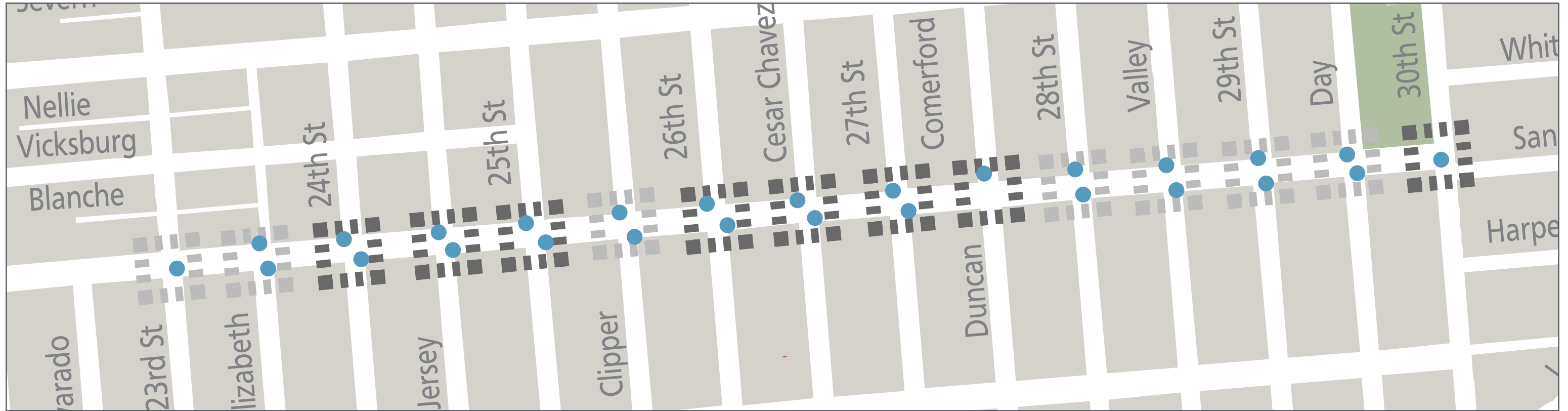


SFMTA - TASC SUMMARY SHEET

<p>PreStaff_Date: 7/8/2021</p> <p>Requested_by: SFMTA</p> <p>Handled: Ariel Ward ariel.ward@sfmt</p> <p>Section Head : MS <i>MS</i></p>	<p><input type="checkbox"/> Public Hearing Consent</p> <p><input checked="" type="checkbox"/> Public Hearing Regular</p> <p><input type="checkbox"/> Informational / Other PH - Regular</p>	<p>No objections: _____</p> <p>Item Held: _____</p> <p>Other: _____</p>
<p>Location: Sanchez Street, from 23rd Street to 30th Street</p>		
<p>Subject: Slow Street</p>		
<p>PROPOSAL / REQUEST: ESTABLISH - SLOW STREET (NO THROUGH TRAFFIC) Sanchez Street, 23rd Street to 30th Street</p> <p>(Supervisor District 8)</p> <p>Extends the classification of Sanchez Street as a Slow Street post-emergency. Additional Slow Street traffic calming treatments will be added to the corridor, including new pavement markings and signs.</p> <p>Ariel Ward ariel.ward@sfmta.com</p>		
<p>BACKGROUND INFORMATION / COMMENTS</p> <p>Slow Street from 23rd to 30th streets is currently a Slow Street under the temporary program that lasts up to 120 days after the end of the City's State of Emergency. This legislation extends the classification of Sanchez Street as a Slow Street indefinitely. Additional Slow Street traffic calming treatments will be added to the corridor, including new pavement markings and wayfinding/informational signs.</p> <p>Sanchez Street Speed Limit: 25 mph 85th %ile speed: 20mph Street width: 44 feet 6 inches Average Weekday Traffic: 120-210 northbound/130-190 southbound</p>		
<p>HEARING NOTIFICATION AND PROCESSING NOTES:</p>	<p>ENVIRONMENTAL CLEARANCE BY: <input checked="" type="checkbox"/> SFMTA <input checked="" type="checkbox"/> Attached <input type="checkbox"/> Pending</p>	



Map Legend

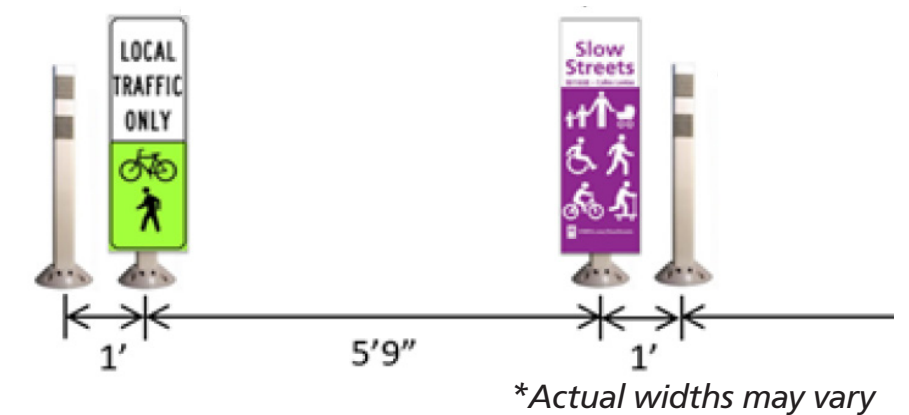
- Slow Streets traffic diverter and sign
- Continental Crosswalk (New)
- Continental Crosswalk (Existing)

New Diverter and Sign Design Example

Typical cross section at intersection on Sanchez Slow Street:

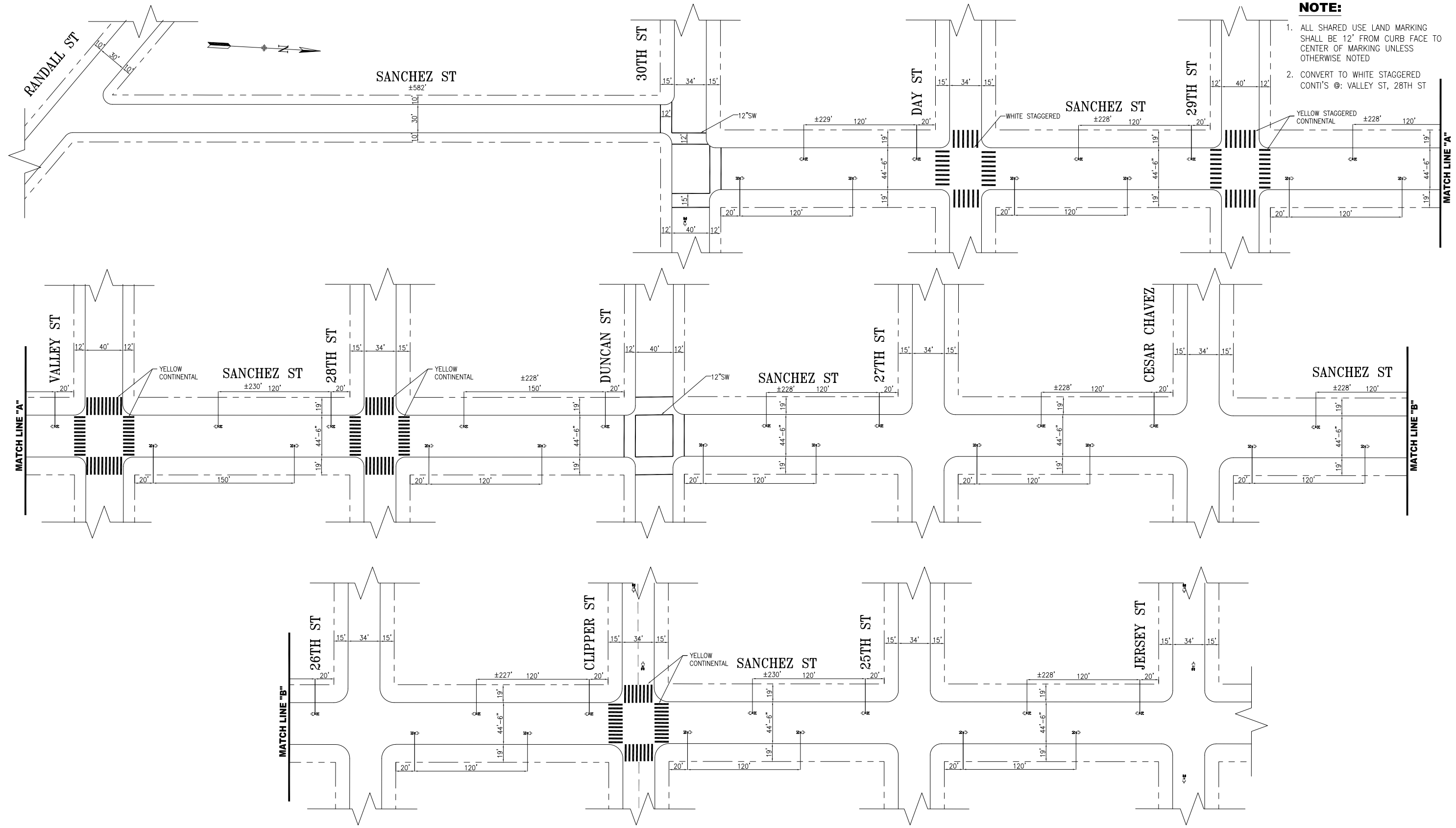


Typical design detail of diverter and sign:



Existing Traffic Striping

- NOTE:**
1. ALL SHARED USE LAND MARKING SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED
 2. CONVERT TO WHITE STAGGERED CONTI'S @: VALLEY ST, 28TH ST



