San Francisco Planning

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# ABBREVIATED CEQA CHECKLIST FOR
# Better Streets Plan Improvement Projects

Please include the following supporting materials with this checklist:

☑ Project Description and scope of work
☐ *Existing* and *Proposed* Site plans
☐ Site photos
☐ Scope of work for: Air Quality Analysis Tech Memo (*if applicable*)[1]
☐ Green House Gas Emission Checklist[2] (*if applicable*)

| I - PROJECT INFORMATION | |
|---|---|
| **DATE** | |
| **PROJECT NAME** | Octavia Boulevard Enhancements and Page Street Neighborway Project |
| **LOCATION/ NEIGHBORHOOD** | Hayes Valley |
| **CONSTRUCTION DURATION** | Approx 16 months |
| **II - PROJECT CONTACT** | |
| **RESPONSIBLE AGENCY** | San Francisco Municipal Transportation Agency |
| **NAME** | Casey Hildreth |
| **ADDRESS** | 1 South Van Ness Avenue San Francisco, CA 94102 |
| **PHONE** | 415-701-4817 |
| **EMAIL** | Casey.Hildreth@sfmta.com |
| **III - PROJECT CHARACTERISTICS** | |
| **STREET TYPE**[3] | ☐ Varies (See attachment _____) OR<br>Provide a description: |
| **STREET NAME** | Octavia - Street Type: Boulevard / Page Street - Street Type: Neighborhood Commercial/Residential |
| **[4]FROM (CROSS-STREET 1) TO (CROSS-STREET 2)** | Octavia Blvd (Haight to Hayes) and Page St (Gough to Webster) |

[1] Individual projects prepared pursuant to the BSP would be required to undergo a separate environmental review that would consider whether the Proposed Project's location and construction plan could affect nearby sensitive receptors - p. 123 of the BSP's PMND - [**Contact EP planner for a copy of scope of work outline].**

[2] 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 PMND. [**Contact EP planner for a copy of GHG Checklist].**

[3] See Table 1 in PMND and verify final list of street types with the online version of the BSP.

[4] 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.

**PROJECT NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

| **PROJECT SCREENING PART I**<br>(*On the table below, please identify BSP's design elements that are part of the proposed project*) | | |
|---|---|---|
| **DETAILED DESIGNED ELEMENTS**<br>**STANDARD IMPROVEMENTS** | | |
| **BSP NUMBER/ NAME** | **PROJECT ELEMENT** | **Requires Subsequent Environmental Review[5]**<br>**(*EP PLANNER DETERMINATION ONLY*)** |
| SI-1<br>Accessible curb ramps | ☒ | ☐ |
| SI-2<br>Marked crosswalks | ☒ | ☐ |
| SI-3<br>Pedestrian signal timing | ☐ | ☐ |
| SI-4<br>Curb radii guidelines | ☒ | ☐ |
| SI-5<br>Corner curb extensions | ☒ | ☐ |
| SI-6<br>Street trees | ☒ | ☐ |
| SI-7<br>Tree basin furnishing | ☒ | ☐ |
| SI-8<br>Sidewalk planters | ☒ | ☐ |
| SI-9<br>Stormwater management tools | ☒ | ☐ |
| SI-10<br>Street lighting | ☐ | ☐ |
| SI-11<br>Special paving | ☒ | ☐ |
| SI-12<br>Site furnishings | ☒ | ☐ |
| **CASE-BY-CASE IMPROVEMENTS** | | |
| CBC-1<br>High-visibility crosswalk | ☒ | ☐ |
| CBC-2<br>Special crosswalk | ☒ | ☐ |
| CBC-3<br>Vehicle turning movements | ☐ | ☐ |
| CBC-4<br>Removal or reduction of permanent crosswalk closures | ☐ | ☐ |

[5] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND 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 NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

| PROJECT SCREENING PART I CONT. | | |
|---|---|---|
| **NUMBER/ NAME** | **PROJECT ELEMENT** | **REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[6] (*DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY*)** |
| | | |
| CBC-5<br>Mid-block crosswalks | ☐ | ☐ |
| CBC-6<br>Raised crosswalks | ☒ | ☐ |
| CBC-7<br>Extended bulb-outs | ☒ | ☐ |
| CBC-8<br>Mid-block blub-out | ☐ | ☐ |
| CBC-9<br>Center or side medians | ☐ | ☐ |
| CBC-10<br>Pedestrian refugee islands | ☒ | ☐ |
| CBC-11<br>Transit bulb-out | ☐ | ☐ |
| CBC-12<br>Transit boarding islands | ☐ | ☐ |
| CBC-13<br>Perpendicular or angled parking | ☐ | ☐ |
| CBC-14<br>Flexible use of parking | ☒ | ☐ |
| CBC-15<br>Parking lane planters | ☐ | ☐ |
| CBC-16<br>Chicanes | ☐ | ☐ |
| CBC-17<br>Traffic calming circles | ☐ | ☐ |
| CBC-18<br>Roundabouts | ☐ | ☐ |
| CBC-19<br>Pocket parks | ☐ | ☐ |
| CBC-20<br>Reuse of 'pork chops' | ☐ | ☐ |
| CBC-21<br>Boulevard treatments | ☐ | ☐ |

