



SAN FRANCISCO PLANNING DEPARTMENT

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

ABBREVIATED CEQA CHECKLIST

For Better Streets Plan Related Improvement Projects

Reception:
415.558.6378

Please include the following supporting materials enclosed with this checklist:

Fax:
415.558.6409

- | | |
|--|-----------------|
| 1. Project description: | X |
| 2. Existing and Proposed site plans: | X |
| 3. Site photos: | X |
| 4. Scope of work for
Air Quality Analysis Tech Memo | _____ N/A _____ |
| 5. Green House Gas Emission
Checklist ¹ | X |

Planning
Information:
415.558.6377

I- Basic Project Information		
Project Name:	Palou Complete Streets Project	
Responsible Agency:	Public Works	Date: May 13, 2016
Project Contact: (Address/phone/email)	Marcia Camacho, Public Works. 415-558-4015 marcia.comacho@sfdpw.org	
Project Location	Palou Avenue, between Barneveld Avenue and Crisp Road, and the intersection of Oakdale Avenue and Phelps Street in the Bayview neighborhood.	
Timeline for the proposed project	12 month construction period	
II- Project Characteristics		
Street Type ²	Street Name	From (Cross-street 1) To (Cross-street 2) ³
Residential	Palou Avenue	Rankin to Crisp Streets
Residential/Mixed Use	Palou Avenue	Selby to Rankin Streets
Industrial	Palou Avenue	Barneveld to Selby Streets
Residential	Oakdale Avenue	Phelps Street

¹ Individual streetscape projects would be required to undergo a separate environmental review pursuant to CEQA. The environmental review would include an analysis of the individual project's potential to emit GHGs. p.128 of the BSP's MND.

² See Table 1 in MND and verify final list of street types with the online version of the BSP.

³ Street type determines what elements are appropriate for a design element. Different blocks of the same street may be characterized as different street types pursuant to BSP. Therefore, need to provide boundaries for project segments.

III- Project Screening Part 1 (On the table below, please identify BSP's design elements that are part of the proposed project.

Detailed Design Elements				
Number	Name	Project Element	Requires Subsequent Environmental Review ⁴	
			Yes	No
Standard Improvements				
SI-1	Accessible curb ramps	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-2	Marked crosswalks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-3	Pedestrian signal timing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SI-4	Curb radii guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-5	Corner curb extensions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-6	Street trees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-7	Tree basin furnishing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SI-8	Sidewalk planters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-9	Stormwater management tools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SI-10	Street lighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-11	Special paving	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SI-12	Site furnishings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁴ Please check analysis in MND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's MND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Continued

Number	Name	Project Element	Requires Subsequent Environmental Review ⁵	
			Yes	No
Case-by-Case Improvements				
CBC-1	High-visibility crosswalk	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-2	Special crosswalk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-3	Vehicle turning movements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-4	Removal or reduction of permanent crosswalk closures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-5	Mid-block crosswalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-6	Raised crosswalks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-7	Extended bulb-outs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-8	Mid-block blub-out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-9	Center or side medians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-10	Pedestrian refuge islands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-11	Transit bulb-out	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-12	Transit boarding islands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-13	Perpendicular or angled parking	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-14	Flexible use of parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-15	Parking lane planters	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-16	Chicanes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵ Please check analysis in MND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's MND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Cont.

Number	Name	Project Element	Requires Subsequent Environmental Review ⁶	
			Yes	No
CBC-17	Traffic calming circles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-18	Roundabouts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-19	Pocket parks	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-20	Reuse of 'pork chops'	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CBC-21	Boulevard treatments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-22	Shared public ways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-23	Pedestrian-only streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-24	Public stairs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-25	Multi-use paths	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
CBC-26	Above-ground landscaping	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other Design Improvements in the Better Streets Plan (BSP) but not identified above				
Design Element Name	BSP Page Number		Yes	No
Transit Shelters	43, 46, 55	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶ Please check analysis in MND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's MND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

Project Screening Part 1 Continued

III – Identify Storm Water Facilities that are part of the project				
	Yes	No	Requires Subsequent Environmental Review⁷ (FOR EP PLANNER DETERMINATION ONLY)	
			Yes	No
Permeable Paving	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Bioretention Facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Swales	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Infiltration Boardwalks	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Infiltration and Soakage Trench	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Channels and Runnels	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vegetated Buffer Strip	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vegetated Gutter	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (describe stormwater improvements) Replacement of two catch basins	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁷ Please check analysis in MND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's MND the implementation of RTOR prohibition at intersections that experience high volumes of right-turning movements (greater than 300 vehicles in the peak hour) or have near-side bus stops would require additional study and environmental review.

IV- Project Screening Part 2 (If you answer “YES” to any of the questions listed below, this checklist may not be utilized, and therefore, an Environmental Evaluation application must be submitted).

Transportation/Circulation	
Does the project include right turn on red (RTOR) at locations where the peak hour right-turning traffic volume exceeds 300 vehicles per hour; or require any removal of multiple turn lanes; or the bus stop is located in the near side?	Yes___ No X
Does the project include removal of crosswalk closures?	Yes___ No X
Does the project include mid-block crosswalks on a two-way street where traffic volumes exceed 500 vehicles per hour in either direction during the peak hour?	Yes___ No X
Does the project include roundabouts ?	Yes___ No X
Does the project include pedestrian-only streets on a street where through traffic is greater than 100 vehicles per hour in the peak hour, or there is transit service, or there are driveways or parking garages, or loading activities cannot be accommodated during off-peak hours?	Yes___ No X
Does the project include multi-use paths? ⁸	Yes___ No X
Does the project include shared public ways on streets with park garages with parking spaces > 100, or through traffic > 100 cars per hours, or transit service?	Yes___ No X

V- Project elements that will require Archeologist or Preservation Technical Specialist Evaluation: (If the project includes any of the elements listed below, the project will require **Technical Specialist** Evaluation).

Historical/Archeological Resources	
<i>All applications need preliminary review for potential impacts to archeological resources pursuant to Environmental Planning practice.</i> Project reviewed by Planning Department Archeologist. Better Streets MND Mitigation Measure Cul 1 (Archeological Resources—Accidental Discovery) applies to the proposed project and has been agreed to by the project sponsor.	
Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark?	Yes___ No X
Does the proposed project involve an identified historic resource among the following: street furniture, light standards, signage, curbs, places, bricks, walls, and other paving materials.	Yes___ No X
Does the proposed project involve removal of trees adjacent to historic resources?	Yes___ No X

VI- Project Screening Part 3 – Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.