NO.	DATE	DESCRIPTION	BY	APP
1	06/12/20	ADDED WHITE STAGGERED CONTIS AT DAY	N WONG	B B DUSSEAULT
2	08/22/18	REMOVE SSX MARKINGS APPROACHING 28TH ST	A. WRIGHT	B. WOO
3	08/10/13	SIDE STREET: SHARROWS ON 30TH ST @ SANCHEZ	J. CHIMENTO	D.R. CURTIS
4	12/16/10	SHARROWS: 30TH ST TO JERSEY ST	R. ROQUE	D.R. CURTIS

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



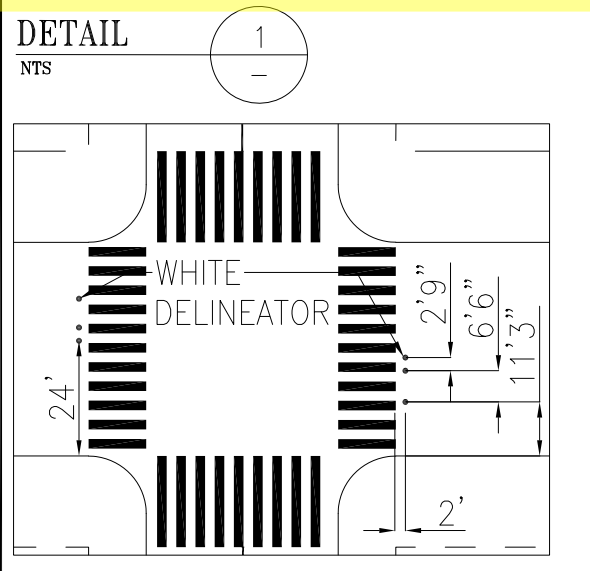
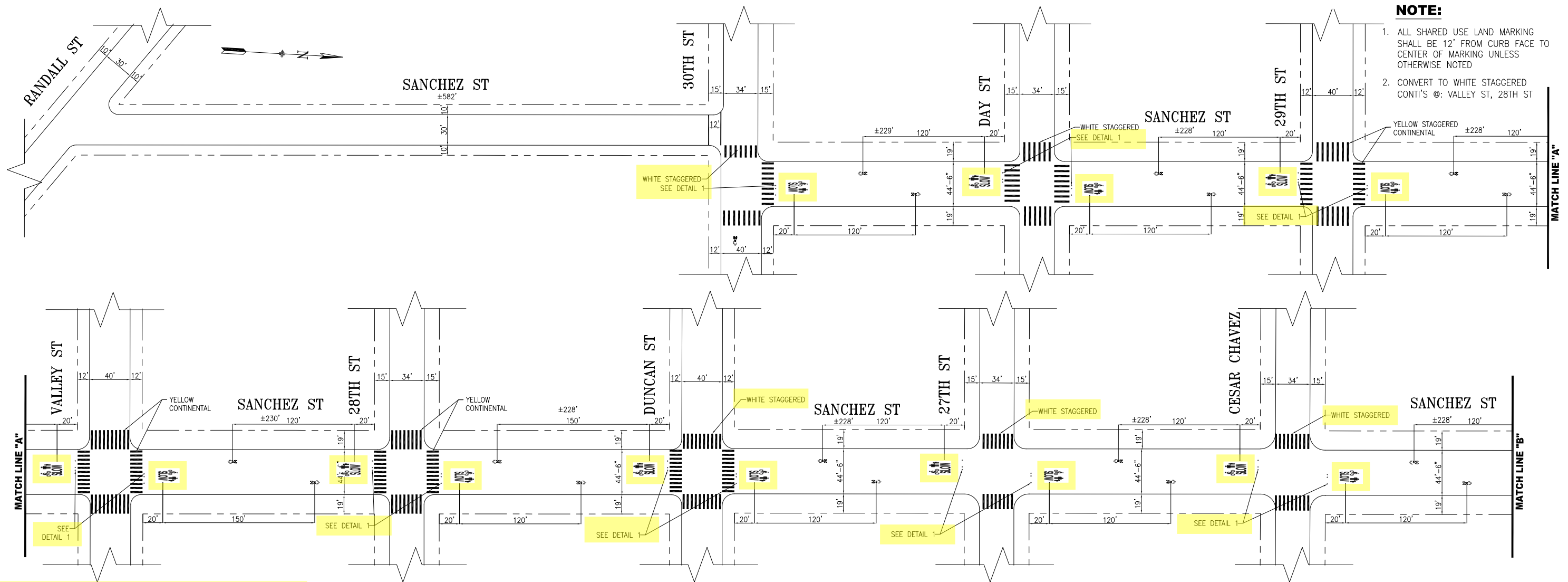
APPROVED	SCALE:
MIKE SALLABERRY 1/7/13	1" = 50'
DATE: 11/2012	SENIOR ENGINEER
DATE: 12/2012	CITY TRAFFIC ENGINEER
CHECKED: D.R. CURTIS	DATE: 12/2012
DATE: 1/7/13	CITY TRAFFIC ENGINEER

CONTRACT NO.	STRIPING DRAWING
DRAWING NO.	SANCHEZ STREET
FILE NO.	RANDALL STREET TO JERSEY STREET
REV. NO.	01 OF 01
3	

FILE NAME: ---
DATE: ---

Proposed Striping 1 of 2

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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

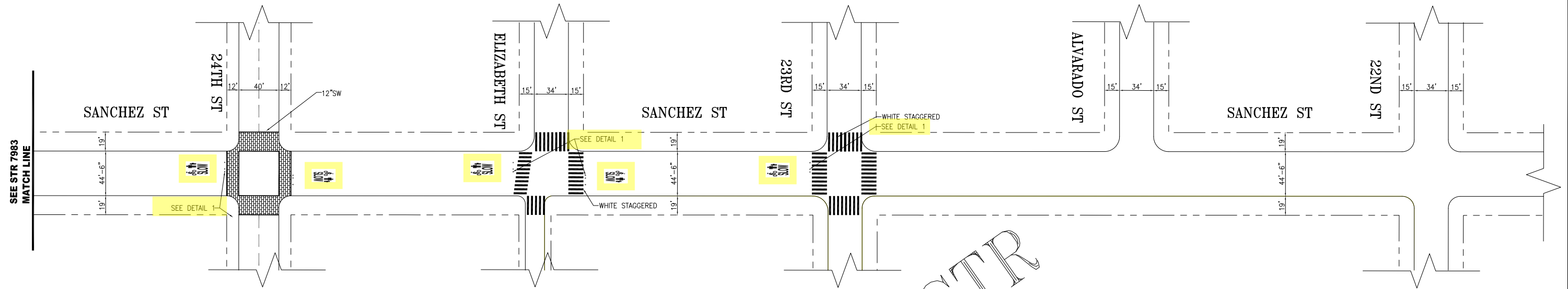


APPROVED	SCALE:
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DATE: 11/2012	DATE:
SENIOR ENGINEER	DATE:
DRAWN: M.LUC	CHECKED: D.R.CURTIS
DATE: 12/2012	DATE: 12/2012
DATE: 1/7/13	DATE:
CITY TRAFFIC ENGINEER	DATE:

SLOW STREET STRIPING
SANCHEZ STREET
RANDALL STREET TO JERSEY STREET

CONTRACT NO.
DRAWING NO.
STR-7983
FILE NO.
REV. NO.
3

FILE NAME: ---
DATE: ---



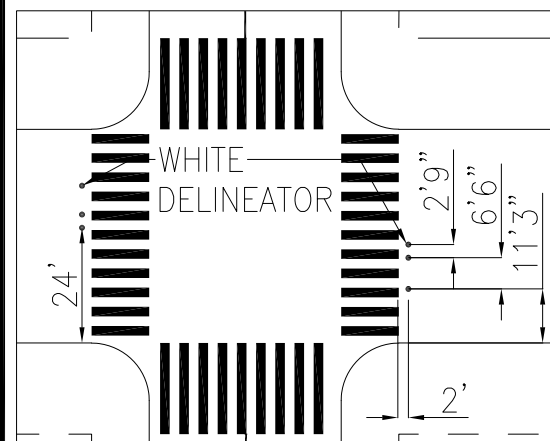
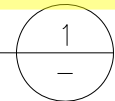
NOTE:

ALL SHARED USE LAND MARKING SHALL BE 12' FROM CURB FACE TO CENTER OF MARKING UNLESS OTHERWISE NOTED

NOT AN OFFICIAL STR

DETAIL

NTS



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	01 OF 01

DRAWN:	DATE:	APPROVED	DATE:
CHECKED:	DATE:	SENIOR ENGINEER	DATE:
		CITY TRAFFIC ENGINEER	DATE:

SLOW STREET STRIPING
SANCHEZ STREET 24th STREET TO 22nd Street

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

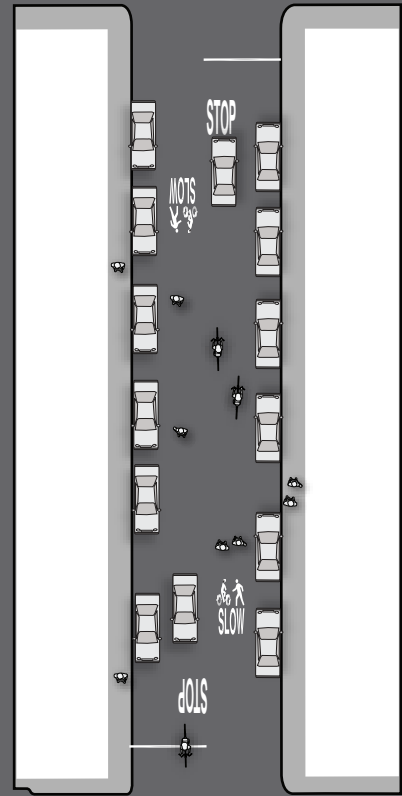
FILE NAME:
DATE: --/--

Slow Street Pavement Marking - Mock-up

Version 1a



Marking Applied:



