divert 25 percent of all solid waste to recycling facilities from landfill or transformation facilities by January 1, 1995, and 50 percent by January 1, 2000. The implementation of the proposed TSP would not directly result in the generation of solid waste. The City has adopted goals of 75 percent landfill diversion by 2010 and zero waste by 2020. San Francisco currently recovers 72 percent of discarded materials and is well on the way to meeting 75 percent diversion goals. In addition, the City has adopted Ordinance No. 27-06, Mandatory Recycling and Composting Ordinance, and AB-088. These regulations adopted by the City ensure it is exceeding the requirements of AB 939. Therefore, the proposed TSP would have no cumulative impact with respect to solid waste regulations.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
12. 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?	☐	☐	☐	☒	☐

Impact PS-1: The implementation of the TSP is not expected to increase demand for police protection and fire protection or require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. (No Impact)

The San Francisco Police Department provides police services to residents, visitors and workers in the City and County from the following ten stations: Central, Southern, Bayview, Mission, North, Park, Richmond, Ingleside, Taraval, and the Tenderloin.

With respect to fire protection, the San Francisco Fire Department (SFFD) provides emergency services to the City and County of San Francisco. The SFFD consists of 42 engine companies, 19 truck companies, 20 ambulances, 2 rescue squads, 2 fire boats and 19 special purpose units. The engine companies are organized into 9 battalions. There are 41 permanently-staffed fire stations, and although the SFFD system has evolved over the years to respond to changing needs, the current station configuration has not changed substantially since the 1970s.[86]

The TSP is a policy initiative which would not directly result in population growth that would necessitate additional police or fire protection services requiring new or physically altered facilities; therefore impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in population growth that would necessitate additional police or fire protection services requiring new or physically altered facilities; therefore impacts would be the same as with the proposed project and would be less than significant.

Further, since the TSF-funded projects would be undertaken in response to population growth and increases in ridership; they would not cause population growth which would require expanded police and fire services.

[86] *A Review of San Francisco's Fire and EMS Services*, City and County of San Francisco, Office of the Controller, April 28, 2004. This document is available for review at the Planning Department in Case File No. 2010.0641E.

Impact PS-2: The implementation of the TSP would not require the construction of new or physically altered school facilities. (No Impact)

The San Francisco Unified School District (SFUSD) provides public educational services within the City and County. In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary school enrollment will continue to grow.[87] The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. The District currently maintains a property and building portfolio that has a student capacity for over 90,000 students.[88] Thus, even with increasing enrollment, facilities throughout the City and County are underutilized.

The TSP is a policy initiative which would not directly result in population growth that would create additional demands on the public school system, requiring new or physically altered facilities. Therefore there would be no impact to public schools.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in population growth that would create additional demands on the public school system; therefore as with the proposed project, there would be no impact to public schools.

The TSF-funded projects would be undertaken in response to population growth and increases in ridership, they would not cause population growth which would place additional demand on public schools.

Impact PS-3: The implementation of the TSP would not increase demand for government services that would result in significant physical impacts. (No Impact)

As noted above, aside from the projected, less-than-significant potential increases in demand for parks or recreational facilities associated with projected population increases, implementation of the TSP would not increase demand for government services that would trigger the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts.

The TSP is a policy initiative which would not directly result in population growth that would create additional demand for public services that would trigger the need for new or physically altered governmental facilities; therefore no impact would occur.

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[87] San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at *http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf*, accessed May 15, 2012.

[88] S.F.U.S.D. School Profiles 2008-2009, *http://orb.sfusd.edu/profile/prfl-100.htm*, accessed May 15, 2012.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in population growth that would create additional demand for public services; therefore, as with the proposed project, no impact would occur.

Since the TSF-funded projects would be undertaken in response to population growth and increases in ridership, they would likely not cause population growth which would require or create additional demand for public services. However, impacts would be evaluated by the Planning Department on a project by project basis, pursuant to CEQA

Impact PS-4: The implementation of the TSP would not have cumulative adverse effects on public services. (Less than Significant)

The geographic context for cumulative public services impacts is the entire City of San Francisco. Cumulative impacts occur when impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. The cumulative effect of development within the City, which expects a household population of 954,579 by 2035, could contribute to impacts related to public services. As discussed throughout this Draft EIR, growth would occur regardless of implementation of the proposed TSP. The TSP would help sustain the transportation system performance while accommodating future growth.

The implementation of the proposed TSP would not directly result any population growth due to the construction of new housing units and/or the creation of jobs. Further, all new development in the City would be required to comply with all applicable federal, state, and local regulations related to public services on a project-by-project basis, including school impact fees, and other developer impact fees that could be used to support the San Francisco Public Libraries (SFPL), the San Francisco Police Department (SFPD), and the San Francisco Fire Department (SFFD). Thus the proposed TSP's contribution to and the overall cumulative impacts related to public services would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
13. 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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

The City of San Francisco is an urbanized area, and no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan is applicable to the project site; therefore, 13f is not applicable to the proposed project.

Impact BI-1: The implementation of the TSP would not have a substantial adverse effect, either directly or through habitat modifications, on any special status species, sensitive natural community, protected wetlands, or conflict with an adopted conservation plan. (Less than Significant)

The term "special-status species" refers to those species that are listed and receive specific protection defined in federal or state endangered species legislation, as well as special-status species not formally listed as "Threatened" or "Endangered" but designated as "Rare" or "Sensitive" on the basis of adopted policies and expertise of state resource agencies or organizations, or local agencies such as counties, cities, and special districts. A principal source

for this designation is the California "Special Animals List."[89] "Special-status species" also include raptors (birds of prey), which, along with other taxa, are specifically protected by CDFG (under Fish and Game Code Section 3511 Birds, Section 4700 Mammals, Section 5050 Reptiles and Amphibians, and Section 5515 Fish) and by Fish and Game Code Section 3503.5, which prohibits the take, possession, or killing of raptors and owls, their nests, and their eggs. The inclusion of birds protected by Fish and Game Code Section 3503.5 is in recognition of the fact that these birds are substantially less common in California than most other birds, having lost much of their habitat to development, and that the populations of these species are therefore substantially more vulnerable to further loss of habitat and to interference with nesting and breeding than are most other birds.

San Francisco's natural areas are the undeveloped remnants of the historical landscape, which contain rich and diverse plant and animal communities. Following the adoption of the current Recreation and Open Space Element in 1986, the RPD developed a Natural Areas Program to manage the 1,107 acres within 32 parks and portions of parks that constitute natural areas.[90] Most of the undeveloped portions of Twin Peaks, Lake Merced, and Glen Canyon Park are designated natural areas. Natural areas do not contain manicured lawns, ballfields, or ornamental flowerbeds. Most of Golden Gate Park—approximately 96 percent—is not a natural area.[91] In this context, natural areas are defined as those areas within RPD managed lands that include natural habitat that may support candidate, sensitive, or special-status species. Example species include: red-tail hawk; snowy plover; western pond turtle; tree swallow; San Francisco garter snake; California red-legged frog; Mission Blue butterfly; Common Fiddleneck; San Francisco gumplant; hummingbird sage; California huckleberry, among others.[92]

In the late 1990s, the RPD developed a Natural Areas Program to protect and manage natural areas for the natural and human values that these areas provide. The Natural Areas Program mission is to preserve, restore and enhance the remnant Natural Areas and to promote environmental stewardship of these areas. In 1995, the San Francisco Recreation and Parks Commission approved the first Significant Natural Resource Areas Management Plan (SNRAMP). Over the course of several years, the RPD updated and expanded the level of detail in the 1995 plan, ultimately resulting in a new Significant Natural Resources Areas Management Plan (SNRAMP, RPD 2006), with a final draft published in February 2006. The San Francisco Recreation and Park Commission approved the final draft plan for CEQA evaluation in August 2006. As described in Plans and Policies, pg. 42, the SNRAMP 2006 update is ongoing and contains detailed information on the biology, geology and trails within the designated areas. The SNRAMP also recommends actions and best management practices intended to guide natural resource protection, habitat restoration, trail and access improvements, other capital projects, and

89 See California Department of Fish and Game (CDFG), Special Animals List, *http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/spanimals.pdf*, accessed April 4, 2012.