⁸ The BSP does not provide guidance on the location or design of Multi-use Paths. Therefore, at the time a location for implementation is proposed, it would be subject to site-specific environmental review.

CEQA Topic	Sub-topic	Meet criteria/threshold: ⁹ Yes/No or NA	Requires mitigation measure: Yes/No	Potential impacts differ from MND analysis (Y/N). If "Yes" briefly describe on a separate sheet.	Comments and MND reference page.
Aesthetics					
Does the proposed project involve removal of significant trees? No	Significant trees	NA			
Does the project involve tree root trimming? No Is tree root trimming greater than two inches? NA		NA	Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53).		
Historical/Archeological Resources					
Does the project require excavation depth greater than two (2) feet? Yes.	Accidental discovery	Yes, it meets the criteria and no further review is required.	Archeological Accidental Discovery mitigation measure Cul-1 applies to all projects except for those occurs in an area within Hispanic Period Archeological District (p.64).		
Does the project occur in an area within the Hispanic Period Archeological District? ¹⁰ No	Hispanic Period District	N/A			
Transportation and Circulation					
Does the project include removal of loading spaces? No	Loading	N/A			
Air Quality					
Construction impacts	Construction dust	Yes, it meets the criteria and no further review is required.	Dust Control Plan, Mitigation Measure AQ-1 applies to ALL projects (p.120).		Compliance with Dust Control Ordinance supersedes Mitigation Measure AQ-1 and is applicable to the proposed project.
Air Quality	Construction Criteria Pollutants	No.			Project is on the whole similar to previous

⁹ The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the MND's thresholds.

¹⁰ **TO BE EVALUATED BY EP PLANNER.** The Spanish Period Map is not available for public review due to the sensitivity of the archeological resources encountered in the area.

					streetscape and sewer projects for which air quality analysis has shown emission levels below BAAQMD criteria pollutant thresholds. ¹¹
Air Quality	Construction Health Risk	Yes, it meets the criteria and no further review is required.			Portions of the project are located in an Air Pollution Exposure Zone. The entire project is subject to San Francisco Clean Construction Ordinance
Biological Resources					
Does the project include tree removal? Yes	Nesting birds	Yes, project proposes to remove street trees			
What is the expected duration period of construction? 365 days	Nesting birds	Yes. Proposed project would include construction during nesting season (Feb 1 to Aug 31)			
Which months would construction occur? All	Nesting birds	Yes. Proposed project would include construction during nesting season (Feb 1 to Aug 31)	Yes MM BIO-1: Nesting Birds	No	151
Hazardous Materials					
Does the project occur in an area within the Maher-designated area? ¹² Yes	Determination of contaminated soil	Yes			Project is required to comply with Maher Ordinance

¹¹ See, for example, San Francisco Planning Department, *SFMTA Polk Street Improvement Project Air Quality Memorandum*, Jan. 12, 2015. Case # 2013.1721E.

¹² www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp



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This section is to be filled by EP Planner. Use "NA" in check boxes for topics that are not applicable to this submittal.

- Project was screened for potential impacts to archeological resources pursuant to EP practice.
- Project was screened by a Tech Spec for potential impacts to historical resources pursuant to EP practice.
- Applicable Mitigation Measures are applied to the project.
- Green House Gas analysis performed and approved by EP.
- N/A** Air Quality Memo approved by EP.
- MND was reviewed and no items were identified that would require subsequent environmental review.

CEQA Determination

Note to file, contingent upon regulatory agency approval or other information, as follows:

Note to file (no additional documentation required)

Addendum

Supplemental EIR or MND

Environmental Planner

Name: Justin Homer 

Date: 6/27/16

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
---	--------------------------------------	------------------------	-------------------------------------	--------------------------

MEASURES DEEMED FEASIBLE				
Archeological Resources				
<p><i>Mitigation Measure Cul 1: Accidental Discovery</i></p> <p>The following archeological mitigation measure shall apply to any soils disturbing activities resulting from the Proposed Project excepting soils disturbing activities below a depth of two (2) feet below grade surface (bgs) within the Hispanic Period Archeological District.</p> <p>To avoid any potential adverse effect from the Proposed Project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c), the project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential</p>	Project Sponsor	Prior to any soils disturbing activities	Project sponsor, archeologist and Environmental Review Officer (ERO)	Considered complete upon receipt of final monitoring report at completion of construction

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

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

**EXHIBIT 1:
 MITIGATION MONITORING AND REPORTING PROGRAM
 (Including the Text of the Mitigation Measures Adopted as Conditions of Approval and Proposed Improvement Measures)**

1. MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
<p>archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				

Palou Complete Streets Project – Project Description

Project Site and Characteristics

The project site consists of an approximately 1.5 mile segment of Palou Avenue between Barneveld Avenue and Crisp Road; the intersection of Oakdale Avenue and Phelps Street; and a section of surplus right-of-way at the termination of Jennings Street at Palou Avenue in the Bayview neighborhood of San Francisco. All three elements of the project site are owned by the City and County of San Francisco.

The Palou Avenue segment of the project site (“Palou Avenue”) is generally characterized as a 50-foot-wide arterial road with one travel lane in each direction and parallel vehicle parking on both sides of the street. From Keith Avenue to 3rd Street, there are two travel lanes in the north-west direction and one in the south-west direction. From 3rd Street to mid-way between 3rd Street and Newhall Street, there are two travel lanes in the south-west direction and one in the north-east direction. From Industrial Street to Barneveld Avenue, the road broadens to approximately 58-feet-wide and includes perpendicular parking on both side of the street. The existing roadway surface has a Pavement Condition Index (PCI) rating of between 29 and 56 (save for Palou Avenue between Lane Street and Keith Street which has a PCI rating of 90).

Palou Avenue’s streetlights have HID (High Intensity Discharge) fixtures. Between Selby Street and Newhall Street, the luminaires are underground service on Muni Overhead Wire Poles and mostly in staggered configuration. Between Newhall Street and Keith Street, the luminaires are underground service on Standard Galvanize Steel Pole and in staggered configuration. Between Keith Street and Crisp Road, the luminaires are overhead service on PG&E wood pole only on one side of the street.

Palou Avenue carries three Muni bus lines: 23-Monterey (Griffith Street to 3rd Street); 44-O’Shaughnessy (Keith Street to Quint Street); and 24-Divisadero (3rd Street to Industrial Street). Palou Avenue from Barneveld Avenue to Quint Street is classified as a City Street under the San Francisco General Plan’s Citywide Pedestrian Network; Quint Street to Keith Street is classified as a Neighborhood Network Connection Street; and Keith Street to Griffith Street is classified as a City Street. Palou Avenue is included in the San Francisco Bicycle Network, including routes 68 and 70.