Version 1b

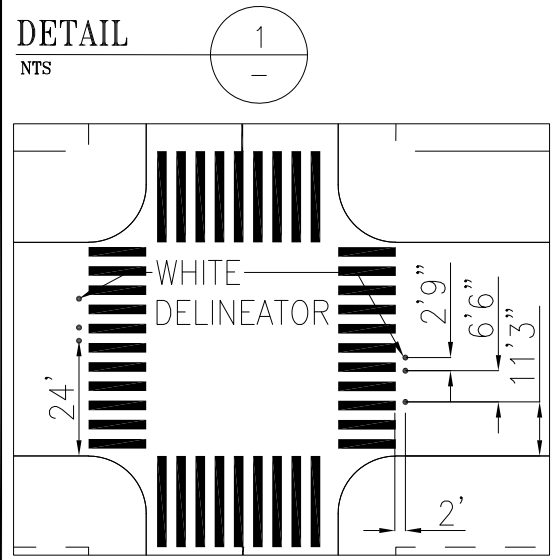
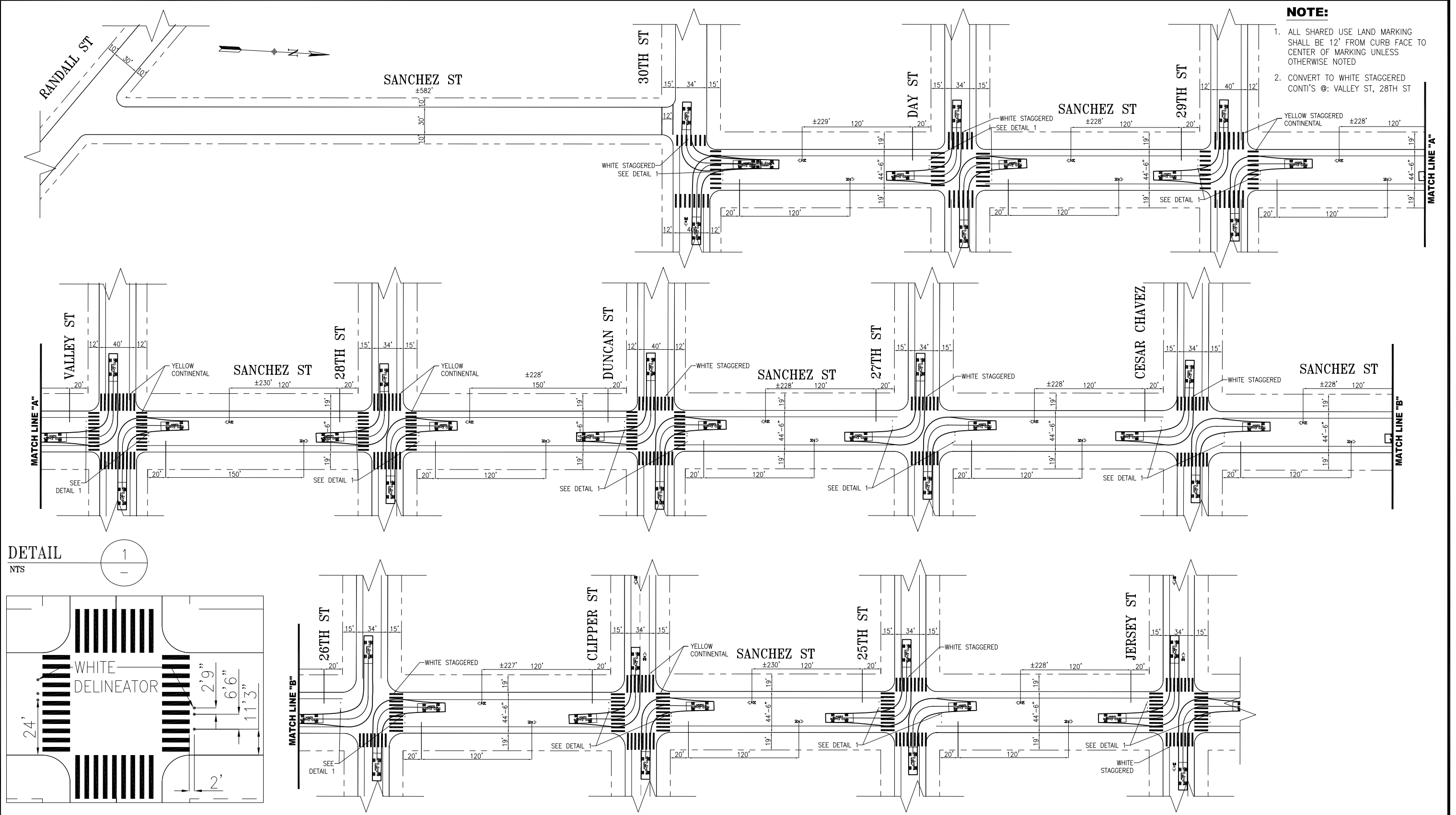


Not to scale

Sanchez Slow Street



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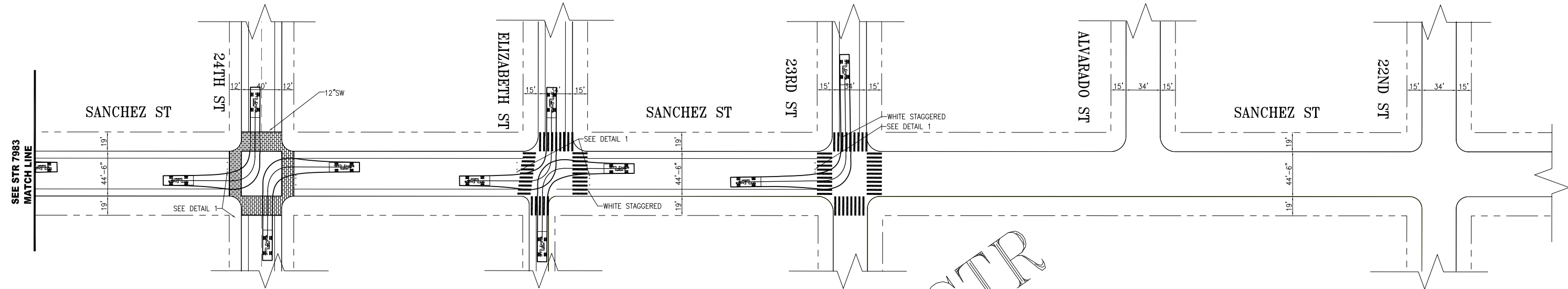


APPROVED	SCALE:
MIKE SALLABERRY 1/7/13	1" = 50'
DATE: 11/2012	SENIOR ENGINEER
DATE: 12/2012	CITY TRAFFIC ENGINEER
CHECKED: D.R. CURTIS	DATE: 12/2012
DATE: 1/7/13	CITY TRAFFIC ENGINEER
DATE:	DATE:

SLOW STREET STRIPING
SANCHEZ STREET
RANDALL STREET TO JERSEY STREET

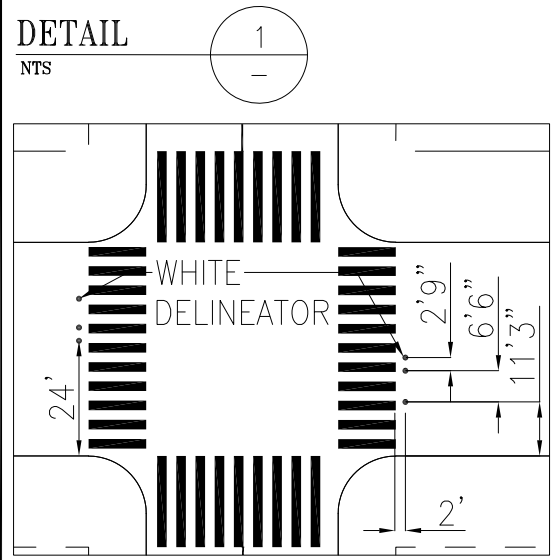
CONTRACT NO.
DRAWING NO. STR-7983
FILE NO.
REV. NO. 3