[6] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND 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 NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

| PROJECT SCREENING PART I CONT. | | |
|---|---|---|
| **NUMBER/ NAME** | **PROJECT ELEMENT** | **REQUIRES SUBSEQUENT ENVIRONMENTAL REVIEW[7]** (***DO NOT FILL IN, THIS SECTION IS FOR EP PLANNER DETERMINATION ONLY***) |
| CBC-22<br>Shared public ways | ☒ | ☐ |
| CBC-23<br>Pedestrian-only streets | ☐ | ☐ |
| CBC-24<br>Public stairs | ☐ | ☐ |
| CBC-25<br>Multi-use paths | ☐ | ☐ |
| CBC-26<br>Above-ground landscaping | ☒ | ☐ |
| **OTHER DESIGN IMPROVEMENTS IN THE BETTER STREETS PLAN (BSP)**<br>*(Not identified above)* | | |
| **DESIGN ELEMENT NAME** | **BSP PAGE NUMBER** | |
| | | ☐ |
| **(EP PLANNER COMMENTS):** | | |

The proposed project would include the following features:
1) Curb Extensions at 13 locations
2) Raised intersections/crosswalks at 8 locations
3) Bicycle Lane:
a. New Class II bicycle turning lane on NB Octavia Blvd to WB Hayes Street
b. New Class IV protected bicycle lane on WB Hayes Street
4) Curb Ramps and Pedestrian Refuge Islands
5) Sidewalk replacement and re-paving

These features would not include the removal of existing travel lanes. The proposed bicycle lanes would enhance bicycle connections between existing Class III bicycle facilities along Octavia Boulevard. The project would not include elements that would affect transit travel within nearby streets (Hayes Street).

[7] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND 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 NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

**PROJECT SCREENING PART I CONT.**

(*On the table below, please identify BSP's design elements that are part of the proposed project. If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.*)

**IDENTIFY STORM WATER FACILITIES THAT ARE PART OF THE PROJECT**

| | **Project Element** | **Requires Subsequent Environmental Review**[8] **(FOR EP PLANNER DETERMINATION ONLY)** |
|---|---|---|
| Permeable Paving | ☒ | ☐ |
| Bioretention Facilities | ☒ | ☐ |
| Swales | ☒ | ☐ |
| Infiltration Boardwalks | ☐ | ☐ |
| Infiltration and Soakage Trench | ☒ | ☐ |
| Channels and Runnels | ☐ | ☐ |
| Vegetated Buffer Strip | ☐ | ☐ |
| Vegetated Gutter | ☒ | ☐ |
| Other (describe stormwater improvements) | ☐ | ☐ |

**If none of the above BSP design elements apply, please indicate so by checking this box** ☐

**(EP PLANNER COMMENTS):**

The proposed project would include excavation related to the construction of curb extensions (bulb-outs) at several locations within the project vicinity. Excavation may require removal/re-use of soils to a depth of 2 feet or greater. The project sponsor agrees to implement Mitigation Measure Cul-1 (Accidental Discovery).

[8] Please check analysis in PMND to determine if design element has been cleared under CEQA. For example, as stated in p.89 of the BSP's PMND 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 NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project |
|---|

| **PROJECT SCREENING PART II**<br>(*If any of the questions listed below pertain to this project, please answer "YES". If none apply, indicate so by checking the red box below.*<br>*Note: If you answer "YES" to any of the questions listed below, this checklist may not be utilized, and therefore, and Environmental Evaluation application must be filled.*) | |
|---|---|
| **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 ☐ |
| Does the project include removal of crosswalk closures? | Yes ☐ |
| 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 ☐ |
| Does the project include roundabouts? | Yes ☐ |
| 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 ☐ |
| Does the project include multi-use paths?[9] | Yes ☐ |
| 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 ☐ |
| **PROJECT ELEMENTS THAT WILL REQUIRE TECH SPEC EVALUATION:[10]**<br>*(If the project includes any of the elements listed below, the project will require Tech Spec Evaluation).* | |
| **HISTORICAL/ARCHEO RESOURCES**<br>*(All applications need preliminary review for potential impacts to archeological resources pursuant to EP practice.)* | |
| Is the proposed project located within a potential historic district or on a street adjacent to a historic landmark?<br>**Please state the name of the historic district or historic landmark:** Hayes Valley Residential Historic District | Yes ☒ |
| 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?<br>**Please identify the historic elements that are part of the proposed project:** _____ | Yes ☐ |
| Does the proposed project involve removal of trees adjacent to historic resources? | Yes ☐ |
| **If none of the above BSP design elements apply, please indicate so by checking this box** ☐ | |

[9] 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.