The intersection of Oakdale Avenue and Phelps Street includes four crosswalks and a bus stop for the 23-Monterey on the north-east corner. At the intersection, Oakdale Avenue is characterized by one travel land and one Class B bicycle route in each travel direction with parallel parking on both sides of the street. Phelps Street is characterized by one travel lane in each direction and parallel parking on both sides of the street.

The surplus Jennings Street right-of-way is made of two parcels directly north-east of the termination of Jennings Street at Palou Avenue: an approximately 6,400-square-foot parcel owned by San Francisco Public Works and an approximately 2,500-square-foot parcel owned by

the San Francisco Department of Recreation and Park. The lots are currently a single fenced and paved vacant area with a curb cut along Palou Avenue.

Project Characteristics

Sponsored by San Francisco Public Works, the proposed Palou Complete Streets project would include installation of median islands, landscaping, lighting, decorative crosswalks, signage, and paving. The project also proposes the construction of a pedestrian plaza for the publicly owned, currently vacant lots at Jennings Street. The proposed project includes 204 new street trees; construction of a new cul-de-sac at Quint Street and Palou Avenue; pedestrian and bus bulb-outs; a raised crosswalk; median islands; and bus stop improvements. The maximum depth of project work would be 5 feet. The projected total volume of excavation is 200 cubic yards. All work would occur within City right-of-way. Staging of construction materials will occur in the City right-of way in coordination with the Construction Traffic Control Plan to be prepared by San Francisco Municipal Transportation Agency (SFMTA). The project is projected to take 365 construction days to complete.

Palou Avenue Roadway Section

The proposed project would repair and repave the existing roadway surface, consisting of the approximately 450,600 square feet of asphalt concrete wearing surface (ACWS) on Palou Avenue between Barneveld Avenue and Crisp Street, except at the location between Lane Street and Keith Street.

The existing 2”-thick ACWS would be coldplaned and replaced on Palou Avenue between Barneveld Avenue and Crisp Street, except at the location between Lane Street and Keith Street. Roadway base would be removed and replaced with 10” concrete base as needed depending on the severity of degradation of the existing concrete base. The maximum depth of excavation for this work would be 2 feet. Excavated material would be replaced and recompactd before roadway base repair. Manhole frames and covers and other city-owned street utilities iron covers would be adjusted as necessary to the finished grade. Roadway striping and markings would then be reapplied.

The proposed project also includes the installation of 10”-thick reinforced concrete bus pads at new transit bulbs at the locations included below in Table 1. Where areas are indicated “gross”, the pad configuration is irregular at the terminus to match curb alignment:

Table 1 Bus pad installation

Location	Length (feet)	Average Width (feet)	Area (sq. ft.)
Silver Avenue , SW	60	11	660
Quint Avenue, NE	55	12	660
Phelps Street , SW	60	17	1020

Phelps Street, NE	64	13	(gross) 980
Third Street, NE	125	21	2625
Third Street, SE	44	21	924
Keith Street , SW	60	19	(gross) 1350
Keith Street, NE	60	16	(gross)1240
Jennings Street, NE	60	15	(gross)1100
Ingalls Street, SW	60	19	(gross) 1380
Ingalls Street, NE	50	15	(gross) 930
Hawes Street, NE	66	15	(gross) 1200

New median islands would be constructed at the intersections indicated below in Table 2. The lane widths would be aligned to a minimum of 13' lanes at new bulb-out locations where new medians would be installed. Maximum depth of excavation for median islands is approximately one foot.

Table 2 Median Island Construction

On street	Cross Street	Side of Intersection	Length (Ft.)	Width (Ft.)	Change in Width of Travel Way
Palou Avenue	Industrial St.	East	19	6	-3
Palou Avenue	Selby St.	East and West	19 each side	6	-3
Palou Avenue	Rankin St.	East and West	34' each side	6	-3
Palou Avenue	Quint St.	East	38	6	-3
Palou Avenue	Phelps St.	East	48	6	-3
Palou Avenue	Newhall St.	East	34	6	-3
Palou Avenue	Keith St.	East	48	6	-3
Palou Avenue	Jennings St.	West	37	6	-3
Palou Avenue	Jennings St.	East	53	6	-3
Palou Avenue	Ingalls St.	West	37	6	-3
Palou Avenue	Ingalls St.	East	45	6	-3
Palou Avenue	Hawes St.	West	38	6	-3
Palou Avenue	Hawes St.	East	80	6	-3

Palou Avenue Sidewalks

Approximately 800 linear feet of curb and 2,400 SF of sidewalk would be replaced at various locations along Palou Avenue. The curbs to be replaced are in the following condition: missing, cracked, depressed, raised, and/or misaligned due to deterioration. The sidewalk behind the curb affected by the curb replacement would also be replaced. The limit of sidewalk replacement would be the first row adjacent to the curb, approximately 3 ft. wide delineated by a control joint. Curb radii and associated standard templates would be consistent with curb radius guidelines. Certain high-volume intersections would be striped with high-visibility crosswalks. No existing loading zones are affected and no new loading zones will be introduced.

Palou Avenue and Oakdale Avenue Bulb-Outs

New bulb-outs would be installed at the locations indicated below in Table 3. Transit and pedestrian bulb-outs would extend six feet into the parking lane, except at some locations where they would extend eight feet and be constructed with ADA-compliant curb ramps. Each proposed bulb-out has 18 feet of transition to conform to the existing sidewalk, using reversing curves to allow street sweeping using a standard street sweeper. The maximum depth of excavation for bulb-outs and curb ramps would be approximately 2 feet. Construction of bulb-outs in the project would result in a net loss of approximately 30 parking spaces. Existing perpendicular/angled parking lanes would remain.