FILE NAME
DATE: --/--



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NOT AN OFFICIAL STR



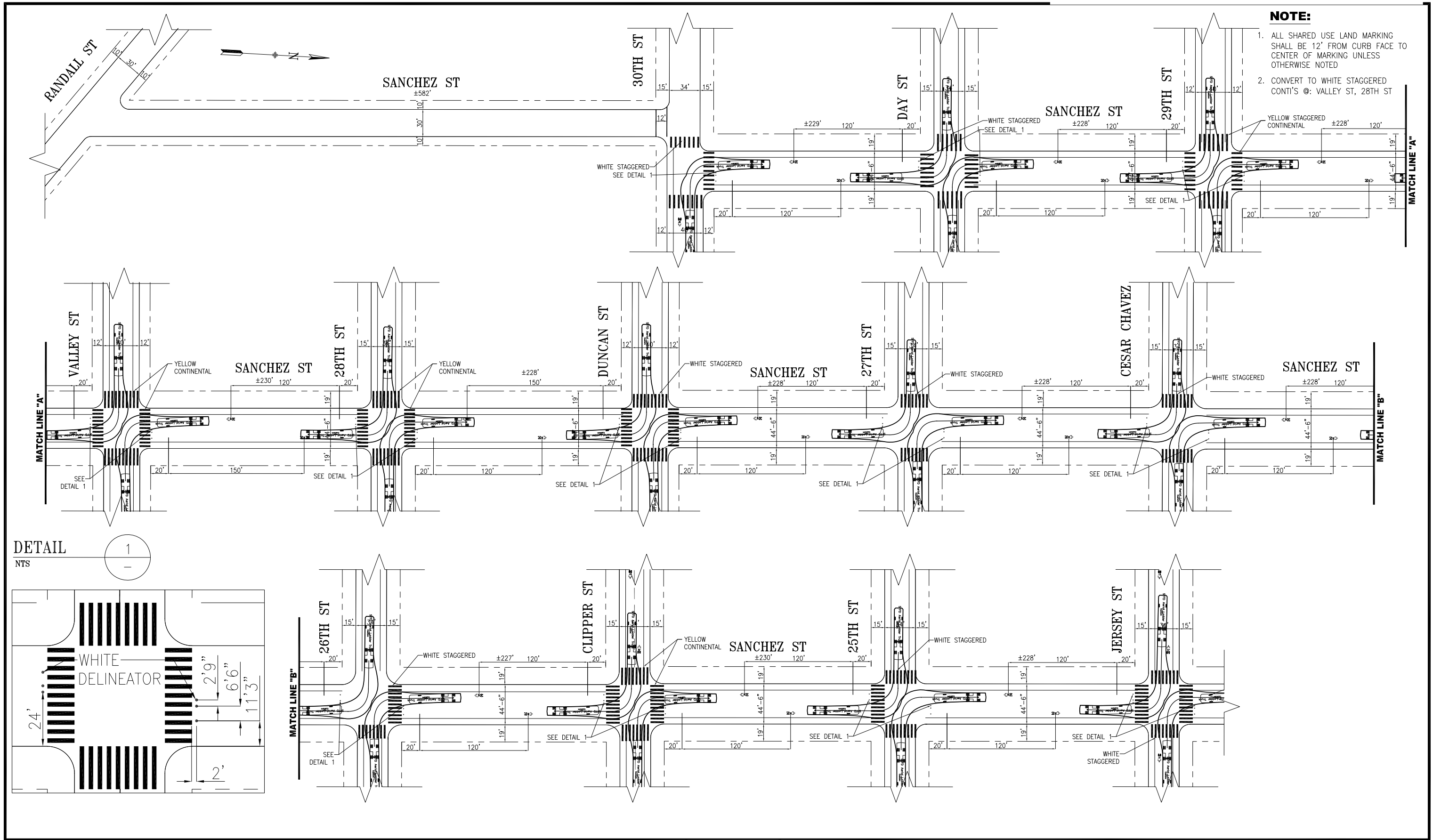
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 50'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	
						01 OF 01	

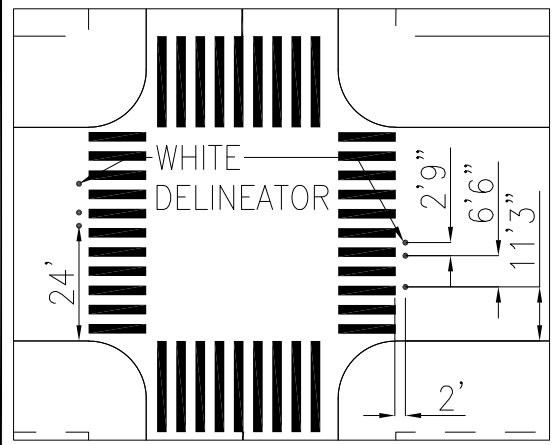
SLOW STREET STRIPING	
SANCHEZ STREET 24th STREET TO 22nd Street	
CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	

FILE NAME: ---
 DATE: ---



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NTS



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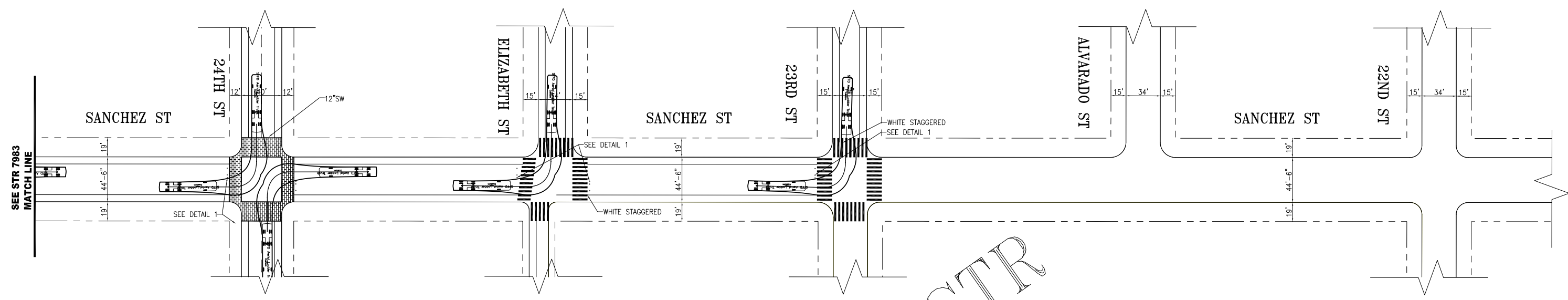
TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



APPROVED	SCALE:
MIKE SALLABERRY 1/7/13	1" = 50'
DATE: 11/2012	DATE:
SENIOR ENGINEER	DATE:
DRAWN: M.LUC	DATE:
CHECKED: D.R.CURTIS	DATE:
RICARDO OLEA 1/7/13	DATE:
CITY TRAFFIC ENGINEER	DATE:
SHEET/SHEETS:	01 OF 01

CONTRACT NO.
DRAWING NO.
STR-7983
FILE NO.
REV. NO.
3

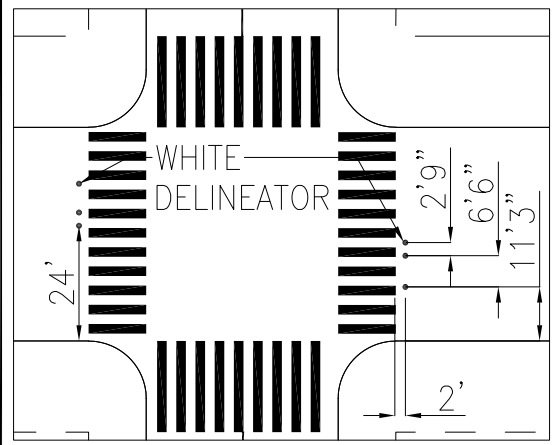
SLOW STREET STRIPING
SANCHEZ STREET
RANDALL STREET TO JERSEY STREET



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DETAIL 1
 NTS



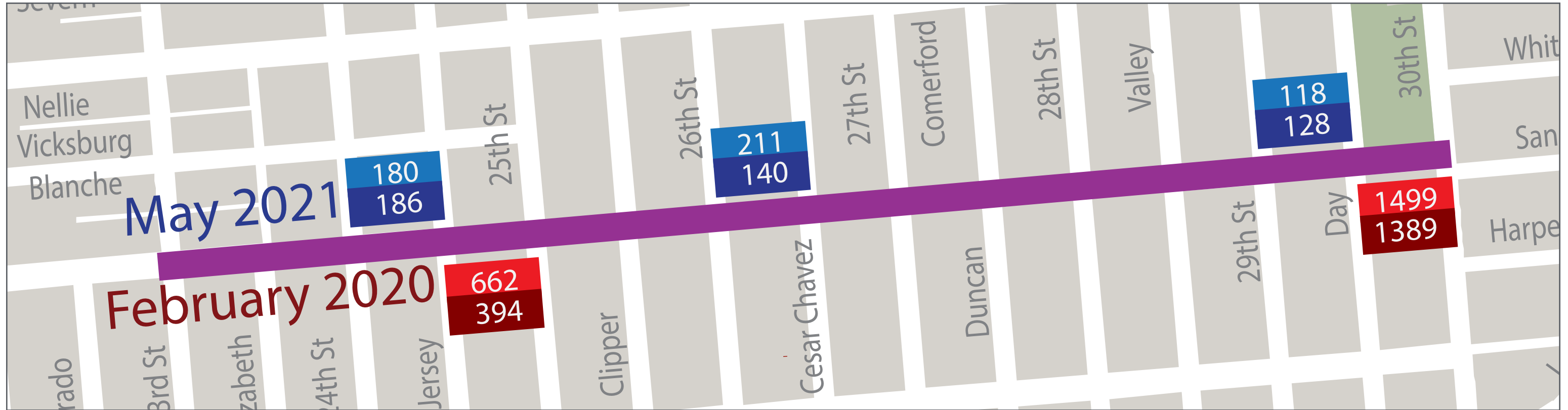
NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 50'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	
						01 OF 01	

SLOW STREET STRIPING	
SANCHEZ STREET 24th STREET TO 22nd Street	
CONTRACT NO.	
DRAWING NO.	
FILE NO.	
REV. NO.	