90 Thirty-one of the 32 designated natural areas are within the City and County of San Francisco and comprise a land area of about 870 acres. Sharp Park in Pacifica is the 32nd designated area and includes about 237 acres. Personal communication, Lisa Beyer, Recreation and Parks Department, August 31, 2011.

91 Recreation and Parks Department Natural Areas Program FAQ, *http://sfrecpark.org/naFAQs.aspx*, accessed on April 4, 2012.

92 CDFG, Special Animals List; Significant Natural Areas Plan (Public Draft), Table 3-5, San Francisco Recreation and Parks Department, June 2005. This document is available for review at the San Francisco Planning Department in Case File 2005.1912E.

maintenance activities over the next 20 years. Maintenance and conservation activities are categorized based on management priorities and represent differing levels of sensitivity, species presence, and habitat complexity. The SNRAMP 2006 update is currently under environmental review and is scheduled for adoption in 2012.

The purpose of the TSP is to sustain existing levels of transit while accommodating future development and to shift the focus away from single vehicle travel. The implementation of the TSP would not conflict with existing or foreseeable plans or programs that pertain to the protection of special status species or other natural resources. Therefore, implementation of the TSP would not have a substantial adverse effect, either directly or through habitat modifications, on any special status species, sensitive natural community, protected wetlands, or conflict with an adopted conservation plan.

Variants. Like the proposed project, Variants 1, 2, and 3 would not conflict with existing or foreseeable plans or programs that pertain to the protection of special status species or other natural resources, therefore impacts would be the same as the proposed project and would be less than significant.

If, in the future, a TSF-funded project is proposed for construction, the Planning Department would conduct environmental review pursuant to CEQA, including evaluating the biological impacts associated with the construction of the particular facility at a project-level.

To the extent that future TSF-funded projects could conflict with existing or foreseeable plans or programs that pertain to the protection of special status species or other natural resources, these potential biological effects would be assessed in conjunction with the particular proposal.

Impact BI-2: Implementation of the TSP would not have a substantial adverse effect on any riparian habitat or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. (No Impact)

Wetlands and riparian areas provide habitat, biological benefits, and resource efficient methods for treating storm water runoff that often serve recreational users. Many of the City's wetlands have been buried by development and little of the original wetlands have survived. A number of restoration projects have recently been completed or are underway, including Crissy field, Heron's Head Park, Pier 94 and the fresh and seasonal wetland at Lake Merced.

The state's authority in regulating activities in wetlands and waters resides primarily with the State Water Resources Control Board (SWRCB). The SWRCB, acting through the San Francisco Regional Water Quality Control Board (RWQCB), must certify that an Army Corps of Engineers permit action meets state water quality objectives (CWA Section 401). Any condition of water quality certification is then incorporated into the Corps Section 404 permit authorized for a specific project. The SWRCB and RWQCB also have jurisdiction over waters of the state under the Porter-Cologne Water Quality Control Act (Porter-Cologne). The SWRCB and RWQCB evaluate proposed actions for consistency with the RWQCB's Basin Plan, and authorize impacts on waters of the state by issuing Waste Discharge Requirements (WDR) or in some cases, a waiver of WDR.

The San Francisco Bay Conservation and Development Commission (BCDC) has jurisdiction over coastal activities occurring within the San Francisco Bay Area. BCDC was created by the McAteer-Petris Act (California Government Code Sections 66600−66682). BCDC regulates fill, extraction of materials, and substantial change in use of land, water, and structures in San Francisco Bay and development within 100 feet of the Bay. BCDC has jurisdiction over all areas of the Bay that are subject to tidal action, including subtidal areas, intertidal areas, and tidal marsh areas that are between mean high tide and 5 feet above mean sea level. BCDC's permit jurisdiction does not extend to federally owned areas, such GGNRA lands, because they are excluded from state coastal zones pursuant to the Coastal Zone Management Act of 1972 (CZMA). However, the CZMA requires that all applicants for federal permits and federal agency sponsors obtain certification from the state's approved coastal program that a proposed project is consistent with the state's program. In San Francisco Bay, BCDC is charged with making this consistency determination.

The implementation of the TSP would not have a substantial adverse effect on any riparian habitat or federally protected wetlands through direct removal, filling, hydrological interruption, or other means.

Variants. Like the proposed project, Variants 1, 2, and 3 would not have a substantial adverse effect on any riparian habitat or federally protected wetlands through direct removal, filling, hydrological interruption, or other means, therefore impacts to riparian habitat and wetlands would be the same as the proposed project and would be less than significant.

To the extent that future TSF-funded projects may affect wetland or riparian areas the potential for adverse effects would be assessed in conjunction with the particular proposal. Future TSF-funded projects would also be subject to regulations by, but not limited to, the Army Corps of Engineers, SWRCB, RWQCB and BCDC as appropriate.

Impact BI-3: The implementation of the TSP would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

There are approximately 400 resident and migratory species of birds in San Francisco, due to the diverse habitats of the Bay Area and its position on a coastal migration path known as the Pacific Flyway. The San Francisco Planning Department adopted the Standards for Bird-Safe Buildings ("Standards") in 2011.[93] These standards include guidelines for use and types of glass and façade treatments, wind generators and grates, and lighting treatments. The standards would impose requirements for bird-safe glazing and lighting minimization in structures or at sites that represent a 'bird hazard' and would recommend educational guidelines and voluntary programs. The Standards define two types of bird hazards. Location-related hazards are buildings located inside of, or within a clear flight path of less than 300 feet from, an Urban Bird Refuge.[47] Such buildings require treatment when new buildings are constructed; additions are made to existing buildings; or existing buildings replace 50% or more of the glazing within the "bird collision

[93] City and County of San Francisco, Planning Department, Standards of Bird-Safe Buildings, July 2011, available online at: *http://www.sfplanning.org/ftp/files/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%2011-30-11.pdf*, accessed on January 19, 2012.

zone."[28] The standards require implementation of the following treatments for facades facing, or located within, an Urban Bird Refuge:

- No more than 10 percent untreated glazing on the building facades within the bird collision zone.
- Minimal use of lighting. Lighting is to be shielded and no uplighting permitted. No event searchlights would be permitted for the property.
- Sites will not be permitted to use horizontal access windmills or vertical access wind generators that do not appear solid.

Feature-related hazards include building or structure related features that are considered potential "bird traps" no matter where they occur (e.g., glass courtyards, transparent building corners, clear glass walls on rooftops or balconies).

In addition, the Migratory Bird Treaty Act of 1918 states that no person may "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention… for the protection of migratory birds… or any part, nest, or egg of any such bird." (16 U.S.C. 703)

Compliance with the Migratory Bird Treaty Act, and adherence to the City's Bird-Safe Building Standards would ensure less than significant effects on the movement of wildlife species.