Table 3 Bulb-out Locations and Lengths

Intersection		Corner	Palou Treatment	Palou bulb length (ft)	Cross street treatment
Palou Avenue	Dorman Avenue	NE	Sidewalk Extension and Realignment	90	Pedestrian bulb
Palou Avenue	Quint St.	South	Sidewalk Extension (Quint Street Closure on South Side)	110	Pedestrian bulb
Palou Avenue	Phelps St.	NW	Pedestrian bulb	41	Pedestrian bulb
Palou Avenue	Phelps St.	NE	Transit Bulb	80	Pedestrian bulb
Palou Avenue	Phelps St.	South Side	Transit Bulb	170	Pedestrian bulb
Palou Avenue	Newhall St.	NW	Pedestrian bulb	38	Pedestrian bulb
Palou Avenue	Newhall St.	NE	Pedestrian	47	Pedestrian

Intersection		Corner	Palou Treatment	Palou bulb length (ft)	Cross street treatment
			bulb		bulb
Palou Avenue	Newhall St.	SW	Pedestrian bulb	40	Pedestrian bulb
Palou Avenue	Lane St.	NW	Pedestrian bulb	34	Pedestrian bulb
Palou Avenue	Lane St.	NE	Pedestrian bulb	36	Pedestrian bulb
Palou Avenue	Lane St.	SE	Pedestrian bulb	47	Pedestrian bulb
Palou Avenue	Keith St.	NW	Pedestrian bulb	29	Pedestrian bulb
Palou Avenue	Keith St.	SE	Pedestrian bulb	38	Pedestrian bulb
Palou Avenue	Keith St.	NE	Bus bulb	60	Pedestrian bulb
Palou Avenue	Keith St.	SW	Bus bulb	56	Pedestrian bulb
Palou Avenue	Jennings St.	North	Bus/Pedestrian bulb	130	Pedestrian bulb
Palou Avenue	Jennings St.	SW	Pedestrian bulb	52	Pedestrian bulb
Oakdale Avenue	Ingalls St.	NE	Bus bulb	56	Pedestrian bulb
Palou Avenue	Ingalls St.	SW	Bus bulb	52	Pedestrian bulb
Palou Avenue	Hawes St.	North	Bus bulb	150	Pedestrian bulb
Palou Avenue	Hawes St.	SW	Bus bulb	40	Pedestrian bulb
Palou Avenue	Hawes St.	SE	Bus bulb	82	Pedestrian bulb
Oakdale Avenue	Phelps St.	NW	Pedestrian bulb	40	Pedestrian bulb
Oakdale Avenue	Phelps St.	SW	Pedestrian bulb	40	Pedestrian bulb

Quint Street Cul-De-Sac

The proposed project would construct a sidewalk with standard 6" curbs and 2' concrete gutters across Quint Street along the south side Palou Avenue from the southeast to the

northeast corner of Silver Avenue. The southern part of Quint Street would terminate, forming a cul-de-sac. The sidewalk would conform to the existing 15'-wide sidewalk on the existing southeast corner of Palou Avenue and Quint Street, and the existing sidewalk on the south side of Silver Avenue where it meets the existing skew intersection with Quint. The new sidewalk would be 18' wide at its widest point. A new curb ramp facing Silver Avenue and a new curb ramp facing Palou Avenue would be constructed. A private driveway currently serving parcel lot 055/ Block 5330 at the apex of the three-sided block on the Silver Avenue- Quint Street- Palou Avenue intersection would be extended through the new sidewalk and join the new cul-de sac at Quint Street. The new cul-de-sac turnaround would have a 22-foot radius, and would include a 20-foot wide emergency-vehicle access drive. The existing catch basin at the west of the intersection will be relocated to the northern most point of the turnaround, east of the centerline.

Palou Avenue Curb Ramps

The proposed project would replace or upgrade curb ramps at the locations included below in Tables 4 and 5. Table 4 shows the locations of curb ramps due to be replaced as part of bulb-out construction and Table 5 shows the locations of affected curb ramps at intersections without bulb-out construction. All new curb ramps would be ADA-compliant with new curb, 2' gutter, sidewalk and base reconstruction to accommodate elevation adjustments as needed. Maximum depth of excavation for curb ramps would be approximately two feet. In some cases catch basins would need to be moved short distances horizontally or vertically, which would also involve adjustment or replacement of the laterals into which they feed. Approximate depth of related excavation in these cases would be five feet, with work extending up to eight feet from the edge of the curb line. Other facilities in the immediate area of curb-ramp work, such as utility vaults, electrical cabinets, etc., would perhaps need to be adjusted vertically or moved horizontally to match new elevations. The maximum depth of excavation for these adjustments would be approximately two feet.

Table 4 New ADA-Compliant Curb Ramps due to new curb alignment

	Location	NW Corner	NE Corner	SW Corner	SE Corner	Total
1	Dorman Avenue			1		1
2	Silver Avenue			2	1	3
3	Quint Avenue	2	2		1	5
4	Dunshee (Raised cross-walk)	1	1			2
5	Phelps Street	2	2	1	1	6
6	Newhall Street	2	2	2		6
7	Lane street	2	2		2	6
8	Keith Street	2	2	2	2	8

	Location	NW Corner	NE Corner	SW Corner	SE Corner	Total
9	Jennings	1	1	2		4
10	Ingalls Street		2	2		4
11	Hawes Street	1	1	2	2	6

Table 5 New ADA-Compliant Curb Ramps at EXISTING CURB ALIGNMENT

	Location	NW Corner	NE Corner	SW Corner	SE Corner	Total
1	Barneveld Avenue		1		1	2
2	Alley, West of Dorman Avenue			1	1	2
3	Dorman Avenue		1		2	3
4	Industrial Avenue	2	2	2	2	8
5	Selby Street	2	2	2	2	8
6	Rankin Street	2	2			4
7	Quint Street	2	2			4
8	Jennings Street				2	2
9	Ingalls Street	1			2	3

Curb-ramp construction is associated with small amounts of soil disturbance. Areas of temporary excavation would be backfilled with excavated material. Small amounts of surplus material could be generated by locations where no ramps currently exist. The proposed project would be screened by San Francisco Public Works Site Assessment & Remediation for compliance with the Maher Ordinance.

Palou Avenue Street Lighting

The proposed project calls for additional street lights, approximately one per block, for a total of thirteen. Luminaires, poles and service connections shall match adjacent existing facilities. Fixture foundation will be per SFPDW standard plan 87,212¹ or per SFPUC streetlight operation and maintenance requirements² or Muni Pole Overhead Contact System (OCS) requirements³. Underground conduits shall be 18" on the sidewalk with Type I pullboxes, as required.

¹ <http://sfdpw.org/standard-specifications-plANS>

² <http://sfwater.org/index.aspx?page=925>

³ <https://www.sfmta.com/services/streets-sidewalks/construction-regulations>

The proposed project includes installation of four eight-foot luminaire poles for pedestrian-scale lighting at the proposed Quint St. cul-de-sac. Footings for the poles would require excavation of approximately 3'x3'x3' and the construction of a foundation. New conduits from existing power sources for street lighting would be laid. Trenches would be a maximum of one foot wide and three feet deep, and would be backfilled with excavated material. Most of the area of impact from trenching would be subsumed within the area of construction for the cul-de-sac.