FILE NAME: ---/---/---
 DATE: ---/---/---



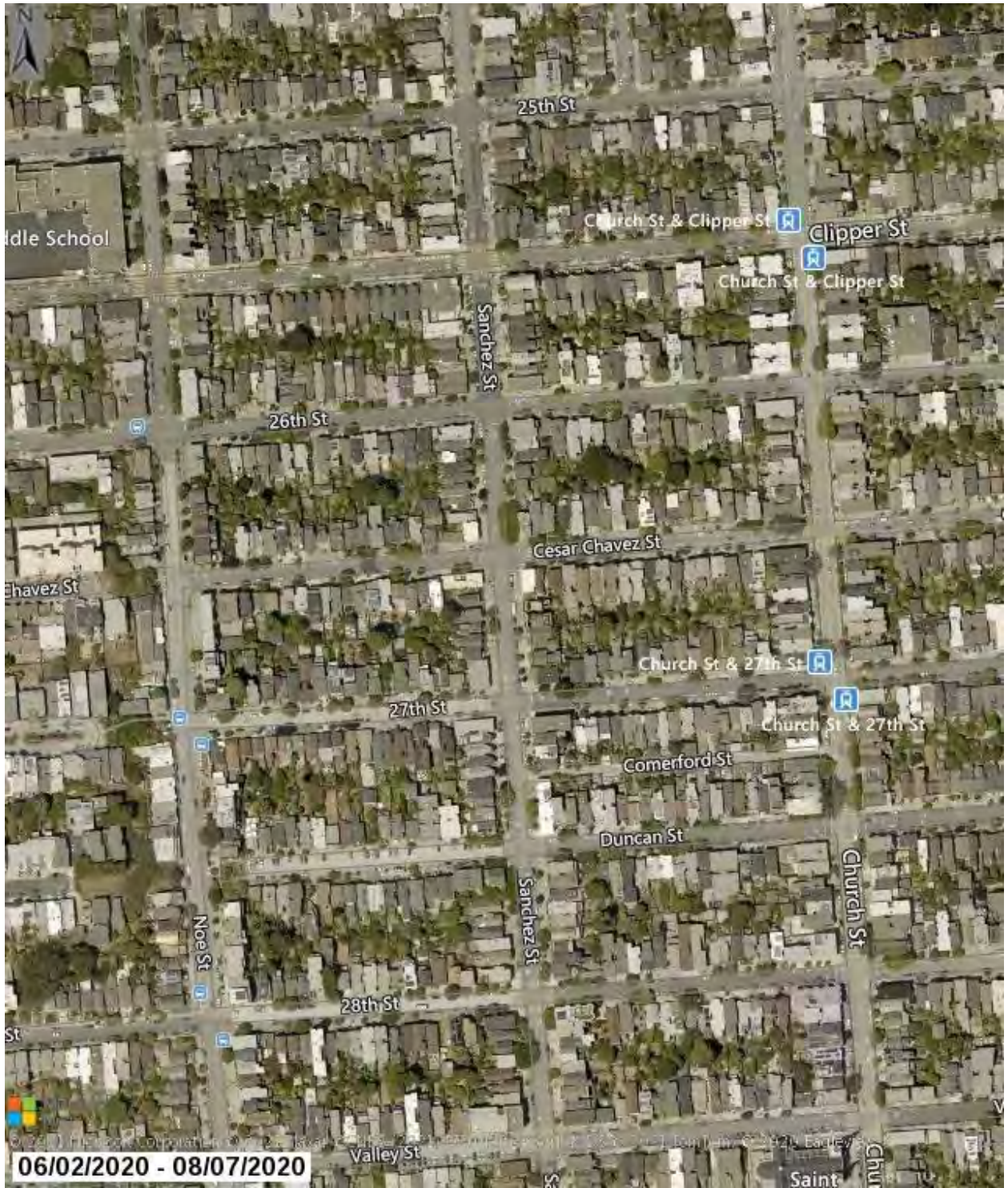
Map Legend

- Sanchez Slow Street
- May 2021 Weekday NB Traffic Volume
- May 2021 Weekday SB Traffic Volume
- February 2020 Weekday NB Traffic Volume
- February 2020 Weekday SB Traffic Volume

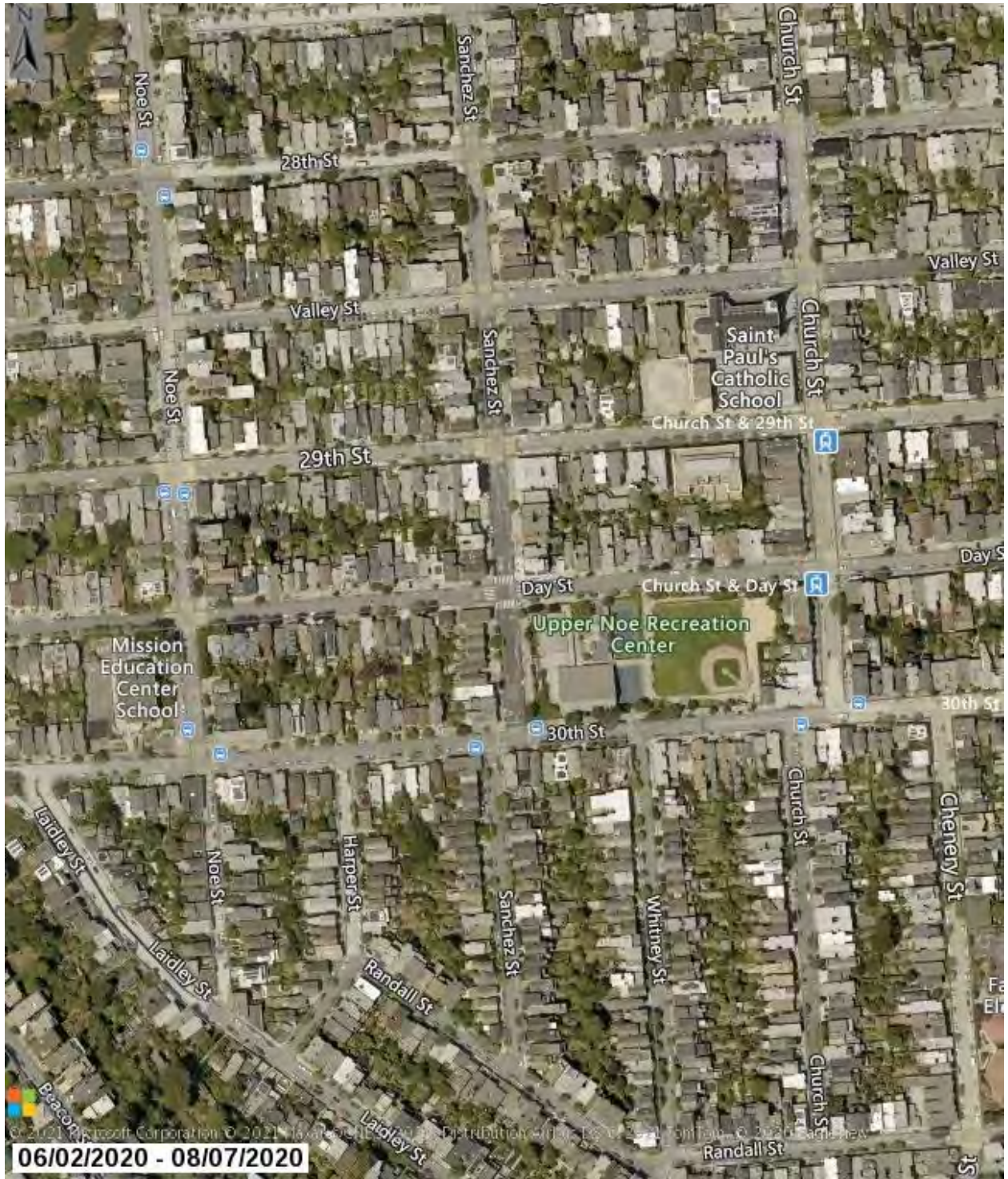
Sanchez Street – 22nd Street to 25th Street



Sanchez Street – 25th Street – 28th Street



Sanchez Street – 28th Street – 30th Street



TransBASE Internal Dashboard

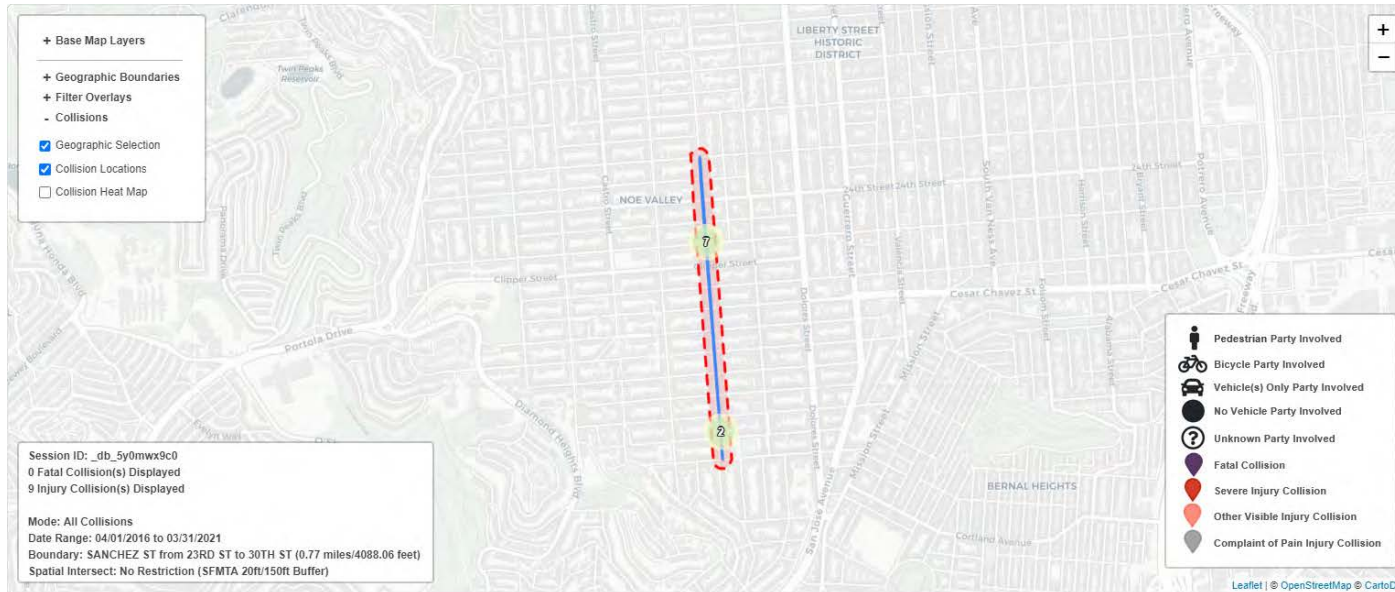
Geographic Extent: SANCHEZ ST from 23RD ST to 30TH ST (0.77 miles/4088.06 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 04/01/2016 to 03/31/2021

Pull Date: 6/21/2021

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: SANCHEZ ST from 23RD ST to 30TH ST (0.77 miles/4088.06 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 04/01/2016 to 03/31/2021

Pull Date: 6/21/2021

Sanchez Slow Street installed May 2020. 6/12/2020 collision occurred south of the Slow Street extents and does not appear to be related to the Slow Street.