The implementation of the TSP would not directly result in the construction of transportation facilities that would interfere with wildlife migration; therefore such impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any transportation facilities that would interfere with wildlife migration, therefore impacts would be the same as the proposed project and would be less than significant.

If, in the future, a TSF-funded project is proposed for construction which could interfere with wildlife migration, the Planning Department would conduct environmental review pursuant to CEQA, including evaluating the potential impacts to migratory birds at a project-level.

However, compliance with the Migratory Bird Treaty Act, and adherence to the City's Bird-Safe Building Standards would likely ensure less than significant effects on the movement of wildlife species.

Impact BI-4: The implementation of the TSP would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant)

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation

adopted by the Board of Supervisors governing the protection of trees is implemented. The DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and Street trees, collectively "protected trees" located on private and public property. A Landmark Tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character and have been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A Significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within 10 feet of the public-right-of-way which satisfies certain criteria. Street trees are trees within the public right-of-way or within the DPW jurisdiction. A Planning Department "Tree Disclosure Statement" must accompany all permit applications that could potentially impact a protected tree.

The implementation of the TSP would not directly result in any demolition, excavation, or construction that would conflict with the City's tree protection ordinance, therefore impacts related to conflicts with a tree preservation ordinance would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not result in any demolition, excavation, or construction that would conflict with DPW Code 8.02-8.11, therefore impacts related to conflicts with a tree preservation ordinance would be the same as the proposed project and would be less than significant.

If, in the future, a TSF-funded project is proposed, the Planning Department would conduct environmental review pursuant to CEQA, including evaluating consistency with applicable tree preservation policies for the particular proposal at a project-level.

Impact BI-5: The implementation of the TSP would not have cumulative adverse effects to biological resources. (Less than Significant)

The geographic context for the cumulative impacts to biological resources is generally a localized area in the immediate vicinity of the project site. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. The cumulative effect of development within the City could contribute to impacts related to biological resources. As discussed throughout this document, growth within the City would happen regardless of the implementation of the proposed TSP. The proposed TSP would seek to accommodate the effect of this growth on the transportation system. The implementation of the proposed TSP would not directly result in any construction, demolition, or tree removal that would impact biological resources. Further, any new development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts to biological resources.

The contribution of potential impacts from the implementation of the proposed TSP to the cumulative biological resource impacts would not be cumulatively considerable, and cumulative impacts to biological resources would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
14. 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 Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐

While the implementation of the TSP would not directly result in the construction of new facilities, potential future projects proposed in the context of the TSP would be connected to the City's existing wastewater treatment and disposal system, and would not require use of septic tanks or alternate wastewater disposal systems. Therefore, topic 14e is not applicable.

Impact GE-1: The implementation of the TSP would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

The General Plan's Community Safety Element contains maps that show areas of the City subject to seismic geologic hazards. The TSP is a citywide program, including transportation facilities that are within areas subject to ground shaking from earthquakes along the San Andreas, Northern Hayward and other Bay Area faults. Because the City and County is located in a seismically active region, the potential exists for seismic-related ground failure. Some areas in the

City may also be subject to seismic-related liquefaction or landslides.[94] These areas generally include the Western Shoreline, Presidio, Northeastern Waterfront, Downtown, Mission Bay, SOMA, the Mission, Central Waterfront, Bayview-Hunters Point. This is due to the presence of artificial fill and the fact that the San Francisco Bay Area and surrounding areas are characterized by numerous geologically young faults. There are, however, no known fault zones or designated Alquist-Priolo Earthquake Fault Zones[95] in the City.

As stated above, the City and County is located in a seismically active region, and therefore the potential exists for seismic-related ground failure. Some areas in the City may also be subject to seismic-related liquefaction or landslides. The soils most vulnerable during an earthquake are in low-lying and filled land along the Bay, in low-lying valleys and old creek beds, and to some extent, along the ocean. These liquefaction areas are generally located in the Western Shoreline, Presidio, Northeastern Waterfront, Downtown, Mission Bay, SOMA, the Mission, Central Waterfront, and Bayview-Hunters Point. The hills along the central spine of the San Francisco peninsula are composed of rock and soils that are less likely to magnify ground shaking, although they are sometimes vulnerable to landslides during an earthquake.

The Seismic Hazard Zones Map for San Francisco illustrates the areas with liquefaction potential and those subject to earthquake induced landslides. This map is used by the City when adopting land use plans and in its permitting processes. Development proposals within the Seismic Hazard Zones must include a geotechnical investigation and must contain design and construction features that will mitigate the liquefaction hazard. The City's Department of Building Inspection uses these guidelines during independent building permit review of proposed projects.

Although the potential for seismic ground shaking and ground failure to occur within San Francisco is unavoidable, no structures or specific projects are proposed under the TSP that could expose people to new seismic-related hazards. Compliance with the San Francisco Building Code, Earthquake Hazards Reduction Act, Alquist-Priolo Earthquake Fault Zoning Act, and Seismic Hazards Mapping Act of 1990 would off-set any potential impacts for future projects. The State of California provides minimum standards for building design through the California Building Code (CBC). The CBC regulates excavation, foundation and retaining walls. The CBC applies to building design and construction in the state and is based on the federal Uniform Building Code (UBC), used widely throughout the country. The CBC has been modified for California conditions with numerous, more detailed and/or more stringent regulations. The Code identifies seismic factors that must be considered in structural design.

Additionally, the San Francisco Building Code includes regulations that would further reduce potential impacts, such as requiring compliance with the City's Code that contains specific

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[94] State of California Divisions of Mines and Geology, Map 4 – Seismic Hazard Study Zones – Area of Liquefaction Potential for San Francisco; San Francisco General Plan, Community Safety Element.

[95] The Alquist-Priolo Earthquake Fault Zoning (AP) Act was passed into law following the destructive magnitude 6.6 San Fernando earthquake in 1971. The AP Act provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Source: California Department of Conservation/Geological Survey website, *http://www.consrv.ca.gov/cgs/rghm/ap/Pages/Index.aspx*, accessed May 2, 2012.

provisions related to seismic hazards and upgrades. Compliance with the Building Code is mandatory for development in San Francisco. Throughout the permitting, design, and construction phases of a building project, Planning Department staff, DBI engineers, and DBI building inspectors confirm that the Building Code is being implemented by project architects, engineers, and contractors. During the design phase for future development, foundation support and structural specifications based on the preliminary foundation investigations would be prepared by the engineer and architect and would be reviewed for compliance with the Building Code by the Planning Department and DBI. DBI in its permit review process would ensure that buildings meet specifications for the protection of life and safety and all new development would be required to comply with the previously discussed federal, state, and local regulations.
The implementation of the TSP would not directly result in any demolition, excavation, or construction that would expose people to strong seismic ground shaking and seismic-related ground failure, or rupture of a known earthquake fault, including liquefaction, or landslides.

In addition, since there are no known fault zones or designated Alquist-Priolo Earthquake Fault Zones in the City, the implementation of the TSP would have no impact with respect to rupture of a known earthquake fault.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any demolition, excavation, or construction that would expose people to strong seismic ground shaking and seismic-related ground failure, or rupture of a known earthquake fault, including liquefaction, or landslides, therefore impacts would be the same as the proposed project and would be less than significant. No impacts related to rupture of a known earthquake fault would occur.