Jennings Street Pedestrian Plaza Construction

At the existing vacant lot at Jennings Street at north side of Palou Avenue, the proposed project will construct a new 6,400-square-foot pedestrian plaza including concrete retaining walls and ramps, a storage shed, a play feature with play surface, a wood trellis with decking, a wood bench, 8' vinyl coated fence and gate, LED lighting, and planting areas with trees.

Palou Avenue Landscaping

The proposed project would remove 19 street trees and install 204 new street trees. The stumps of removed trees would be ground to three feet below finished grade. The proposed project would construct 170 new 3'x6' tree wells. Planting depth would be approximately 24". Trees would be planted with the standard arboriculture methods and staked with 3@3" diameter lodgepole stakes. The planting medium would be a combination of native soil or import soil and organic compost. At four locations (1875 Palou, 1734 Palou, 1423 Palou, and opposite 1101 Palou), tree wells which the project will clear will be repaved due to conflicts with utilities or streetlight installation.

The proposed project would construct new landscaping strips, using native and/or climate adaptive plants, at the locations indicated below in Table 7. Planting for this landscaping will utilize native and/or climate adaptive plants.

Table 6 Landscaping strips

Location	Width	length
Quint at Palou	3'-6"	175', discontinuous
Palou at Phelps	5'-6"	45'
Palou at Hawes	5'-6"	46'-6"
Palou at Jennings	5'-6"	46'

The proposed project also includes ten planted median thumbnails at the locations listed below in Table 7. These thumbnails are distributed throughout the project. The planted area within each median curb is 52 square feet (5' x 11' outside dimensions.) They will be planted with native and/or climate-adapted plants.

Table 7 Median thumbnail planting

Street	X street	Side	width	length	planter SF
Palou Ave	Industrial	East	6	18	108
Palou Ave	Selby	West	6	18	108
Palou Ave	Selby	East	6	18	108
Palou Ave	Rankin	West	6	12	72
Palou Ave	Rankin	East	6	12	72
Palou Ave	Quint	West	6	4	24
Palou Ave	Quint	East	6	18	108
Palou Ave	Phelps	East	6	12	72
Palou Ave	Newhall	East	6	12	72
Palou Ave	Keith	East	6	12	72
Palou Ave	Jennings	West	6	18	108
Palou Ave	Jennings	West	6	4	24
Palou Ave	Jennings	East	6	21	126
Palou Ave	Jennings	East	6	12	72
Palou Ave	Ingalls	West	6	18	108
Palou Ave	Ingalls	West	6	4	24
Palou Ave	Ingalls	East	6	4	24
Palou Ave	Ingalls	East	6	12	72
Palou Ave	Hawes	West	6	19	114
Palou Ave	Hawes	West	6	4	24
Palou Ave	Hawes	East	6	24	144
Palou Ave	Hawes	East	6	12	72

Additionally, at the Palou Community Garden at the corner of Palou Street and Dunshee Street, the proposed project would remove 225' of existing 6-wide sidewalk, dig out and reconfigure the existing approximately 225' x 9' sidewalk landscape area, and reconfigure existing tree wells to expand the size of the tree wells, create an ADA-traversable path of travel at the existing trees, and create a 7'-6" planting strip with a row of new trees and native and/or climate-adapted plants. Three additional new trees would be installed at new curbside tree wells.

Palou Avenue Bus Shelters

The proposed project would construct new bus shelters at the locations indicated below in Table 8. The proposed shelters would be bolted to anchors to be mounted in the existing sidewalk or new bulb-out locations:

Table 8 Bus shelters

Location	Width (minimum) of sidewalk at proposed shelter location after bulb-out construction
Silver Avenue (SW)	8 ft.
Quint Street (NE)	8 ft.
Phelps Street (NE)	12 ft.
Phelps Street (SW)	12 ft.
Keith Street (NE)	10 ft.
Keith Street (SW)	6 ft.
Jennings Street (NE)	12 ft.
Ingalls Street (NE)	12 ft.
Ingalls Street (SW)	12 ft.
Hawes Street (NE)	8 ft.



SAN FRANCISCO PLANNING DEPARTMENT

Compliance Checklist Greenhouse Gas Analysis

A. GENERAL PROJECT INFORMATION:

Instructions: Complete Sections A and B, below. Generally, only projects within the City and County of San Francisco can apply for a determination of consistency with the GHG Reduction Strategy.

Date: June 27, 2016

Project name: Palou Avenue Complete Streets Project Case No: 2016-004209E

Project address and block and lot: 1.5 miles of Palou Avenue, from Barneveld Avenue to Crisp Road

EP planner: Justin Horner

Brief Project description: The proposed Palou Complete Streets project would include installation of median islands, landscaping, lighting, decorative crosswalks, signage, and paving. The project also proposes the construction of a pedestrian plaza for the publicly owned, currently vacant lots at Jennings Street. The proposed project includes 204 new street trees; construction of a new cul-de-sac at Quint Street and Palou Avenue; pedestrian and bus bulb-outs; a raised crosswalk; median islands; and bus stop improvements. The maximum depth of project work would be 5 feet. The projected total volume of excavation is 200 cubic yards. All work would occur within City right-of-way. Staging of construction materials will occur in the City right-of way in coordination with the Construction Traffic Control Plan to be prepared by San Francisco Municipal Transportation Agency (SFMTA). The project is projected to take 365 construction days to complete.

B. COMPLIANCE CHECKLIST TABLE

Complete and attach to this form the appropriate compliance table by determining project compliance with the identified regulations and providing project-level details in the discussion column. Please note that Table 1 applies to Private Development Projects, Table 2 applies to Municipal Projects, and Table 3 is for plan-level analysis. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco's qualified GHG reduction strategy.

Compliance Checklist Table attached: Table 1. Private Development

Table 2. Municipal Project

Table 3. Area Plan for _____
(specify area)

C. DETERMINATION OF COMPLIANCE WITH CITY'S GHG REDUCTION STRATEGY

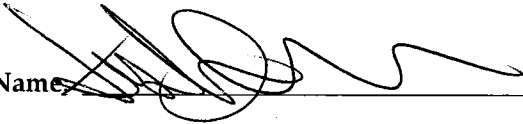
Project Complies with San Francisco's *Strategies to Address Greenhouse Gas Emissions*

Project Notes:

Project Does Not Comply

If Project does not comply, provide discussion of non-compliant features:

Planner Name



Date of Determination:

6/27/16

Compliance Checklist Table for Greenhouse Gas Analysis: Table 2. Municipal Projects

A. GENERAL PROJECT INFORMATION:

Date: May 23, 2016

Project name: Palou Avenue Complete Street Project **Case No:**2016-004209E

Project address and block and lot: 1.5 miles of Palou Avenue, from Barneveld Avenue to Crisp Road.