[10] EP NEEDS TO DETERMINE HOW COORDINATION WILL OCCUR

**PROJECT NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

| **PROJECT SCREENING PART III**<br>*Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.* | | | | | |
|---|---|---|---|---|---|
| **CEQA Topic** | **Sub-topic** | **Meet criteria/threshold:[11] Yes/No or N/A** | **Requires mitigation measure: Yes/No** | **Potential impacts differ from PMND analysis (Y/N). If "Yes" briefly describe on a separate sheet.** | **Project Sponsor Agrees to Implement Mitigation Measures** |
| **Aesthetics** | | | | | |
| Does the proposed project involve removal of significant trees?<br>Yes ☐ No ☒ | Significant trees | **N/A** | | | ☐ |
| Does the project involve tree root trimming?<br>Yes ☐ No ☒<br>If so, is tree root trimming greater than two inches?<br>Yes ☐ No ☐ | | **N/A** | Aesthetics Tree Root Protection Mitigation Measure M-AE-1 applies if trimming of roots are greater than two (2) inches in diameter (p.53). | | ☐ |
| ☒ None of the above CEQA topics apply to the project | | | | | |
| **Historical/Archeological Resources** | | | | | |
| Does the project require excavation depth greater than two (2) feet?<br>Yes ☒ No ☐ | Accidental discovery | **N/A** | 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?[12]<br>Yes ☐ No ☒ | Hispanic Period District | **N/A** | Archeological Monitoring Hispanic Period mitigation measure Cul-2 applies (p.64). | | ☐ |
| ☐ None of the above CEQA topics apply to the project | | | | | |
| **Transportation and Circulation** | | | | | |
| Does the project include removal of loading spaces?<br>Yes ☐ No ☒ | Loading | **YES** | Provision of New Loading Space, Mitigation Measure TR-1 (p.78). | | ☐ |

[11] The Project sponsor should discuss with EP planner how to proceed with projects that do not meet the PMND's thresholds.

[12] **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.**

**PROJECT NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

| **PROJECT SCREENING PART III CONT.**<br>*Project elements that would require implementation of Mitigation Measures and Monitoring Reports organized by CEQA Topic.* | | | | | |
|---|---|---|---|---|---|
| **Air Quality** | | | | | |
| | Construction impacts | | Dust Control Plan, Mitigation Measure AQ-1 applies to **ALL** projects (p.120). | | |
| **Biological Resources** | | | | | |
| Does the project include tree removal? Yes ☐ No ☒ | Nesting birds | N/A | Nesting Birds Mitigation Measure M-Bio-1 (p.151). | | |
| **Biological Resources (Cont.)** | | | | | |
| What is the expected duration period of construction? 16 months | Nesting birds | **N/A** | Nesting Birds Mitigation Measure M-Bio-1 (p.151). | | |
| Which months would construction occur? | Nesting birds | **N/A** | Nesting Birds Mitigation Measure M-Bio-1 (p.151). | | |
| **Hazardous Materials** | | | | | |
| Does the project occur in an area within the Maher-designated area?[13] Yes ☐ No ☒ | Determination of contaminated soil | N/A | Hazardous Materials Mitigation Measure M-HAZ-1 (p.161). | | |

**(EP PLANNER COMMENTS):**

The proposed project would include excavation related to the construction of curb extensions (bulb-outs) at several locations within the project vicinity. Excavation may require removal/re-use of soils to a depth of 2 feet or greater. The project sponsor agrees to implement Mitigation Measure Cul-1 (Accidental Discovery).

[13] www.sfdph.org/dph/EH/HazWaste/MaherSiteMap.asp

**PROJECT NAME:** Octavia Boulevard Enhancements and Page Street Neighborway Project

**This section is to be filled by EP Planner. Use check boxes to indicate type of review conducted (as applicable). Leave blank if not applicable to the Project.**

| | |
|---|---|
| ☐ | 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. |
| ☐ | Air Quality Memo approved by EP. |
| ☐ | The project was reviewed by DPH and DTSC, and a memo of concurrence was submitted to EP (for projects within the Maher Layer only). |
| ☐ | PMND 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

**Notes:**

The proposed project would include excavation related to the construction of curb extensions (bulb-outs) at several locations within the project vicinity. Excavation may require removal/re-use of soils to a depth of 2 feet or greater. The project sponsor agrees to implement Mitigation Measure Cul-1 (Accidental Discovery).

**Planner Signature**

Signee (print name): Christopher Espiritu

Date: 8/4/2017

SAN FRANCISCO
**PLANNING DEPARTMENT**

## ENVIRONMENTAL EVALUATION APPLICATION COVER MEMO - PUBLIC PROJECTS ONLY

In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination can only be filed within 30 days of the project receiving the first approval action.