For future TSF-funded projects, the Planning Department would conduct environmental review pursuant to CEQA including the evaluation of potential impacts related to geological hazards. Further, all applicable TSF-funded projects would be evaluated by the Department of Building Inspection for compliance with the San Francisco Building Code. Based on the above, compliance with the San Francisco Building Code, Earthquake Hazards Reduction Act, Alquist-Priolo Earthquake Fault Zoning Act, and Seismic Hazards Mapping Act of 1990 would likely off-set any potential impacts for future projects.

Impact GE-2: The implementation of the TSP would not result in substantial loss of topsoil, erosion or adverse impacts to topographical features. (Less than Significant)

The implementation of the TSP would not directly result in any excavation, grading, or construction requiring earthmoving, therefore impacts related to erosion or loss of topsoil would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any excavation, grading, or construction requiring earthmoving, therefore impacts related to erosion or loss of topsoil would be the same as the proposed project and would be less than significant.

For future TSF-funded projects, the Planning Department would conduct environmental review pursuant to CEQA. Construction activities could result in impacts related to soil erosion and the loss of topsoil, if future TSF-funded projects would require substantial amounts of grading. This could result in erosion as well as potentially change the topography or any unique geologic or physical features.

Potential impacts would be offset by compliance with the California Building Standards Code and the San Francisco Building Code that include regulations that have been adopted to reduce impacts from grading and erosion. Compliance with the Building Code is mandatory for development in San Francisco. During the design phase for buildings, grading plans must be prepared by the engineer and architect that would be reviewed by the Planning Department and Department of Building Inspection for compliance with the Building Code. Regulations that would further reduce erosion effects include compliance with National Pollution Discharge Elimination System (NPDES) permits related to construction activities as administered by the San Francisco Bay Regional Water Quality Control Board. Under these regulations, a project sponsor must obtain a general permit through the NPDES Stormwater Program for all construction activities with ground disturbance of one acre or more. The general permit requires the implementation of best management practices to control erosion, including the development of an erosion and sediment control plan for wind and rain.

Impact GE-3: The implementation of the TSF would not locate sensitive land uses on geologic units or soils that are expansive, unstable, or that would become unstable as a result of future uses, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

The implementation of the TSP would not directly result in any demolition, excavation, or construction on unstable soils, therefore related impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any demolition, excavation, or construction on unstable soils, therefore related impacts would be the same as the proposed project and would be less than significant.

For future TSF-funded projects, the Planning Department would conduct environmental review pursuant to CEQA, including evaluating soil stability for the particular proposal. Impacts related to expansive soil could occur if new facilities would be constructed on or near unstable areas. However, potential geotechnical and soils impacts would be offset by compliance with the

previously discussed regulations, including those in the San Francisco Building Code. The Department of Building Inspection, in its permit review process, would ensure that buildings meet specifications for the protection of life and safety.

Impact GE-4: The implementation of the TSP would not have cumulative adverse effects to geological resources. (Less than Significant)

The geographic context for the cumulative impacts to geologic hazards is generally site specific, rather than cumulative in nature, because each project area has unique geologic considerations that would be subject to uniform site development and construction standards. As such the potential for cumulative impacts is limited. Impacts associated with potential geologic hazards related to soil or other conditions occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development.

The implementation of the proposed TSP would not directly result in any excavation, grading or construction. Further, future TSF-funded projects would be sited and designed in accordance with appropriate geotechnical and seismic guidelines and recommendations consistent with the CBC. Overall, compliance with the Building Code, enforced through DBI's permit review process, would ensure that buildings meet specifications for the protection of life and safety and would reduce the effects of new construction on these hazards to a less than significant level.

Therefore, the proposed TSP would not result in a cumulatively considerable contribution to cumulative impacts regarding geologic hazards, and the cumulative impact of the proposed TSP implementation would be less than significant.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐	☐

Impact HY-1: The implementation of the TSP would not violate water quality standards or otherwise substantially degrade water quality. (Less than Significant)

Although the implementation of the TSP would not directly result in new construction, construction of future projects that may be proposed would be required to comply with federal, state, and local regulations that pertain to water quality. Groundwater that is encountered during construction is subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Treatment would be provided pursuant to the effluent

discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for its wastewater treatment plants.

San Francisco's combined sewer system is overseen by a comprehensive master plan adopted approximately 40 years ago. The sewer system has operated well but aging infrastructure, funding constraints, and deferred maintenance have created the need for another long-term master plan. In 2005, the SFPUC initiated a new master plan to develop a long-term strategy for management of the City's wastewater and stormwater, to provide a detailed roadmap for improvements needed over the next few decades and to estimate funds to implement these improvements, to address specific challenges facing the system, and to maximize system reliability and flexibility.[96] The SFPUC is also preparing the Recycled Water Master Plan, which would guide implementation of recycled water projects that would reduce overall need for additional wastewater treatment. Additional regulations that would reduce potential impacts from polluted runoff include compliance with NPDES permits related to construction activities as administered by the SFBRWQCB and Article 4 of the Porter-Cologne Water Quality Act, compliance with the Combined Sewer Overflow Control Policy and Total Maximum Daily Load standards as set forth by the Basin Plan.[97]

As an urbanized area, San Francisco has an abundance of impervious surface. Buildings, streets, parking lots and other paved surfaces prevent the absorption of rainfall, so low lying areas of the City are particularly susceptible to flooding in heavy rains. In addition, urban storm water runoff can be highly polluted, and pollutants that go down street storm drains can have negative impacts on the sewer and storm system, contributing to system overflows. Natural systems can often be an effective supplement, helping to absorb the overflow and filter out pollutants from that runoff. Building and site development should include natural systems wherever possible. Natural vegetation, landscaped swales and gardens included in site designs can reduce, filter or slow stormwater runoff. "Green streets" that include pervious concrete, planters and landscaped strips adjacent to sidewalks can assist the City's sewer discharge capabilities. Green roofs incorporated into buildings provide another method of absorption.

Lastly, regulations incorporated into the San Francisco Green Building Ordinance address stormwater management by seeking to reduce impervious cover, promote infiltration, and capture and treat 90 percent of the runoff from an average annual rainfall event using acceptable Best Management Practices. These regulations require that projects on undeveloped sites would need to avoid any increase in runoff, while previously developed sites would be required to reduce runoff from existing amounts.

The implementation of the TSP would not directly result in excavation or construction of new facilities that would increase surface runoff or sewer flows or affect groundwater supplies, therefore impacts to water quality would be less than significant.

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96 SFPUC, Wastewater (Sewers): Sewer System Master Plan, website: *http://sfwater.org/modules/showdocument.aspx?documentid=603*, accessed May 23, 2012.

97 The Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) is the Regional Water Quality Control Board's master water quality control planning document. It designates beneficial uses and water quality objectives for waters of the State, including surface waters and groundwater. It also includes programs of implementation to achieve water quality objectives. The Basin Plan has been adopted and approved by the State Water Resources Control Board, U.S. EPA, and the Office of Administrative Law where required.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the excavation or construction of new facilities that would increase surface runoff or sewer flows or affect groundwater supplies, therefore impacts would be the same as the proposed project and would be less than significant.

If, in the future, a TSF-funded project is proposed for construction which could affect groundwater quality, sewer flows or stormwater runoff, the Planning Department would conduct environmental review pursuant to CEQA, including evaluating the potential impacts to water quality at a project-level. Further, compliance with the City's Industrial Waste Ordinance (Ordinance Number 199-77), the discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for its wastewater treatment plants, and regulations incorporated into the San Francisco Green Building Ordinance to address stormwater management would help reduce or avoid impacts related to degradation of water quality or contamination of the public water supply.