Standard to be met (Select one): Not Applicable

Compliance Checklist Prepared By: Justin Horner **Date:** June 3, 2016

Brief Project Description:

The proposed Palou Complete Streets project would include installation of median islands, landscaping, lighting, decorative crosswalks, signage, and paving. The project also proposes the construction of a pedestrian plaza for the publicly owned, currently vacant lots at Jennings Street. The proposed project includes 204 new street trees; construction of a new cul-de-sac at Quint Street and Palou Avenue; pedestrian and bus bulb-outs; a raised crosswalk; median islands; and bus stop improvements. The maximum depth of project work would be 5 feet. The projected total volume of excavation is 200 cubic yards. All work would occur within City right-of-way. Staging of construction materials will occur in the City right-of way in coordination with the Construction Traffic Control Plan to be prepared by San Francisco Municipal Transportation Agency (SFMTA). The project is projected to take 365 construction days to complete.

¹ Refers to the standard to be met per the San Francisco Green Building Code and Environment Code, Chapter 7. See <http://sfdbi.org/administrative-bulletins> for latest "AB-093" to determine which standard your project is required to meet, if applicable. Note: ALL municipal projects of greater than 5,000 square feet, including leasehold improvements, are required to meet a minimum of LEED Gold.

B. COMPLIANCE CHECKLIST TABLE

Instructions: Complete the following table by determining project compliance with the identified adopted regulations and providing project-level details in the “Remarks” column. Projects that do not comply with an ordinance/regulation may be determined to be inconsistent with San Francisco’s qualified GHG reduction strategy, although compliance with most ordinance/regulations is not optional. (Continued on next page)



SAN FRANCISCO PLANNING DEPARTMENT

Table 2. Regulations Applicable to Municipal Projects

Regulation	Requirement	Project Compliance	Remarks
Transportation sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 427)	City employees are eligible for pre-tax commuter benefits for transit and vanpool expenses.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and will not house any City employees.
Emergency Ride Home Program	All City employees are automatically enrolled in the San Francisco Emergency Ride Home program.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and will not house any City employees.
Healthy Air and Clean Transportation Ordinance, Section 403 (San Francisco Environment)	Requires all City officers, boards, commissions and department heads responsible for departments that require transportation to fulfill their official duties to reduce the Municipal Fleet by implementing Transit First policies by: (A) maximizing the use of public transit, including taxis, vanpools, and car-sharing; (B) facilitating travel by bicycle, or on foot; and, (C) minimizing the use of single-occupancy motor vehicles, for travel required in the performance of public duties.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and will not house any City employees.
Healthy Air and Clean Transportation Ordinance (San Francisco Environment Code, Chapter 4, Section 403)	Requires the reduction of the number of passenger vehicles and light-duty trucks in the Municipal Fleet. In addition, requires new purchases or leases of passenger vehicles and light-duty trucks to be the cleanest and most efficient vehicles available on the market.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and will not result in any change to the City's vehicle fleet.

Regulation	Requirement	Project Compliance	Remarks
Biodiesel for Municipal Fleets (Executive Directive 06-02)	Requires all diesel using City Departments to begin using biodiesel (B20). Sets goals for all diesel equipment to be run on biodiesel by 2007 and goals for increasing biodiesel blends to B100.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and will not result in any effect to the City's vehicle fleet.
Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25)	Effective March 2009, all contracts for large (20+ day) City projects are required to: <ul style="list-style-type: none"> •Fuel diesel vehicles with B20 biodiesel, and •Use construction equipment that meet USEPA Tier 2 standards or best available control technologies for equipment over 25 hp. 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is required to comply with the Clean Construction Ordinance.
Bicycle Parking, Showers, and Lockers for City-Owned and Leased Properties (San Francisco Planning Code, Section 155.1-155.4)	Requires bicycle facilities for City-Owned and Leased Properties. Refer to Section 155.2 and 155.3 for requirements by use. Provide short-term and long-term bicycle parking for 5% of total motorized parking capacity each, or meet San Francisco Planning Code Sec 155, whichever is greater. May meet LEED SS 4.2.(CalGreen 5.106.4)	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project, not a building, so this bicycle-parking requirement does not apply.
Tenant Bicycle Parking in Existing Commercial Buildings Ordinance (San Francisco Environment Code, Chapter 4, Section 402)	The San Francisco Tenant Bicycle Parking in Existing Commercial Buildings Ordinance requires commercial property owners to: <ul style="list-style-type: none"> (A) Allow tenants to bring their bicycles to their leased space, or (B) Provide secure bicycle parking on-site, or (C) Provide no-cost off-site bike parking access for tenants within 750 feet of the building 	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project, not a commercial building, so this specific requirement does not apply..

Regulation	Requirement	Project Compliance	Remarks
Transportation Management Programs (San Francisco Planning Code, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's Eastern Neighborhoods and South of Market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building, so no new buildings or building additions will be built, so this requirement does not apply.
Energy Efficiency Sector			
Green Building Requirements for City Buildings: Indoor Water Use Reduction (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying a minimum 30 percent reduction in the use of indoor potable water, as calculated to meet and achieve LEED credit WE3. (Sec. 706)	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project, so restrictions on indoor potable water use do not apply. The proposed storage shed on the pedestrian plaza will not have plumbing.
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	<p>All municipal new construction and major alteration projects over 5000 square feet must achieve at a minimum LEED® Gold certification. (Sec. 705).</p> <p>As part of the LEED Gold certification requirement, all projects must achieve San Francisco-Specific LEED Credit Requirements for Municipal Construction Projects (Sec. 706). See SFDBI AB-093 Attachment C-8.</p>	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building, so there is no new building construction, and consequently this requirement does not apply.