**Please attach this memo along with all necessary materials to the Environmental Evaluation Application.**

| | |
|---|---|
| **Project Address and/or Title:** | Octavia Boulevard Enhancements and Page Street Neighborway Project |
| **Project Approval Action:** | SFMTA Board of Directors |
| **Will the approval action be taken at a noticed public hearing?** ☑ **YES*** ☐ **NO**<br>* If YES is checked, please see below. | |

### IF APPROVAL ACTION IS TAKEN AT A NOTICED PUBLIC HEARING, INCLUDE THE FOLLOWING CALENDAR LANGUAGE:

**End of Calendar:** CEQA Appeal Rights under Chapter 31 of the San Francisco Administrative Code If the Commission approves an action identified by an exemption or negative declaration as the Approval Action (as defined in S.F. Administrative Code Chapter 31, as amended, Board of Supervisors Ordinance Number 161-13), then the CEQA decision prepared in support of that Approval Action is thereafter subject to appeal within the time frame specified in S.F. Administrative Code Section 31.16. Typically, an appeal must be filed within 30 calendar days of the Approval Action. For information on filing an appeal under Chapter 31, contact the Clerk of the Board of Supervisors at City Hall, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco, CA 94102, or call (415) 554-5184. If the Department's Environmental Review Officer has deemed a project to be exempt from further environmental review, an exemption determination has been prepared and can be obtained on-line at http://sf-planning.org/index.aspx?page=3447. Under CEQA, in a later court challenge, a litigant may be limited to raising only those issues previously raised at a hearing on the project or in written correspondence delivered to the Board of Supervisors, Planning Commission, Planning Department or other City board, commission or department at, or prior to, such hearing, or as part of the appeal hearing process on the CEQA decision.

**Individual calendar items:** This proposed action is the Approval Action as defined by S.F. Administrative Code Chapter 31.

### THE FOLLOWING MATERIALS ARE INCLUDED:

- ☐ 2 sets of plans (11x17)
- ☑ Project description
- ☐ Photos of proposed work areas/project site
- ☐ Necessary background reports (specified in EEA)
- ☐

**MEMORANDUM**

Date: June 8, 2017

To: Christopher Espiritu, San Francisco Planning Department

From: Casey Hildreth, San Francisco Municipal Transportation Agency

Through: Erik Jaszewski, San Francisco Municipal Transportation Agency

Subject: Octavia Boulevard Enhancements and Page Street Neighborway Project

## PROJECT DESCRIPTION & PURPOSE

The proposed project is concerned with changes to two intersecting corridors, identified as **Octavia Boulevard Enhancements and Page Street Neighborway. The Octavia Boulevard Enhancements** will modify the northbound (NB) local lane of Octavia Boulevard, between Haight Street and Hayes Street, to provide: more space and accessibility for people walking (sidewalk bulb-outs and extensions); enhanced streetscape amenities such as landscaping, seating, and potential green storm water infrastructure; new and improved bicycle facilities; and traffic calming elements such as raised crosswalks and roadway pavers. Additional improvement areas may include the southbound (SB) Octavia local lane from Fell to Hayes streets, and portions of intersecting streets including Hayes, Linden, Fell, Hickory, Oak, Lily, and Rose streets. These enhancements will support improved pedestrian and bicycle connections from planned car-free, mixed-use developments along Octavia Blvd to the nearby Patricia's Green public open space and Hayes Street commercial corridor, and will help maintain appropriate speeds and volumes of vehicular traffic along the northbound local lane of the Octavia Boulevard multi-way boulevard.

The **Page Street Neighborway** aims to improve the safety and comfort of people walking and bicycling along the Page Street corridor, between Webster and Market streets. Primary project components include sidewalk corner bulb-outs and extensions, additional landscaping, and traffic calming (raised intersections and/or crosswalks).

## EXISTING CONDITIONS

Octavia Boulevard is a six-lane, multi-way boulevard from Market Street to Fell Street with four 11-foot wide center travel lanes (2 NB, 2 SB), one 18.5-foot wide combined parking and travel lane ('local lane') in each direction, and 12-foot wide sidewalks. The center lanes are divided from each other by a 10-foot wide center landscaped median, and each local lane is divided from the center lanes by a 9-foot wide landscaped median. Speed humps and shared lane markings (Class III bicycle facilities) are provided along the local lanes. From Haight to Hayes streets, Octavia

Boulevard intersects with a one-way arterial couplet (Fell and Oak streets), Page Street, and four one-way alleys (Rose, Lily, Hickory, and Linden streets) that circulate away from Octavia Boulevard (meaning all alleys require access from Octavia Boulevard's local lanes).

Between Fell and Hayes streets, Octavia Boulevard's center lanes and median are replaced by a public park (Patricia's Green), while north of Hayes Street Octavia Street reverts to a two-lane, undivided local roadway with parallel parking adjacent to the curb. Existing vacant parcels on the eastern half of Octavia Boulevard are planned as a series of mixed-use, multi-story, car-free developments – approximately half of which will provide permanent affordable housing.