Collision/Party/Victim Table

Showing 1 to 9 of 9 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 9

Total Count of Fatal/Non-Fatal Injury Collisions: 9

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Weather	Lighting
200355106	06/12/2020	16:18	Friday	30TH ST	SANCHEZ ST	0	Not Stated	Bicyclist	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
190930503	12/10/2019	20:01	Tuesday	24TH ST	SANCHEZ ST	0	Not Stated	Driver	North	Making Left Turn	Pedestrian	East	Proceeding Straight	CVC 22107	Injury (Complaint of Pain)	Sideswipe	Pedestrian	Raining	Dark - Street Lights
190754563	10/07/2019	13:20	Monday	SANCHEZ ST	CLIPPER ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	Proceeding Straight	CVC 22350	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
180323087	05/01/2018	16:06	Tuesday	SANCHEZ ST	24TH ST	110	South	Pedestrian	West	Proceeding Straight	Driver	South	Proceeding Straight	CVC 21954(a)	Injury (Other Visible)	Sideswipe	Pedestrian	Clear	Daylight
180294933	04/21/2018	07:20	Saturday	SANCHEZ ST	CLIPPER ST	0	Not Stated	Bicyclist	South	Proceeding Straight	Driver	West	Making Right Turn	CVC 21650	Injury (Complaint of Pain)	Other	Bicycle	Clear	Daylight
180059674	01/23/2018	07:41	Tuesday	SANCHEZ ST	26TH ST	0	Not Stated	Driver	West	Proceeding Straight	Driver	North	Proceeding Straight	CVC 22450(a)	Injury (Complaint of Pain)	Sideswipe	Other Motor Vehicle	Clear	Daylight
171012576	12/16/2017	07:50	Saturday	CLIPPER ST	SANCHEZ ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	West	Stopped In Road	CVC 22450(a)	Injury (Complaint of Pain)	Broadside	Other Motor Vehicle	Clear	Daylight
170420007	05/22/2017	14:32	Monday	SANCHEZ ST	VALLEY ST	120	South	Driver	South	Proceeding Straight	Driver	South	Stopped In Road	CVC 21703	Injury (Complaint of Pain)	Rear End	Other Motor Vehicle	Clear	Daylight
160282594	04/06/2016	07:25	Wednesday	SANCHEZ ST	24TH ST	0	Not Stated	Driver	North	Proceeding Straight	Driver	South	Making Left Turn	CVC Unknown	Injury (Other Visible)	Broadside	Other Motor Vehicle	Clear	Daylight

TransBASE Internal Dashboard

Geographic Extent: SANCHEZ ST from 23RD ST to 30TH ST (0.77 miles/4088.06 feet)

Spatial Intersect: No Restriction (SFMTA 20ft/150ft Buffer)

Data Range: 04/01/2016 to 03/31/2021

Pull Date: 6/21/2021

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 6/21/2021
Collision Level: Injury Collisions
Boundary: SANCHEZ ST from 23RD ST to 30TH ST (0.77 miles/4088.06 feet)
Collision Dates: 04/01/2016 to 03/31/2021
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/Midblock: No Restriction (SFMTA 20ft/150ft Buffer)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions

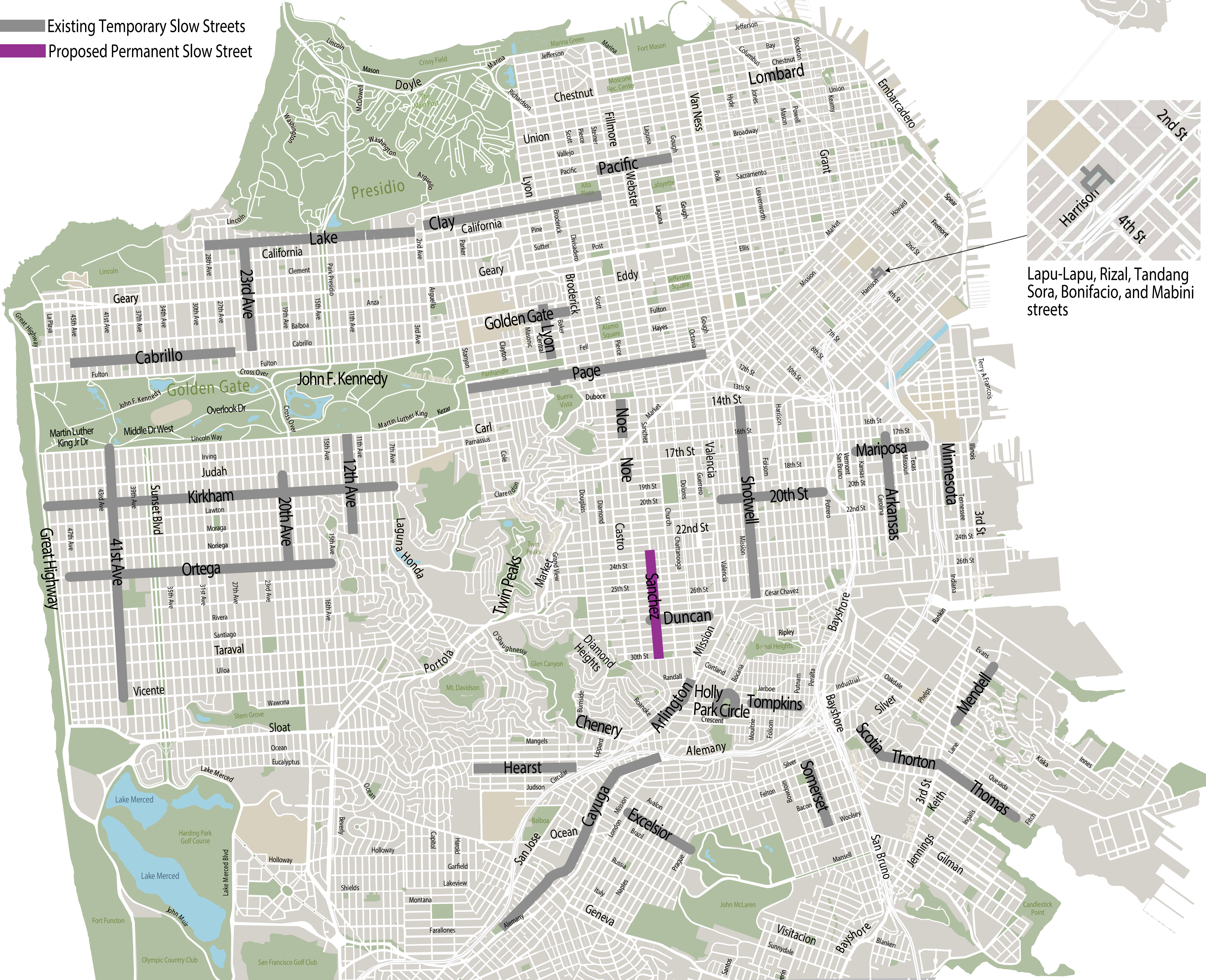
Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Nearest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

Existing Temporary Slow Streets
 Proposed Permanent Slow Street



Lapu-Lapu, Rizal, Tandang Sora, Bonifacio, and Mabini streets



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Golden Gate, Lake, Sanchez, Shotwell Slow Streets Reauthoriza		
Case No.		Permit No.
2021-007227ENV		
<input checked="" type="checkbox"/> Addition/ Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The SFMTA would (1) reauthorize the Slow Streets designation beyond the COVID-19 emergency for the following approved temporary Slow Streets: Golden Gate, Lake, Sanchez, and Shotwell Slow Streets; and (2) following a community planning, design, and outreach process, the SFMTA would determine additional design treatments from the Slow Streets Toolkit to be applied to Slow Streets.</p> <p>See the attached SB288 Eligibility Checklist and detail in the Golden Gate, Lake, Sanchez, Shotwell Slow Streets Reauthorization and Update project memo.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	<p>Other _____</p> <p>Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist</p>
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: <input type="checkbox"/> Maher or <input type="checkbox"/> Cortese</p> <p>Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i></p> <p>Note that a categorical exemption shall not be issued for a project located on the Cortese List</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on https://sfplanningqis.org/PIM/)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone:</p> <p>Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: (refer to Property Information Map)	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. (Attach HRER Part I) <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other (specify): <input type="checkbox"/> Reclassify to Category C (No further historic review)
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: SFMTA Board of Directors approval	Signature: Jennifer M McKellar 07/21/2021
	<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code.</p> <p>In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.</p>	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

Planner Name:

Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: July 15, 2021
Record No.: **2021-007227ENV, Golden Gate, Lake, Sanchez, and Shotwell Slow Streets Reauthorization and Update**
Project Sponsor: Shannon Hake, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org, 628.652.7563

PROJECT DESCRIPTION

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to reauthorize the Slow Street designation for the Golden Gate, Lake, Sanchez, and Shotwell Slow Streets, beyond the COVID-19 emergency as described in the project memorandum included in this file. Following the reauthorization, the SFMTA would conduct a community planning, design, and outreach process. This process would determine additional design treatments (See Slow Streets Toolkit below) to be applied to these four Slow Street corridors. Slow Streets are designed to limit vehicle through traffic on certain residential streets and allow travel lanes to be safely used by people traveling by foot and by bicycle.