Regulation	Requirement	Project Compliance	Remarks
<p>Green Building Requirements for City Buildings: Energy Efficient Lighting Retrofit Requirements. (San Francisco Environment Code, Chapter 7)</p>	<p>These requirements (or those in the CCR Title 24, Part 6, or subsequent State standards, whichever are more stringent) shall apply in all cases except those in which a City department is not responsible for maintenance of light fixtures or exit signs. (Sec. 710)</p> <p>Exit Signs; At the time of installation or replacement of broken or non-functional exit signs, all exit signs shall be replaced with light-emitting diode (L.E.D.)-type signs. Edge-lit compact fluorescent signs may be used as replacements for existing edge-lit incandescent exit signs.</p> <p>Fluorescent Fixtures - Mercury Content. The mercury content of each 4-foot or 8-foot fluorescent lamp ("tube" or "bulb") installed in a luminaire shall not exceed 5 mg for each 4-foot fluorescent lamp, or 10 mg for each 8-foot fluorescent lamp.</p> <p>Fluorescent Fixtures - Energy Efficiency. The lamp and ballast system in each luminaire that utilizes one or more 4-foot or 8-foot linear fluorescent lamps to provide illumination in a City-Owned Facility must meet the specified requirements.</p> <p>Exterior Light Fixtures. At the time of installation or replacement of broken or non-functional exterior light fixtures, a photocell or automatic timer shall be installed to prevent lights from operating during daylight hours.</p>		<p>Project does not construct any interior spaces. New street luminaires will follow the standard dusk-to-dawn operational schedule that is used for City street lighting.</p>
<p>Green Building Requirements for City Buildings: Energy Performance (San Francisco Environment Code, Chapter 7)</p>	<p>Varies depending on the use and size of project. Refer to San Francisco Department of Building Inspection Administrative Bulletin 093, Attachment H for applicability.</p>	<p><input type="checkbox"/> Project Complies</p> <p><input checked="" type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Project is a streetscape project; not a building</p>

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: Renewable Energy (San Francisco Environment Code, Chapter 7)	<p>The LEED Project Administrator shall confer with SFPUC on renewable energy opportunities for municipal construction projects.</p> <p>The LEED Project Administrator shall submit documentation verifying that either:</p> <p>(A) At least 1 percent of the building's energy costs are offset by on-site renewable energy generation, achieving LEED credit A 2, including any combination of: photovoltaic, solar thermal, wind, biofuel-based electrical systems, geothermal heating, geothermal electric, wave, tidal, or low impact hydroelectric systems, or as specified in Section 25741 of the California Public Resources Code; or,</p> <p>(B) In addition to meeting LEED prerequisite EA 1 Energy performance requirement, achieve a 10 percent compliance margin over Title 24, Part 6, 2013 California Energy Standards. (Sec. 706)</p>	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project that does not create opportunities for the generation of energy or other promotion of renewable energy sources.
Green Building Requirements for City Buildings: Commissioning (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the facility has been or will meet the criteria necessary to achieve LEED credit EA 3.0 (Enhanced Commissioning), in addition to LEED prerequisite EAp1 (Fundamental Commissioning of Building Energy Systems.) (Sec. 706)	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building
Waste Reduction Sector			
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	The ordinance requires all construction and/or demolition projects at City-owned facilities and City leaseholds to prepare a Construction and Demolition Debris Management Plan that demonstrates how a minimum of 75% of the material will be diverted from the landfill. The Plan must be approved prior to commencement of the project. Monthly project summaries as well as a final report are required.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project will comply with an approved Construction and Demolition Debris Management Plan before commencement of construction.
Green Building Requirements for City Buildings: Recycling (San Francisco Environment Code, Chapter 7, Sec. 707)	Requires all City departments have adequate, accessible, and convenient recycling, composting and trash areas (interior and exterior) and that these areas are integrated into the design and provided within City-owned facilities and leaseholds. Recycling and composting must be equally convenient as trash. Collection containers must be easily accessible by collection vehicles.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building, and will house no City staff, so there will be no staff to generate refuse, and consequently this requirement does not apply.

Regulation	Requirement	Project Compliance	Remarks
Construction and Demolition Debris Recovery Ordinance. (San Francisco Environment Code Chapter 14)	Requires mixed construction and demolition (C&D) debris material in San Francisco to be hauled by a Registered Transporter to a Registered Facility where the material will be processed for recovery from landfill. C&D material can also be source separated at the job site for reuse or recycling. Any full demolition must submit a Demolition Debris Recovery Plan to the Department of the Environment for approval before the Department of Building Inspection will issue a permit.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project will comply with Construction and Demolition Debris Recovery Ordinance
Resource Conservation Ordinance (San Francisco Environment Code, Chapter 5)	This ordinance establishes a goal for each City department to (i) maximize purchases of recycled products and (ii) divert from disposal as much solid waste as possible and appoint at least one person responsible for compliance with the chapter. Each City department shall prepare a Waste Assessment annually. The ordinance requires janitorial contracts to consolidate recyclable materials for pick up. Lastly, the ordinance requires departments to specify the purchase of 30% post-consumer recycled content for all paper products except copier and bond paper. Pursuant to section 506 (a) (3), executive directive 08-02 increased the amount of post-consumer recycled content required for copier and bond paper from 30% to 100%.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; it will not function as a City-staffed facility, and consequently will not produce staff-generated recyclable waste material.
Resource Conservation Ordinance (San Francisco Environment Code, Chapter 5)	Sec. 509 Non-PVC Plastics. This ordinance requires non-PVC plastics to be specified in city purchasing and construction projects. Sec. 513 Penalty	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project will comply, where applicable.
Green Building Requirements for City Buildings: Recycling (San Francisco Environment Code, Chapter 7)	All City departments are required to recycle used fluorescent and other mercury containing lamps, batteries, and universal waste as defined by California Code of Regulations Section 66261.9. (SF Env Code Sec 707)	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; it will not function as a City-staffed facility, and consequently will not produce staff-generated universal-waste material.

Regulation	Requirement	Project Compliance	Remarks
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to properly separate their refuse into recyclables, compostables and trash, and requires that the level of service for each facility is sufficient to contain all refuse types generated.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Any waste receptacles introduced as part of project will comply.
Construction Recycled Content Ordinance (San Francisco Administrative Code, Section 6.4)	Ordinance requires the use of recycled content material in public works projects to the maximum extent feasible and gives preference to local manufacturers and industry.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project will comply.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Public Code Article 16, Section 805.)	Public Works Code Article 16, Section 805 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	While not subject to Public Works Code Article 16, Section 805, the project would meet the intent of this ordinance which is to provide for new street trees. Project would remove 19 street trees, but plant 204 street trees, for a net gain of 185 street trees. Project is a streetscape project, part of the purpose of which is to provide street trees; no additional requirements need to be applied.
Green Building Requirements for City Buildings: Enhanced Refrigerant Management (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the project will reduce ozone depletion, while minimizing direct contribution to climate change, achieving LEED credit EA 4. (Sec. 706)	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project does not require any refrigeration facilities.