Page Street is a 38-foot, 9-inch wide residential street with one travel lane in each direction, parallel parking on both sides, and 15-foot wide sidewalks. From Webster Street to Octavia Boulevard, topography results in a relatively steep grade downhill easterly toward downtown. Intersecting streets include the two-way, two-lane Laguna and Buchanan streets, as well as the one-way southbound, multi-lane Gough Street and Octavia Boulevard (as described above). Shared lane markings (Class III bicycle facility) are provided along the Page Street corridor in each direction, while the segment from Buchanan Street to Octavia Boulevard includes a Class II center-running bike lane in the eastbound direction[1]. Within the project limits, Page Street land uses are primarily residential, but include the John Muir Elementary School near Webster Street and the Koshland Community Park and Learning Garden at Buchanan Street.

[1] As of June 2017, the eastbound center-running bike lane between Laguna and Buchanan streets was approved but not yet constructed, with implementation expected by fall 2017. In segments with the Class II bike lane, the width of the eastbound travel lane on Page Street is reduced to 9 feet.

**PROPOSED PROJECT**

The following sections of this memorandum describe the improvements proposed as part of the Octavia Boulevard Enhancements and Page Street Neighborway.

**Curb Extensions (Bulb-outs) and Modifications**
Curb extensions (bulb-outs) or similar potential modifications (such as more temporary 'parklets') are proposed for the following locations:

1. The northwest corner of Gough and Page streets
2. The southwest corner of Page and Gough streets
3. The northwest corner of Laguna and Page streets
4. The northeast and southeast corners of Page and Buchanan streets
5. The southeast corner of Buchanan and Page streets
6. The southeast and southwest corners of Page and Webster streets
7. The southeast corner of Fell Street and Octavia Boulevard
8. The southeast corner of Oak Street and Octavia Boulevard
9. The southwest corner of Oak and Gough streets
10. Northbound Octavia Boulevard, east side, from Fell to Hayes streets
11. Northbound Octavia Boulevard, east side, from Fell to Oak streets
12. Northbound Octavia Boulevard, east side, from Oak to Page streets
13. Northbound Octavia Boulevard, east side, from Haight to Rose streets

Bulb-out locations will potentially include new landscaping, street trees, seating, public art, wayfinding signage, and/or green stormwater infrastructure (e.g., 'raingardens'); and may be modified prior to construction to include red curb prohibitions for intersection 'daylighting.'

Additional modifications to the curb edge, such as modifying the roadway grade to provide a curbless or 'shared' street design, are also proposed for the northbound local lane of Octavia Boulevard from Page to Hayes streets, as well as portions of the intersecting alleys (Lily, Hickory, and Linden streets).

**Raised Intersections and/or Crosswalks**
Vertical deflection devices such as raised crosswalks and/or raised intersections are proposed at the following locations:

1. Page Street at Buchanan Street
2. Page Street at Webster Street
3. Page Street at Gough Street
4. Northbound Octavia Boulevard local lane, from Page Street to Hayes Street
5. Southbound Octavia Boulevard local lane, from Hayes Street to Fell Street
6. Lily Street at Octavia Boulevard
7. Hickory Street at Octavia Boulevard
8. Linden Street at Octavia Boulevard

**Bicycle Facilities**
New bikeways are proposed for the following locations:

1. Hayes Street, westbound, from Octavia Street (northbound) to Octavia Street (southbound) (Class IV Physically Separated Bikeway)
2. Octavia Street, northbound, from Hayes Street to 50 feet southerly (Class II Bike Lane)