To further limit vehicle through traffic, elements from the Slow Streets Toolkit described below may be applied along a reauthorized Slow Street corridor:

- Slow Streets-specific delineators/diverters or signs in the roadway (see Slow Streets memo for example);
- Turn restrictions or median delineators/diverters (for example, plastic posts) to prevent vehicles from turning onto a Slow Street or continuing through an intersection of a Slow Street;
- Wayfinding and signage improvements to connect to the citywide bike network;
- Slow Streets-specific pavement markings with representative icons and the word 'Slow';
- Pedestrian visibility improvements like continental crosswalks or daylighting (Red curbs that prohibit parking at intersection approaches); and
- Traffic calming devices like speed cushions.

Following the community planning, design, and public outreach process, the City Traffic Engineer would approve the elements from the Slow Streets Toolkit to be applied, and these elements would be implemented. Sanchez and Shotwell Slow Streets have undergone evaluation, outreach, and design, and SFMTA staff have determined what Slow Street toolkit improvements would be applied to these Slow Streets. Following the SFMTA Board reauthorization of the Slow Streets designation, the City Traffic Engineer may approve these designs for implementation. Please see the Slow Streets memo (Case No.

2021-007227ENV) for a more detailed description of the proposed project.

Constructed by:

- Public Works
- SFMTA

Contracted through:

- Public Works
- SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input checked="" type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	Not Applicable. [The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.]

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) **“Affordable housing”** means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) **“Highway”** means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) **“New automobile capacity”** means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) **“Project labor agreement”** has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) **“Skilled and trained workforce”** has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) **“Transit lanes”** means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) **“Transit prioritization projects”** means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) **“Very high occupancy vehicle”** means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

 - (b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but

with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: July 15, 2021
To: Jennifer McKellar, San Francisco Planning Department
From: Shannon Hake, San Francisco Municipal Transportation Agency (SFMTA)
Thru: Melinda Hue, SFMTA
RE: **Golden Gate, Lake, Sanchez, Shotwell Slow Streets Reauthorization and Update**

Planning Case Number: 2021-007227ENV

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to reauthorize the Slow Street designation for selected approved temporary emergency Slow Streets (Golden Gate, Lake, Sanchez, and Shotwell Slow Streets) beyond the COVID-19 emergency. Following the reauthorization, the SFMTA would conduct a community planning, design, and outreach process. This process would determine additional design treatments (see Slow Streets Toolkit below) to be applied to these Slow Streets corridors. Slow Streets are designed to limit through traffic on certain residential streets and allow travel lanes to be safely used by people traveling by foot and by bicycle.

BACKGROUND

On February 25, 2020, the Mayor issued a proclamation declaring the existence of a local emergency (Proclamation of Local Emergency).¹ On March 16, 2020, San Francisco's Health Officer issued Public Health Order C19-07 in response to the COVID-19 emergency, requiring that residents shelter in place, with the only exception being for essential needs.² This significantly affected San Francisco's transit system and required the SFMTA to reduce transit service.

With Muni service reduced, many San Francisco residents resorted to walking, riding a bike, or taking other travel modes to make essential trips. However, they often could not safely and practically maintain the six feet of social distance required by the city's Public Health Order C19-07b³ on many of the City's sidewalks, park paths, and bikeways, especially when passing queues outside grocery stores and other essential services.

¹ San Francisco Office of the Mayor, *Proclamation by the Mayor Declaring the Existence of a Local Emergency, February 25, 2020*, <https://sfbos.org/mayor%E2%80%99s-proclamation-covid-19-local-emergency-and-supplemental-declarations>, accessed June 14, 2021.

² San Francisco Department of Public Health, *Stay Safer at Home, Order of the Health Officer No. C19-07, March 16, 2020*, <https://www.sfdph.org/dph/alerts/coronavirus-healthorders.asp>, accessed June 14, 2021.

³ Health Orders related to COVID-19 are numbered C19-##. When a number is followed by a lowercase letter, the letter shows that the item has been amended. The current version of C19-07 replaces previous C19-07 orders.

In response, SFMTA implemented temporary emergency Slow Streets starting in April 2020, to allow some roadways to be safely used for foot and bicycle traffic with adequate space for travelers to maintain six feet of separation. This space made possible essential walk and bike travel while transit service levels were, and still are, temporarily reduced. Vehicle traffic was allowed on these streets but the overall purpose of the temporary emergency Slow Streets was to limit vehicle through traffic while allowing trips for local travel (e.g. access for residents, businesses, and visitors of residents or businesses), mail, delivery services, and emergency vehicle access. Given the length of the pandemic, four phases of temporary emergency Slow Streets have been approved, resulting in 31 approved temporary emergency Slow Streets throughout the city. The emergency Slow Streets are temporary and set to expire 120 days after the Proclamation of Local Emergency is lifted.

PROPOSED PROJECT

The SFMTA is now proposing to:

1. Reauthorize the designation of Slow Streets beyond the COVID-19 emergency for Golden Gate, Lake, Sanchez, and Shotwell Slow Streets, and
2. Following a community planning, design, and outreach process, the SFMTA would determine additional design treatments (see Slow Streets Toolkit below) to be applied to the above Slow Streets, which would then be implemented.

As with the temporary emergency Slow Streets, the post-COVID-19 pandemic Slow Streets for these four corridors would minimize vehicle through traffic and prioritize walking and biking on the above referenced streets in San Francisco. The benefits of the Slow Streets include complementing the City's bicycle and pedestrian network and creating public space for community activities or gatherings. All these benefits are important to public health, safety, and civic life, whether the City is experiencing a pandemic or not, and are aligned with the General Plan's vision for San Francisco. Slow Streets are not street closures; instead, the Slow Streets designations provide restrictions to through traffic that allow roadway space to be shared by people traveling by car, by foot, or by bike.

Reauthorizing the designation of Slow Streets (Golden Gate, Lake, Sanchez, and Shotwell)

SFMTA staff have been evaluating Slow Streets on a rolling basis throughout the period of the COVID-19 emergency. Given an initial review, staff are proposing to reauthorize the designation of selected Slow Streets beyond the COVID-19 emergency for the streets listed below. Following the reauthorization, staff would engage in further community planning, design, and outreach processes to determine additional design treatments (see Slow Streets Toolkit below) to be applied to these Slow Streets.

SFMTA proposes to reauthorize the designation for the following Slow Streets beyond the COVID-19 emergency:

1. Golden Gate Avenue from Masonic Avenue to Broderick Street
2. Lake Street from 28th to 2nd avenues
3. Sanchez Street from 23rd to 30th streets
4. Shotwell Street from Cesar Chavez Street to 14th Street

Figure 1 below shows the implemented/approved temporary Slow Streets that would be re-authorized beyond the COVID-19 emergency and where additional design treatments may be installed.