Regulation	Requirement	Project Compliance	Remarks
<p>Green Building Requirements for City Buildings: Low Emitting Materials (San Francisco Environment Code, Chapter 7)(Sec. 706)</p>	<p>The LEED Project Administrator shall submit documentation verifying that the project is using low-emitting materials, subject to onsite verification, achieving LEED credits EQ 4.1. EQ 4.2. EQ 4.3. and EQ 4.4 wherever applicable:</p> <p>(A) Adhesives, sealants and sealant primers shall achieve LEED credit EQ 4.1. including compliance with South Coast Air Quality Management District (SCAQMD) Rule 1168.</p> <p>(B) Interior paints and coatings applied on-site shall achieve LEED credit EQ 4.2. including:</p> <p>(i) Architectural paints and coatings shall meet the VOC content limits of Green Seal Standard GS-11.</p> <p>(ii) Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates shall not exceed the VOC content limit of Green Seal Standard GC-03 of 250 g/L.</p> <p>(iii) Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements shall not exceed SCAQMD Rule 1113 VOC content limits.</p> <p>(C) Flooring systems shall achieve LEED credit EQ 4.3 Option 1. including:</p> <p>(i) Interior carpet shall meet the testing and product requirements of the Carpet and Rug Institute Green Label Plus program.</p> <p>(ii) Interior carpet cushioning shall meet the requirements of the carpet and Rug Institute Green Label Program.</p> <p>(iii) Hard surface flooring, including linoleum, laminate flooring, wood flooring, ceramic flooring, rubber flooring, and wall base shall be certified as compliant with the FloorScore standard, provided, However, that 100 percent reused or 100 percent post-consumer recycled hard surface flooring may be exempted from this LEED credit EQ 4.3 requirement. Projects exercising this exemption for hard surface flooring shall otherwise be eligible (or LEED credit EQ 4.3. (D) Interior composite wood and agrifiber products shall achieve LEED credit EQ 4.4 by containing no added urea formaldehyde resins. Interior and exterior hardwood plywood, particleboard, and medium density fiberboard composite wood products shall additionally meet California Air Resources Board Air Toxics Control Measure for Composite Wood (17 CCR 93120 et seq.), by or before the dates specified in those sections.</p> <p>(E) Project sponsors are encouraged to achieve LEED Pilot Credit 2: Persistent Bioaccumulative Toxic Chemicals Source Reduction: Dioxins and Halogenated Organic Compounds. This standard is consistent with Environment Code Chapter 5: Non-PVC Plastics.</p>	<p>X Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Where applicable to street furnishings that will receive coatings and/or paint, etc., the project will comply.</p>

Regulation	Requirement	Project Compliance	Remarks
Green Building Requirements for City Buildings: (San Francisco Environment Code, Chapter 7)	<p>City-owned facilities and leaseholds are subject to all of the requirements of the Commercial Water Conservation Ordinance (San Francisco Green Building Code (5.103.1.2 Indoor water use reduction), including provisions requiring the replacement of non-compliant water closets and urinals on or before January 1, 2017. (Sec. 709)</p> <ol style="list-style-type: none"> 1. All water closets (toilets) with a rated flush volume exceeding 1.6 gallons per flush and all urinals with a rated flush volume exceeding 1.0 gallon per flush must be replaced with high-efficiency water closets that use no more than 1.28 gallons per flush and high efficiency urinals that use no more than 0.5 gallons per flush, respectively. 2. Showerheads must use no more than 1.5 gal/ min. In addition, all showerheads in the facility having a maximum flow rate exceeding 2.5 gallons per minute must be replaced with showerheads that use no more than 1.5 gal/ min. 3. All faucets and faucet aerators in the facility with a maximum flow rate exceeding 2.2 gallons per minute are replaced with fixtures having a maximum flow rate not to exceed 0.5 gallons per minute per appropriate site conditions. 	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project, not a building, and has no indoor plumbing; consequently, this requirement does not apply.
Stormwater Management Ordinance and Construction Pollution Prevention (San Francisco Environment Code, Chapter 7)(Sec. 706)	<p>For City sponsored projects, the LEED Project Administrator shall submit documentation verifying that a construction project that is located outside the City and County of San Francisco achieves the LEED SS6.2 credit.</p> <p>Construction projects located within the City and County of San Francisco shall implement the applicable stormwater management controls adopted by the San Francisco Public Utilities Commission (the "SFPUC").</p> <p>All construction projects shall develop and implement construction activity pollution prevention and stormwater management controls adopted by the SFPUC, and achieve LEED prerequisite SSp1 or similar criteria adopted by the SFPUC, as applicable.</p>	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project that decreases impervious surface area and does not generate new flows. As such, no treatment or management is required.

Regulation	Requirement	Project Compliance	Remarks
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	Indoor Air Quality Management Plan During Construction. The LEED Project Administrator shall submit documentation verifying that the sponsoring City department has prepared and implemented an Indoor Air Quality Management Plan that achieves LEED credit EQ 3.1.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building and has no indoor spaces; consequently, this regulation does not apply.
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	IAQ Management: Before Occupancy. The LEED Project Administrator shall submit documentation verifying that the sponsoring City department has prepared and implemented an Indoor Air Quality Management Plan that achieves LEED credit EQ 3.2.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building and has no occupants; consequently, this regulation does not apply.
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 706)	Indoor Chemical and Pollutant Source Control. The LEED Project Administrator shall submit documentation verifying that the project will minimize and control the entry of pollutants into buildings and later cross contamination of regularly occupied areas, achieving LEED credit EQ 5.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building and will construct no indoor areas; consequently, this regulation does not apply. m
Indoor Air Quality (San Francisco Environment Code Chapter 7, Sec. 711).	Lead Elimination: Eliminate building materials containing lead.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project and does not remove any buildings; consequently, it cannot affect any buildings potentially containing lead-containing materials, and so this regulation does not apply.
Environmentally Preferable Purchasing Ordinance (San Francisco Environment Code, Chapt. 2)	For certain common product categories, the ordinance mandates that City Departments purchase only products listed as "REQUIRED" on the SFApproved.org website, which is maintained by the Department of the Environment. The items on the SFApproved website meet the most rigorous standards for protecting our health and environment.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project materials purchasing will conform to this ordinance.

Regulation	Requirement	Project Compliance	Remarks
Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8)	The ordinance prohibits City departments from procuring, or engaging in contracts that would use the ordinance-listed tropical hardwoods and virgin redwood.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project materials purchasing will conform to this ordinance.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3111.3)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> •Pellet-fueled wood heater •EPA approved wood heater •Wood heater approved by the Northern Sonoma Air Pollution Control District 	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project is a streetscape project; not a building and does not propose the construction of wood-burning fireplaces; consequently, this regulation does not apply.
Arsenic-Treated Wood Ordinance (San Francisco Environment Code, Chapt. 13)	For City departments, prohibits the use of arsenic-treated wood for most applications, with the exception of seawater immersion. Details can be found at SFAproved.org/wood	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project materials purchasing will conform to this ordinance.