Impact HY-2: The implementation of the TSP would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. (Less than Significant)

The City overlies all or part of seven groundwater basins. These groundwater basins include the Westside, Lobos, Marina, Downtown, Islais Valley, South San Francisco, and Visitation Valley basins. The Lobos, Marina, Downtown and South basins are located wholly within the City limits, while the remaining three extend south into San Mateo County. With the exception of the Westside and Lobos basins, all of the basins are generally inadequate to supply a significant amount of groundwater for municipal supply due to low yield.[98] Local groundwater use has occurred in small quantities in the City. For several decades groundwater has been pumped from wells located in Golden Gate Park and the San Francisco Zoo. Based on well operator estimates, about 1.5 million gallons a day is produced by these wells. The groundwater is mostly used in the Westside Groundwater Basin by the Recreation and Park Department for irrigation in Golden Gate Park and at the Zoo. These wells are located in the North Westside Groundwater Basin. The California Department of Water Resources (CA DWR) has not identified this basin as over-drafted, nor as projected to be over-drafted in the future. Based on semi-annual monitoring, the groundwater currently used for irrigation and other non-potable uses in San Francisco meets, or exceeds, the water quality needs for these end uses.

As stated above, groundwater use in San Francisco is limited to irrigation in Golden Gate Park and at the Zoo, and would not be used for purposes related to the TSP. Thus, the implementation of the TSP would not directly result in the in the removal of water, either from the ground or other sources, therefore related impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the removal of water, either from the ground or other sources, therefore impacts would be the same as the proposed project and would be less than significant.

[98] 2010 Urban Water Management Plan for the City and County of San Francisco, pg. 25, SFPUC, June, 2011.

Construction of future TSF-funded projects could result in impacts related to groundwater supplies if the development would require dewatering or result in groundwater drawdown or substantially reduce infiltration. The Planning Department would conduct environmental review pursuant to CEQA, including evaluating the potential impacts to groundwater at a project-level.

The project-level review would consider the location of the development, the depth of potential groundwater, and the type of construction being proposed. Proposals would also be required to comply with existing regulations, including the San Francisco Public Utilities Commission's Stormwater Design Guidelines, which would help to lessen any impacts related to groundwater recharge.

Impact HY-3: The implementation of the TSP would not substantially alter the City's existing drainage patterns, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation. (Less than Significant)

The City contains many small creeks which historically ran from the east side of the City to the Bay, including Hayes Creek, Arroyo Delores, Mission Creek, Precita Creek, Islais Creek, and Yosemite Creek. The Presidio is home to Lobos Creek and Dragonfly Creek; Islais Creek runs through Glen Canyon and O'Shaughnessy Hollow. However, most of these creeks have been filled or run underground in culverts and are not free-flowing on the surface. There are no existing rivers in the City.

The implementation of the TSP would not result in any direct erosion effects or alter the course of a stream or river; therefore impacts related to erosion and siltation would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any erosion effects or alter the course of a stream or river therefore impacts would be the same as the proposed project and would be less than significant.

Future TSF-funded projects could include grading and excavation activities resulting in on-site erosion, which would be evaluated by the Planning Department pursuant to CEQA. The potential for on-site erosion of exposed soil surfaces during construction activity is addressed in Impact UT-1. As described therein, future projects would be required to comply with regulations related to runoff and grading, including the Stormwater Management Ordinance which would reduce impacts related to erosion and siltation.

Impact HY-4: The implementation of the TSP would not expose people, housing, or structures to substantial risk of loss due to flooding. (Less than Significant)

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. Portions of the City prone to flooding during storms, especially where a structure's ground-floors are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects are reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department and the Department of Building Inspection. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The permit applicant shall refer to SFPUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

Flood risk assessment and some flood protection projects are 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 cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. The NFIP, which designates flood-prone areas, has recently completed mapping communities along the San Francisco Bay, including San Francisco. Areas currently designated as prone to surface flooding in San Francisco on the new floodplain maps are in portions of Mission Bay, Treasure Island, Hunters Point Shipyard and Candlestick Point, as well as significant portions of the Port.

Currently, the City 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 one 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 anticipates publishing a revised preliminary FIRM in 2012[99], after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of

[99] San Francisco Floodplain Management Program Fact Sheet, Office of the City Administrator, Revised January 25, 2011. This document is available for review at the Planning Department in Case File 2010.0641E.

coastal flooding subject to wave hazards).[100] On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a Floodplain Management Ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. The Board of Supervisors adopted the Floodplain Management Ordinance on March 23, 2010. The Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map.

Specifically, the Floodplain Management Ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA. Once the City has reviewed the revised preliminary FIRM, FEMA will publish a final FIRM that will be used for floodplain management and flood insurance purposes. In the meantime, the City uses the Interim Floodplain Map to support the implementation of the Floodplain Management Ordinance.

The Floodplain Management Ordinance requires the first floors of structures in flood zones to be constructed above the floodplain or to be flood-proofed with variances for exceptional circumstances. The map, as proposed, would designate portions of waterfront piers, Mission Bay, Bayview Hunters Point, Hunters Point Shipyard, Candlestick Point, and Treasure Island in coastal flood hazard zones, which may have implications for development plans and insurance requirements in those areas.

According to Bay Conservation and Development Commission (BCDC), best available projections for California and the Bay Area currently assume 12-18 inches of sea level rise by 2050 and 21- 55 inches of sea level rise by 2100, given current carbon emissions trends.[101] These projections are likely to change over time as climate science progresses. Perhaps the most obvious and widespread consequence of sea level rise is inundation and flooding of land. Sea level rise will not only cause permanent land inundation, it will greatly increase and expand the 100-year floodplain. This will greatly increase the number of residents at risk during storm events. Much of San Francisco's land composed of bay-front filled area is at risk for inundation due to its low elevation and subsidence over time due to compaction from buildings and soil desiccation. Additionally, sea walls located along the Embarcadero and along the Great Highway may be at risk for overtopping and inundation based on the extent of sea level rise.

The significance of global warming has been clarified in recent years. Science correlates climate change with an increase in the frequency of natural disasters, and in economic losses from these disasters. Results of global warming include increasing runoff from urban storms, springtime

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[100] City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, *http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf*, accessed April 4, 2012.

[101] Bay Conservation and Development Commission (BCDC), Sea Level Rise Index Map, *http://www.bcdc.ca.gov/planning/climate_change/index_map.shtml*, accessed April 22, 2012.

floods from swollen rivers and rising sea levels. Recent studies show that more than two-thirds of the measured climate change in the past 50 years has been human-induced, and human actions can also stem this tide. New urban systems to handle storm runoff, flood control structures will be needed. Continuation of the PUC's upgrade of the City sewer system is one facet of preparation, but also critical are more imaginative solutions, like capturing storm waters for irrigation, increasing urban forestry activities and other green uses.

Flooding in San Francisco is typically caused by back-ups in the combined sewer/stormwater conveyance system. In the future, flooding may be the result of sea level rise. However, the implementation of the TSP would not directly result in the construction of structures which could be subject to floods, therefore flooding impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of structures that could be subject to flooding, therefore impacts would be the same as the proposed project and would be less than significant.

Future TSF-funded projects would be evaluated by the Planning Department to identify potential flooding impacts related to sewer/stormwater conveyance capacity and sea level rise as part of environmental review pursuant to CEQA. Future TSF-funded projects would also be subject to the City's recently-implemented review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers.