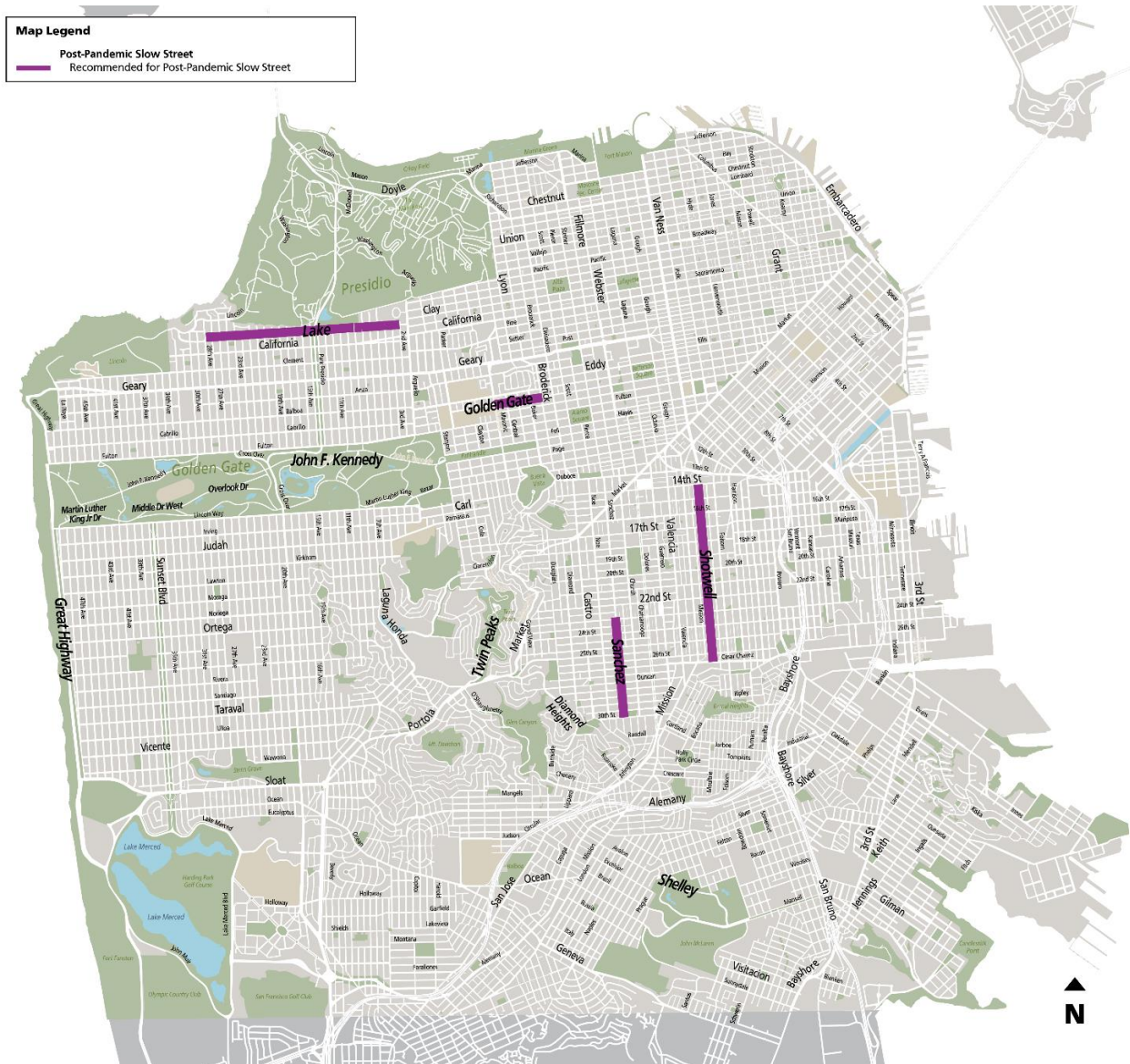


Figure 1: Post COVID-19/Pandemic Slow Streets

Slow Streets Toolkit

The four temporary Slow Street corridors where SFMTA is proposing to reauthorize the designation of Slow Streets would undergo an additional community planning process to determine potential additional design treatments that may be applied along the Slow Street corridor.

To further minimize vehicular through traffic, typical traffic calming and pedestrian safety improvements referred to as the Slow Streets Toolkit could be installed on these corridors, including:

- Slow Streets-specific delineators/divertors or signs in the roadway (See Figure 1 below under “typical design detail of diverter and sign” for an example),
- Turn restrictions or median delineators/diverters (for example, plastic posts) to prevent vehicles from turning onto a Slow Street or continuing through an intersection of a Slow Street,
- Wayfinding and signage improvements to connect to the citywide bike network,
- Slow Streets-specific pavement markings with representative icons and the word ‘Slow’,
- Pedestrian visibility improvements like continental crosswalks or daylighting (Red curb zones to prohibit parking at intersection approaches), and
- Traffic calming devices like speed cushions.

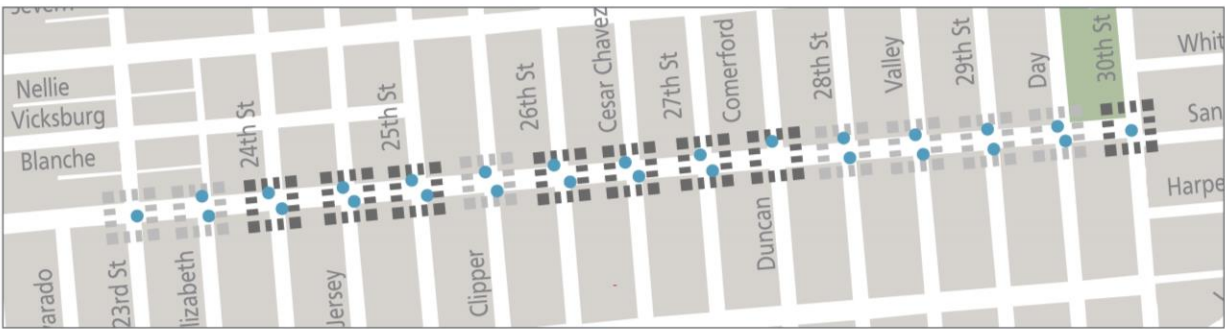
Elements from the Slow Streets Toolkit described above may be applied along a Slow Street corridor and they are generally new features compared to what has been installed as part of the temporary emergency Slow Streets (which have primarily consisted of signs at Slow Street intersections).

Two of the four temporary emergency Slow Streets, Sanchez Slow Street and Shotwell Slow Street, have already undergone evaluation, public outreach, and design, and SFMTA staff have determined what Slow Street Toolkit improvements would be applied to these Slow Streets as described below.

Sanchez Slow Street

Along the Sanchez Slow Street (Sanchez Street from 23rd Street to 30th Street), the Slow Street Toolkit elements proposed to be installed along this Slow Street corridor include Slow Streets delineators and signs, continental crosswalks, Slow Streets pavement markings, and wayfinding/signage. Figure 2 below shows the proposed Sanchez Slow Street design.

Figure 2: Sanchez Slow Street



Map Legend

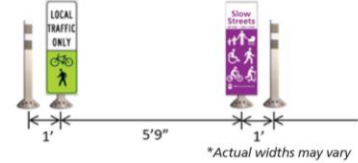
- Slow Streets traffic diverter and sign
- ⋯ Continental Crosswalk (New)
- Continental Crosswalk (Existing)

New Diverter and Sign Design Example

Typical cross section at intersection on Sanchez Slow Street:



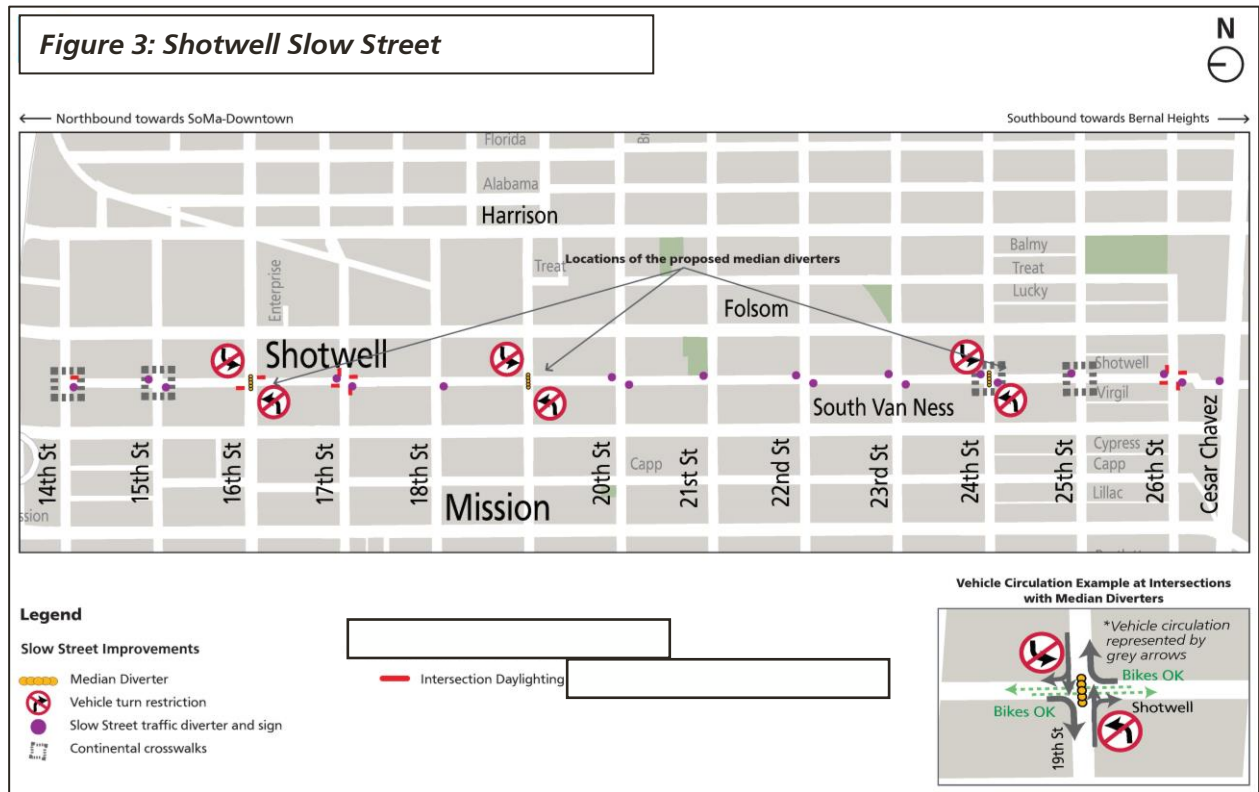
Typical design detail of diverter and sign:



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Shotwell Slow Street

Along the Shotwell Slow Street (Shotwell Street from 14th Street to Cesar Chavez Street), the Slow Street Toolkit elements proposed to be installed along this Slow Street corridor include Slow Streets delineators and signs, turn restrictions and median delineators/diverters, continental crosswalks, daylighting, and wayfinding/signage. Figure 3 below shows the proposed Shotwell Slow Street design.



CONSTRUCTION

Construction of Slow Streets Toolkit improvements would be led by SFMTA Field Operations. The Paint Shop would grind existing pavement markings and paint new pavement markings on the roadway. The Sign Shop would install delineator/divertor posts and signs where necessary. The Curb Paint Shop would provide construction support for parking changes. SFMTA would coordinate with SF Public Works (SFPW) crews to construct speed tables and speed humps. Construction of Slow Streets Toolkit improvements may require excavation up to 2 feet in depth.

APPROVALS

Reauthorizing the designation of the Golden Gate, Lake, Sanchez, and Shotwell Slow Streets beyond the COVID-19 emergency, requires approval by the SFMTA Board of Directors. Following approval of the Slow Streets designation by the SFMTA Board, the SFMTA City

Traffic Engineer would approve additional traffic modifications that are part of the Slow Streets Toolkit, and these would be implemented for the four corridors.

APPROVAL ACTION

The Approval Action is the reauthorization of the Slow Streets designation for the Golden Gate, Lake, Sanchez, and Shotwell Slow Streets beyond the COVID-19 emergency by the SFMTA Board of Directors.