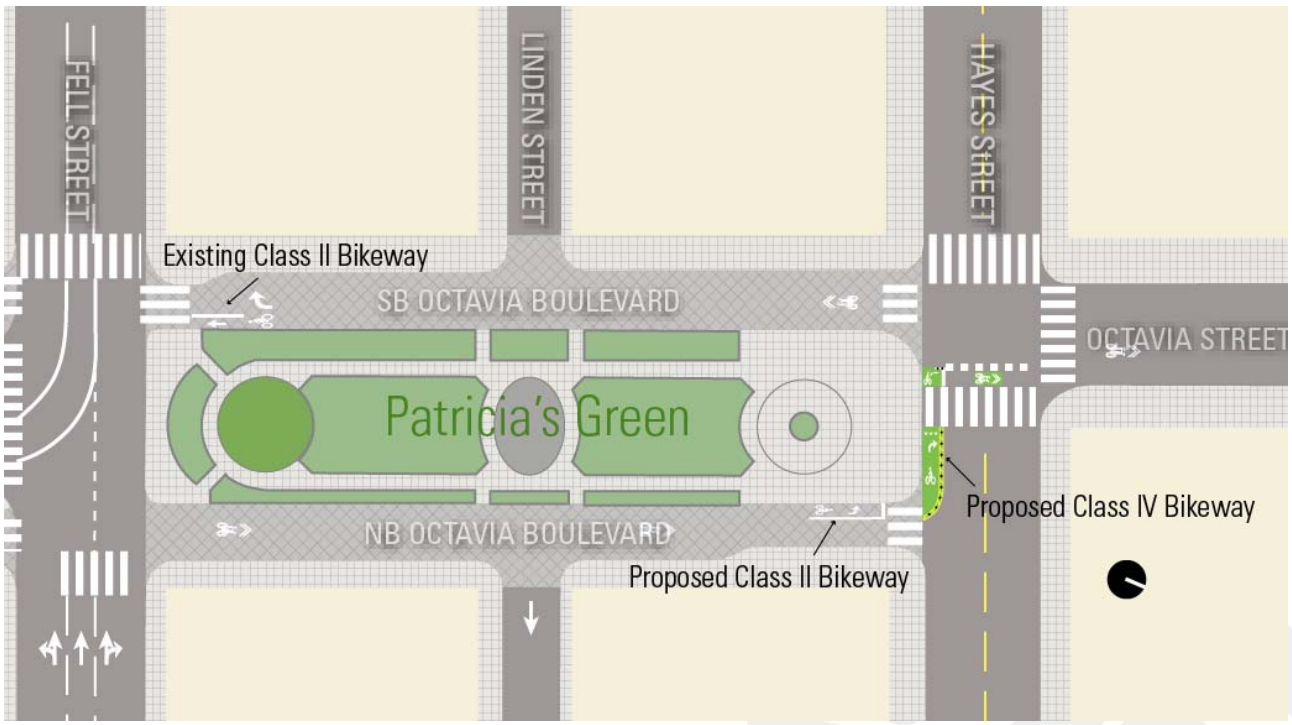


*Figure 1. Octavia/Hayes Street Proposed Bikeways*

**Curb Ramps and Pedestrian Refuge Islands**
Throughout the project area, Americans with Disabilities Act (ADA)-compliant curb ramps may be upgraded and/or added to ensure pedestrian accessibility. Along Octavia Boulevard, the Project may also modify existing median refuges and pedestrian 'thumbnail' islands depending on the detailed design phase.

**Roadway Re-Paving / Unit Pavers and Sidewalk Replacement**
Throughout the project area, existing roadway and sidewalk surfaces may be replaced in-kind or with unit pavers, permeable pavers, or other surface materials approved by the San Francisco Department of Public Works.

**DISCUSSION**

**Vehicle Miles Traveled**
The proposed Bicycling and Walking Safety Improvement Project is considered an Active Transportation Project in accordance with *CEQA Section 21099 – Modernization of Transportation Analysis*, and is thereby presumed to not significantly impact VMT and no further VMT analysis is required.

**Pedestrians**
The bulb-outs proposed by this project will increase pedestrian visibility, reduce pedestrian crossing distances, and provide more space for pedestrians to walk. Pedestrian comfort will also be enhanced by additional potential sidewalk landscaping and furnishings, as well as streetscape amenities such as raised crosswalks/intersections and roadway pavers.

**Bicycles**
New dedicated bicycle linkages near Patricia's Green and improved Class III shared roadway facilities will improve safety and connectivity for people bicycling within the greater Hayes Valley neighborhood.

**Parking and Loading**
The SFMTA proposes to remove approximately 50 on-street parking spaces in the Hayes Valley neighborhood as part of the proposed project. Parking spaces are proposed to be removed for sidewalk widening (corner bulb-outs and block-long extensions), and/or intersection 'daylighting' to improve visibility. Up to 21 additional parking spaces may be converted to motorcycle parking, passenger and commercial loading zones, car share parking, and/or accessible blue zones in order to relocate existing curb uses or otherwise enhance curb space management and access.

The parking spaces affected are on the following blocks/intersections:

- Hayes Street, Octavia Street (northbound) to Octavia Street (southbound)
- Octavia Street, Fell Street to Hayes Street
- Linden Street, Octavia Street to Gough Street

- Octavia Boulevard (north-bound local lane), Haight St to Fell Street
- Fell Street, Octavia Boulevard to Gough Street
- Hickory Street, Octavia Boulevard to Gough Street
- Oak Street, Octavia Boulevard to Gough Street
- Lily Street, Octavia Boulevard to Gough Street
- Page Street, Fillmore Street to Gough Street
- Buchanan Street, Haight Street to Page Street
- Laguna Street, Haight Street to Oak Street
- Gough Street, Page Street to Oak Street

The parking spaces affected (removed or replaced) are generally regulated as follows:

- Metered parking – 4 spaces
- Residential permit parking (Area S[2]) – 55 spaces
- Unregulated or time-limited parking – 3 spaces
- Motorcycle (with residential permit parking) – 4 spaces
- Motorcycle (unregulated) – 3 spaces
- On-street car share – 2 spaces

**Appendix A** provides a summary map of the project area. **Appendix B** provides several design options for the northbound Octavia Boulevard streetscape changes.