Impact HY-5: The implementation of the TSP would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow, or as a result of the failure of a reservoir. (Less than Significant)

The greatest risks to life and property in San Francisco result directly from the ground shaking and ground failure associated with large earthquakes. However, other less common natural hazards include flooding due to a tsunami, seiche or reservoir failure, may occur as a result of an earthquake. Dams and reservoirs which hold large volumes of water represent a potential hazard due to failure caused by ground shaking.

Tsunamis (seismic sea waves) are large, long period waves that are typically generated by underwater seismic disturbances, volcanic eruptions, or submarine landslides. Tsunamis, which travel at speeds up to 700 miles per hour, are typically only 1 to 3 feet high in open ocean water but may increase in height to up to 90 feet as they reach coastal areas, causing potentially large amounts of damage when they reach land.[102] Damaging tsunamis are not common on the California coast. Most California tsunamis are associated with distant earthquakes (most likely those in Alaska or South America), not with local earthquakes. Devastating tsunamis have not occurred in historic times in the Bay area. Because of the lack of reliable information about the kind of tsunami run-ups that have occurred in the prehistoric past, there is considerable uncertainty over the extent of tsunami run-up that could occur. There is ongoing research into the potential tsunami run-up in California. Map 5 (Tsunami Hazard Zones) in the Community Safety Element of the General Plan shows areas where tsunamis are thought to be possible.

102 City and County of San Francisco Hazard Mitigation Plan, URS Corporation, *http://www.sfdem.org/ftp/uploadedfiles/DEM/PlansReports/HazardMitigationPlan.pdf*, accessed April 20, 2012.

Low-lying coastal areas such as tidal flats, marshlands, and former Bay margins that have been artificially filled but are still at or near sea level are generally the most susceptible to tsunami inundation. Some coastline residential areas and existing parks and recreational facilities, including Ocean Beach, the Presidio, Crissy Field, Marina Green, Aquatic Park, Justin Herman Plaza, Treasure Island and Candle Stick Point Recreation Area are located within mapped tsunami inundation areas.[103]

A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur in the San Francisco Bay due to seismic or atmospheric activity. Seiches can result in long-period waves that cause run-up or overtopping of adjacent landmasses, similar to tsunami run up. According to the historical record, seiches are rare.

The San Francisco Public Utilities Commission owns above ground reservoirs and tanks within San Francisco. Their inundation areas are shown in Map 6 (Dam Failure Inundation Areas) of the Community Safety Element. The SFPUC owns aboveground reservoirs and tanks within the City and the Water Department monitors its facilities and submits periodic reports to the California Department of Water Resources, Division of Safety of Dams (DOSD), which regulates large dams. The City's largest reservoir is the Sunset Reservoir located in the Outer Sunset area. The reservoir includes a publicly accessible park around its perimeter and users in this area could potentially be subject to risk from flooding in the event of reservoir failure. The SFPUC has recently completed a seismic retrofit of the Sunset Reservoir. The north basin roof, columns and beams have been seismically reinforced and the earth embankment around the reservoir was stabilized to minimize risk from liquefaction.[104]

In the event that an earthquake occurred that would be capable of producing a tsunami that could affect San Francisco, the National Warning System would provide warning to the City. The City has reestablished the old World War II sirens to provide alerts to residents, and is further upgrading the system to broadcast voice instructions for responding to an emergency. The advance warning system would allow for evacuation of people prior to a seiche and would provide a high level of protection to public safety.

The implementation of the TSP would not directly result in the construction of transportation facilities that would be subject to inundation by seiche, tsunami, mudflow or reservoir failure, therefore such impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in the construction of any transportation facilities that would be subject to inundation by seiche, tsunami, mudflow or reservoir failure, therefore impacts would be the same as the proposed project and would be less than significant.

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103 California Emergency Management Agency, California Geological Survey, Tsunami Inundation Maps for Emergency Planning, San Francisco West, North and East Quadrangles, California Department of Conservation, *http://www.conservation.ca.gov/CGS/GEOLOGIC_HAZARDS/TSUNAMI/Pages/Index.aspx*, accessed April 20, 2012.

104 Subsequent to the completion of the seismic upgrade the City and County engaged in a public-private partnership to install a 5 mega-watt solar array on the reservoir's roof. The solar array project was completed in December, 2010. Source: *http://sanfrancisco.cbslocal.com/2010/12/07/massive-solar-project-at-sunset-reservoir-completed*, accessed April 20, 2012.

Future TSF-funded projects would be evaluated by the Planning Department to identify potential impacts related to inundation by seiche, tsunami, mudflow, or by reservoir failure, as part of environmental review, pursuant to CEQA. This would largely be determined by comparing the project site location to Maps 5 and 6 in the General Plan Community Safety Element.

Impact HY-6: The implementation of the TSP would not have cumulative adverse effects to hydrology or water quality. (Less than Significant)

The geographic context for cumulative hydrology and water quality impacts is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. This would include impacts from demolition or new construction in close proximity to TSF-funded projects combining with impacts from TSF-funded projects.

The cumulative effects of development within the City could contribute to impacts related to hydrology and water quality. As discussed throughout this document, growth would occur regardless of implementation of the proposed TSP. Furthermore, any new development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts related to hydrology and water quality. The implementation of the proposed TSP would not directly result in demolition, construction, excavation or grading which would have an adverse effect on hydrology and water quality.

Future TSF-funded projects would be required to comply with all applicable federal, state, and local regulations related to hydrology and water quality on a project-by-project basis, which would ensure that construction activities would not result in adverse water quality, storm drainage, and flooding impacts. It is unlikely that TSF-funded projects would result in new construction in vacant areas that currently serve as groundwater recharge areas. However, such projects would be evaluated on a project-specific basis to ensure that potential groundwater recharge in the watershed would not be reduced.

With adherence to applicable regulations governing hydrology and water quality, the potential risks associated with discharge which could affect water quality would be less than significant. The contribution of potential impacts from the implementation of the proposed TSP to the cumulative hydrology and water quality impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. 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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

Because San Francisco International Airport is about 8 miles south of the City, topics 6e and 6f are not applicable.

Impact HZ-1: Implementation of the TSP would not create a significant hazard through routine transport, use, disposal, handling, or emission of hazardous materials. (Less than Significant)

The implementation of the TSP would not directly result in excavation, demolition or construction that would involve the routine transport, use, disposal, handling or emission of hazardous materials, therefore related impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in excavation, demolition or construction that would involve the routine transport, use, disposal, handling or emission of hazardous materials, therefore impacts would be the same as the proposed project and would be less than significant.

Hazardous materials used in conjunction with potential future TSP projects could include fuel, oil, solvents, and lubricants used for equipment maintenance.[105] Potential impacts associated with use, disposal, handling, transport, and emission of hazardous materials would be evaluated by the Planning Department as part of environmental review pursuant to CEQA. Further, any activities involving hazardous materials and hazardous waste would be conducted in accordance with health and safety standards mandated by the Occupational Safety and Health Administration (OSHA), thus reducing potential hazards to workers, the public, and the environment from the use, transport, and disposal of those materials and wastes.[106]

Impact HZ-2: Implementation of the TSP would not create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)

Older buildings and other facilities in San Francisco may contain hazardous materials such as asbestos, PCBs and lead. If such materials exist in a building when it is demolished or altered, or if soils are disturbed that may be contaminated, they could pose hazards to workers, neighbors, or the environment. The removal of hazardous building materials, including lead-based paint and asbestos, is regulated by Chapter 34 of the San Francisco Building Code and Section 19827.5 of the California Health and Safety Code, respectively. PCBs are regulated under federal and state law. Byproducts of PCB combustion are known carcinogens and are respiratory hazards, so specific handling and disposal of PCB-containing products is required. PCBs are most commonly found in lighting ballasts, wet transformers, and electrical equipment that uses dielectric fluids. PCBs are also occasionally found in hydraulic fluids.