**Consistency with City Plans and Policies**

The Market/Octavia Area Plan, adopted in 2007, includes numerous policy objectives that directly and indirectly support the project proposals and accompanying parking impacts. These include, but are not limited to the following:

| | |
|---|---|
| Objective 5.2.3 | *Minimize the negative impacts of parking on neighborhood quality* |
| Objective 5.2.4 | *Support the choice to live without a car* |
| Objective 5.3 | *Eliminate or reduce the negative impact of parking on the physical character and quality of the neighborhood* |

As engineering counter-measures aimed to improve pedestrian visibility (and thus safety), the sidewalk bulb-outs, traffic calming, intersection daylighting, and other measures included in the project proposals are also highly consistent with the recently adopted Vision Zero policy to eliminate all traffic deaths and fatalities by 2024 and many citywide goals and policies enumerated in the *City of San Francisco General Plan Transportation Element*. A select list of relevant policies and objectives from the *Transportation Element* includes, but is not limited to, the following:

City of San Francisco General Plan Transportation Element – Select Policies and Objectives

[2] 1 space is within Residential Permit Parking "Area Q".

| | |
|---|---|
| Policy 1.2 | *Ensure the safety and comfort of pedestrians throughout the City* |
| Objective 14 | *Develop and implement a plan for operational changes and land use policies that will maintain mobility and safety despite a rise in travel demand that could otherwise result in system capacity deficiencies* |
| Policy 14.4 | *Reduce congestion by encouraging alternatives to the single occupancy auto through the reservation of right-of-way and enhancement of other facilities dedicated to multiple modes of transportation.* |
| Objective 23 | *Improve the city's pedestrian circulation system to provide for efficient, pleasant, and safe movement.* |
| Objective 34 | *Relate the amount of parking in residential areas and neighborhood commercial districts to the capacity of the city's street system and land use patterns.* |

**Construction and Excavation**
Project construction, exclusive of potential near-term implementation efforts, is projected to take approximately 16 months, with construction crews performing work on a block-by-block basis.

Depth of excavation for bulb-outs, ADA-compliant curb ramps, catch basins or alternative drainage facilities, and roadway surface changes/improvements will not exceed 12 feet. All project work will occur within the existing right-of-way.

**Transportation Projects in Vicinity**
Within or adjacent to the project area, several separate projects have been proposed, approved, and/or recently constructed. The **Market-Octavia Traffic Calming Pilot Project** (Case No. 2017-002109ENV) has been proposed to close off vehicular access to the NB and SB lanes of Octavia Boulevard between Linden and Hayes streets, as well as restrict eastbound vehicular through-movements on Page Street at Webster Street. These pilot circulation changes (which include reversing the direction of Linden Street between Laguna and Octavia streets) were found to be Categorically Exempt under the California Environmental Quality Act (CEQA) by the Planning Department as information collection activities (Case No. 2017-002109ENV). The approved **Page Street Center-Running Bike Lane** (Case No. 2017-001459ENV) would install an eastbound Class II bicycle lane on Page Street from Buchanan to Laguna Streets in the center of the roadway.

The proposed project is also near three unrelated projects on Market Street: **Upper Market Street Safety Project** (Case No. 2017-000817ENV), **Sanchez Octavia Bike Connections Project**, and **Better Market Street** (Case No. 2014.0012E), which concern changes to bicycle facilities and multi-modal re-envisioning of the public right-of-way.

Additionally, SFMTA may choose to install and/or permit on-street bike corrals and sidewalk bike racks, as well as bike share stations in the vicinity (reviewed as part of Case No. 2007.0347E and Case No. 2015-005492ENV respectively).

As with many SFMTA projects, those mentioned here are generally intended to enhance transportation conditions and safety in the area; however, each project may be implemented independently irrespective of whether the others are carried out.

**APPENDIX A**
Project Proposal Location Map

# APPENDIX A - PROJECT PROPOSAL MAP

## Legend

- Octavia Boulevard Enhancement Area (*see Appendix B for design alternatives*)
- Bulbout/Sidewalk Extension
- Parking Prohibition for Bike Parking, Daylighting or Other Use
- Raised Crosswalk/Intersection
- *Future Potential Improvements by Others (reference only)*

John Muir Elementary School

Page Street Community Garden

Koshland Park & Community Learning Garden

Hayes Valley Playground

Page & Laguna Mini Park

Patricia's Green

BUCHANAN STREET

LAGUNA STREET

OCTAVIA BOULEVARD

GOUGH STREET

PAGE STREET

LILY

OAK STREET

HICKORY

FELL STREET

LINDEN

HAYES STREET

HAIGHT STREET

ROSE

Parcel U future affordable housing

Parcel T

Parcel S future affordable housing

Parcel R future affordable housing

Parcel N

Parcel M

Parcel L

Parcel K future affordable housing

*May 2017*

SFMTA.COM/OCTAVIA / SFMTA.COM/PAGESTREET

# Octavia Boulevard Enhancements / Page Street Neighborway Project Summary Map

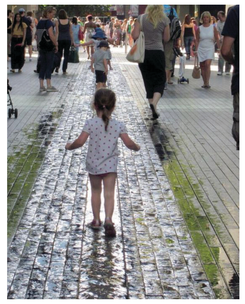
SFMTA Municipal Transportation Agency

**APPENDIX B**
Octavia Boulevard Enhancement Project – Design Alternatives

*Note:* The following concept design alternatives ('Shared Space,' 'Performative Prototype,' 'Linear Green') represent possible design schemes for a generic one-block segment of the northbound Octavia Boulevard local lane, as part of the Octavia Boulevard Enhancement Project. Each alternative includes curb extensions, raised traffic calming elements, seating, parking removal, surface/paving upgrades, and ADA improvements. The primary difference between these alternatives is how the elements are arranged along the streetscape.