The San Francisco Department of Public Health (DPH) often acts as the lead agency to ensure proper remediation of leaking underground storage tanks (LUST) sites and other contaminated sites in San Francisco. Local regulations have been enacted to address the potential to encounter hazardous materials in the soil at development sites and the safe handling of hazardous materials (including hazardous wastes). The following sections of the San Francisco Health Code, briefly summarized, could apply to sites to be developed or reused within the City. These include Article 22A (Analyzing the Soil for Hazardous Waste, formerly the Maher Ordinance), Article 21 (Hazardous Materials), Article 21A (Risk Management Program), and Article 22 (Hazardous Waste Management).

An Article 22A investigation is required if: (1) more than 50 cubic yards of soil are to be disturbed, (2) the project site is bayward of the 1851 high-tide line (i.e., in an area of Bay fill), as designated on an official City map, or (3) the site is at any other location in the City designated for investigation by the Director of the SFDPH. The reports are submitted to the Department of Public Works and DPH. Article 22A regulations take effect at the time of the building permit application for projects located on filled land requiring excavation.

[105] Hazardous materials, as defined in Section 25501(h) of the California Health and Safety Code, are materials that, because of their quantity, concentration or physical or chemical characteristics, pose a substantial present or potential hazard to human health and safety if released to the workplace or to the environment.

[106] Hazardous waste is defined as any material that is relinquished, recycled or inherently waste-like and falls under Title 22 of the California Code of Regulations, Division 4.5, Chapter 11 that contains regulations for the classification of hazardous wastes. A waste is considered hazardous if it is toxic (causes adverse human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damages materials), or reactive (causes explosions or generates toxic gases).

Article 21 of the Health Code provides for safe handling of hazardous materials in the City. It requires any person or business that handles, sells, stores, or otherwise uses specified quantities of hazardous materials to keep a current certificate of registration and to implement a hazardous materials business plan. A special permit is required for underground storage tanks. Article 21A of the Health Code provides for safe handling of federally regulated hazardous, toxic, and flammable substances in the City, requiring businesses that use these substances to register with the SFDPH and prepare a Risk Management Plan that includes an assessment of the effects of an accidental release and programs for preventing and responding to an accidental release.

The implementation of the TSP would not directly result in any demolition or soil-disturbing activities that could result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any demolition that could release hazardous building materials or grading or excavation activities that could disturb contaminated soils, therefore impacts would be the same as the proposed project and would be less than significant.

For future TSF-funded projects the Planning Department would conduct environmental review pursuant to CEQA, including evaluating the potential impacts associated with release of hazardous materials at a project-level.

As part of this evaluation, the Planning Department, Department of Public Health, and other responsible agencies may require that a Phase I Environmental Site Assessment ("Phase I ESA") be prepared in conjunction with a specific project to determine the potential for hazardous materials to be present at, within, or beneath the surface of a building or a property. If the Phase I ESA determines a potential for hazardous materials or contamination to exist, further analysis ("Phase II Site Assessment") may be required. As part of a Phase II ESA, soils or materials sampling may be required to test for the presence of hazardous materials.

Further, future TSF-funded project would be subject to:

- Chapter 34 of the San Francisco Building Code and Section 19827.5 of the California Health and Safety Code (removal of hazardous building materials)
- San Francisco Health Code Article 22A (Analyzing the Soil for Hazardous Waste, formerly the Maher Ordinance)
- San Francisco Health Code Article 21 (Hazardous Materials)
- San Francisco Health Code Article 21A (Risk Management Program),
- San Francisco Health Code and Article 22 (Hazardous Waste Management).

Completion of required studies and compliance with the Building Code and Health and Safety Code would reduce risks related to hazardous materials release.

Impact HZ-3: Implementation of the TSP would not substantially emit hazardous emissions or acutely hazardous materials near schools. (Less than Significant)

Although hazardous materials and waste generated from construction may pose a health risk to nearby schools, all businesses that handle or involve on-site transportation of hazardous materials would be required to comply with the provisions of the City's Fire Code and any additional regulations as required in the California Health and Safety Code Article 1 Chapter 6.95 for a Business Emergency Plan, which would apply to those businesses associated with construction activities. Both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. In addition, implementation of federal and state regulations would minimize potential impacts by protecting schools from hazardous materials and emissions. For example, federal regulations such as Resource Recovery and Conservation Act would ensure that hazardous waste is regulated from the time that the waste is generated until its final disposal, and National Emission Standards for Hazardous Air Pollutants would protect the general public from exposure to airborne contaminants that are known to be hazardous to human health. San Francisco's Hazardous Materials Unified Program Agency is responsible for California Uniform Program Authority in the City and would require all businesses (including city contractors) handling hazardous materials to create a Hazardous Materials Business Plan which would reduce the risk of an accidental hazardous materials release.

As discussed in HZ-1 above, the implementation of the TSP would not directly result in hazardous materials emissions or the handling of acutely hazardous materials, therefore impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in hazardous materials emissions or the handling of acutely hazardous materials, therefore impacts would be the same as the proposed project and would be less than significant.

Implementation of future TSF-funded projects may require the use of motor vehicles and motorized equipment. Once the exact location and quantity of potential hazardous materials associated with future projects is known impacts associated with hazardous materials emissions and the proximity of schools to the project site may be evaluated by the Planning Department, pursuant to CEQA.

Compliance with the provisions of the City's Fire Code, the California Health and Safety Code Article 1 Chapter 6.95 for a Business Emergency Plan, the Resource Recovery and Conservation Act, the National Emission Standards for Hazardous Air Pollutants, and other state and federal regulations would reduce potential impacts related to hazardous materials emissions and/or the handling of acutely hazardous materials.

Impact HZ-4: Implementation of the TSP would not expose people or structures to a significant risk of loss, injury, or death involving fires, and would not interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety and emergency access within new and existing developments by its building and fire codes.

The implementation of the TSP would not directly result in the construction of transportation facilities that would expose persons or structures to fires nor would it interfere with the implementation of an emergency response plan, therefore such impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not in the construction of transportation facilities that would expose persons or structures to fires nor would the Variants interfere with the implementation of an emergency response plan, therefore impacts would be the same as the proposed project and would be less than significant.

For future TSF-funded projects the Planning Department would conduct environmental review pursuant to CEQA, including evaluating the potential impacts associated with exposure to fires at a project-level.Further, future TSF-funded projects would be required to conform to the San Francisco Building and Fire Code standards, which may include development of an emergency procedure manual and an exit drill plan for specific developments, as applicable. Therefore, potential fire hazards would be addressed during the permit review process for a specific undertaking. Conformance with these standards would ensure appropriate life safety protections for transportation facilities.

Impact HZ-5: Implementation of the TSP would not direct development that could 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, the TSP would not create a significant hazard to the public or the environment. (Less than Significant)

The Hazardous Waste and Substances Sites (Cortese) list is a tool used by the State and local agencies and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code Section 65962.5 requires the California Environmental Protection Agency (EPA) to develop an updated Cortese List at least annually. The City contains sites that have been identified as being contaminated from the release of hazardous substances in the soil, including industrial sites, sites containing leaking underground storage tanks, and large and small-quantity generators of hazardous wastes.

The implementation of the TSP would not directly result in any excavation or grading activities that could result in the disturbance of contaminated soils on a Cortese list site, therefore related impacts would be less than significant.

Variants. Like the proposed project, Variants 1, 2, and 3 would not directly result in any excavation or grading activities that could result in the disturbance of contaminated soils on a Cortese list site, therefore impacts would be the same as the proposed project and would be less than significant.

For future TSF-funded projects the Planning Department would conduct environmental review pursuant to CEQA, including checking to see if the project site is identified on the Cortese List pursuant to Government Code Section 65962.5.

Further, TSF-funded projects would be required to adhere to pertinent local, state and federal laws pertaining to hazardous materials use, transport, exposure, management and disposal. Future TSF-funded projects would be evaluated to identify whether or not they include any new

development or construction on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, once the project site is identified.

Impact HZ-6: The implementation of the TSP would not have cumulative adverse effects related to hazards or hazardous materials. (Less than Significant)

The geographic context for cumulative hazards and hazardous materials impacts is the entire City of San Francisco. Cumulative impacts occur when impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. This would include demolition or new construction of past, present, or reasonably foreseeable future projects combing with similar impacts related to implementation of the proposed TSP. The cumulative effect of development within the City could contribute to impacts related to hazards and hazardous materials. As discussed throughout this document, growth would occur regardless of the implementation of the proposed TSP. The proposed TSP would simply seek to accommodate the effects of this growth on the transportation system.

Further, any new development within the City would be subject, on a project-by-project basis, to independent CEQA review as well as policies in the San Francisco General Plan, governing area plans, design guidelines, zoning codes (including development standards), and other applicable land use plans that are intended to reduce impacts related to hazards and hazardous materials.

The implementation of the proposed TSP would directly result in demolition, construction or excavation that could create impacts related to hazards and the handling of hazardous materials. New development could result in such effects but would be evaluated on a project-by-project basis, which would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. All demolition activities within in City that would involve asbestos or lead based paint would also occur in compliance with BAAQMD rules and OSHA Construction Safety Orders, which would ensure that impacts related to the release of hazardous materials would be less than significant. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers, the public, and the environment to hazardous substances. With adherence to applicable federal, state, and local regulations governing hazardous materials, the potential risks associated with hazardous wastes would be less than significant. The contribution of potential impacts from the implementation of the TSP to the cumulative hazards and hazardous materials impacts would not be cumulatively considerable. As such, cumulative impacts would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. 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?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☒	☐	☐	☐	☐

All land in the City is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975.[107] This designation indicates that there is inadequate information available for assignment to any other MRZ and therefore the City is not a designated area of significant mineral deposits. No area within the City is designated as a locally-important mineral resource recovery site. Accordingly, topic 17a and 17b are not applicable.

Impact ME-1: The implementation of the TSP could result in the use of large amounts of fuel, water or energy, or use these resources in a wasteful manner. (Potentially Significant)

Future TSF-funded projects would use energy produced in regional power plants using hydropower and natural gas, coal and nuclear fuels. New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for a building permit. Title 24 is enforced by the Department of Building Inspection.

The TSP is a program focused on the citywide and system-wide transportation system in San Francisco. The transportation sector accounts for a large portion of the consumption of fuel and energy, therefore impacts related to the consumption of fuel and energy are potentially significant and will be discussed further in the EIR.

Variants. Like the proposed project, Variants 1, 2, and 3 could potentially use large amounts of fuel or energy, a potentially significant impact which will be discussed further in the EIR.

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

Impact ME-2: The implementation of the TSP could have cumulative adverse effects to energy resources. (Potentially Significant)

The geographic context for cumulative mineral and energy impacts is the San Francisco Bay Area. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. As mentioned above, the City is not a designated area of significant mineral deposits therefore no impact to mineral resources, individual or cumulative would occur as a result of the implementation of the proposed TSP.

The cumulative effect of development within the City could contribute to impacts related to energy resources. Large amounts of energy, fuel, and water could be used if new projects consist of energy inefficient features, construction equipment is energy inefficient, new residential uses are not located near existing alternative transportation infrastructure, or if demolition and new construction results in increased lifecycle energy costs. Future development would likely be consistent with the Environmental Protection Element of the San Francisco General Plan, San Francisco Residential Energy Conservation Ordinance, and San Francisco Sustainability Plan. In addition, new development would be required to comply with the SFGBO, which required energy efficiency that is approximately 14 to 15 percent more efficient than Title 24 (2005). For this reason, most development within the City would have less than significant impacts related to energy consumption. However, the TSP is a transportation related program. The transportation sector accounts for a large portion of the consumption of fuel and energy. Therefore the impacts to energy both individually and cumulatively are potentially significant. This will be discussed further in the EIR.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
18. AGRICULTURE AND FOREST 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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **—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?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

Impact AG-1: The implementation of the TSP would not conflict with zoning for agricultural use, result in the loss of forest land, or otherwise convert farmland or forest land to non-agricultural or non-forest use. (No Impact)

The City and County of San Francisco is located within an urban area, which the California Department of Conservation's Farmland Mapping and Monitoring Program identifies as Urban and Built-Up Land, 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."

Thus, the City and County of San Francisco does not contain agricultural uses and is not zoned for such uses. Implementation of the TSP would not convert any prime farmland, unique farmland or Farmland of Statewide Importance to non-agricultural use. It would not conflict with existing zoning for agricultural land use or a Williamson contract, nor would it involve any changes to the environment that could result in the conversion of farmland.

Accordingly, Initial Study Checklist Topics 17a, 17b, 17c, 17d and 17e are not applicable to the TSP implementation.

Impact ME-2: The implementation of the TSP would not have cumulative adverse effects to agricultural or forest resources. (Less than Significant)

The geographic context for cumulative agricultural and forest resources impacts is the entire City of San Francisco. Cumulative impacts occur when the impacts from the proposed project that are significant or less than significant combine with similar impacts from other past, present or reasonably foreseeable future projects in a similar geographic area. However, the City of San Francisco is a built up urban area, which does not support agricultural uses or forest resources, therefore no cumulative impact would occur.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
19. 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?	☐	☐	☒	☐	☐
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.)	☒	☐	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

The preparers of the Initial Study have discussed all of the environmental issue areas required by Section 15063 of the CEQA Guidelines and have found either no impact or less than significant impacts with respect to aesthetics, cultural resources, wind and shadow, recreation, utilities, public services, biological resources, geology, hydrology, hazardous materials, mineral resources, and agricultural resources both individually and cumulatively related to the implementation of the proposed TSP.

The proposed project could result in both individual and cumulative impacts to land use, population and housing, transportation, noise, air quality, and greenhouse gas emissions. Environmental effects in these areas could also cause substantial adverse effects on human beings, either directly or indirectly.

These potential impacts will be discussed further in the EIR.

F. MITIGATION MEASURES

No significant impacts have been identified in this Initial Study that would require mitigation; therefore no mitigation measures are included.

G. PUBLIC NOTICE AND COMMENT

In addition to the 30-day public review and comment associated with this Initial Study, the following is a summary of other public entities who have participated in the planning and policy development of the TSP.

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.

DATE August 30, 2012

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

I. INITIAL STUDY PREPARERS

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