For the purposes of the project's environmental review, the final design of the northbound local lane of Octavia Boulevard, from Page to Hayes streets, may include one or more combinations of these schemes to each of the blocks within the project limits. Any references to 'removable bollards' or other potential elements that may impact traffic circulation and access should only be considered to support future potential temporary street closures as proposed by adjacent residents or sponsors, which would undergo separate environmental reviews.

# DESIGN OBJECTIVES

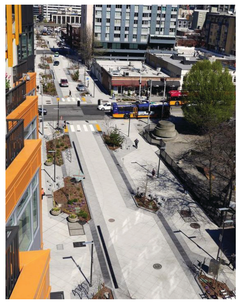


## ENHANCE THE PUBLIC REALM

Parks and streets have always been some of the most important places in our cities. Public spaces are where we come together, meet, socialize, celebrate, relax, and collaborate. Our streets and sidewalks are the public spaces that belong to us all and make up the floor of our city -- shouldn't we demand more from them? Could these spaces be performative landscapes that fulfill a variety of ecological and social needs beyond simply serving as routes for traffic circulation?

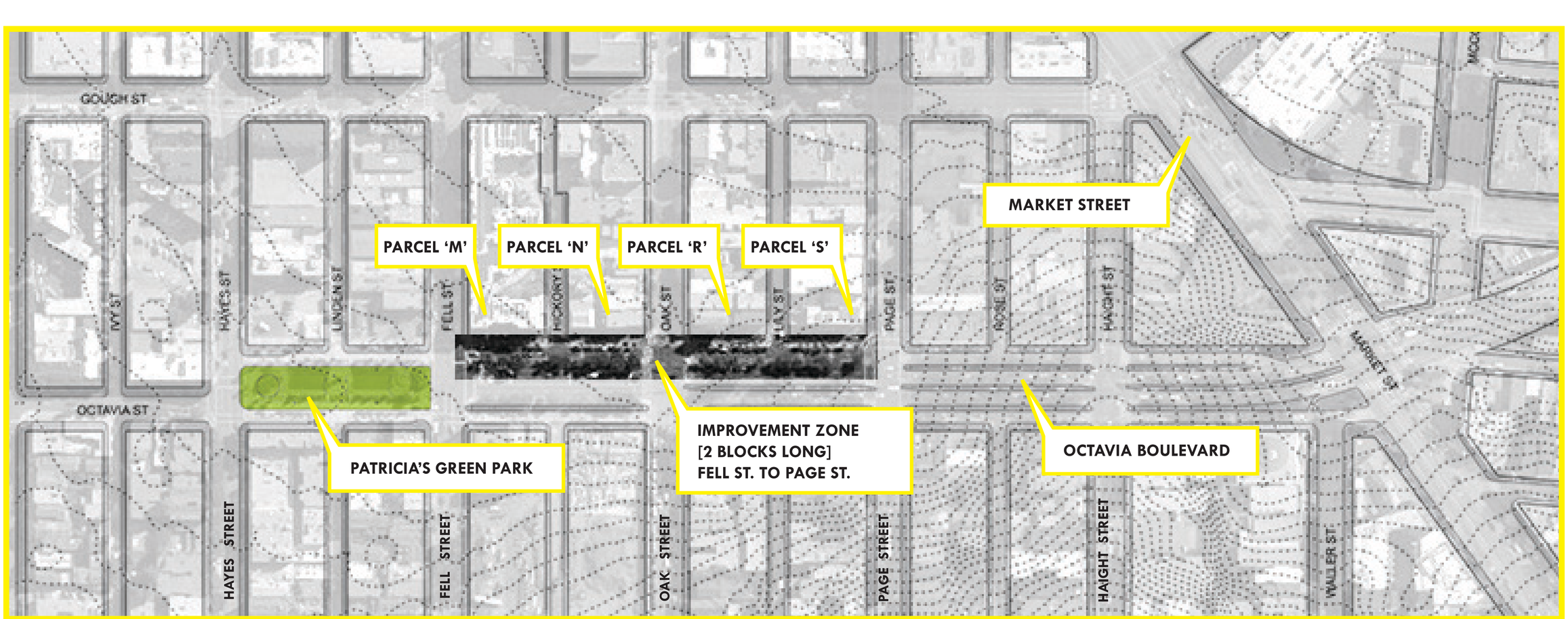
## EMBRACE NATURAL SYSTEMS

Reconnecting with nature is essential to our happiness and experiences as human beings, but these experiences with the natural world can be difficult in the heart of our urban little 7mile x 7mile postage stamp of San Francisco. By expressing the ecology that helps our city function we are able to surround ourselves with more green space, and create more opportunities to connect with nature.



## KEEP THE LOCAL LANE LOCAL

The local lanes of Octavia Boulevard are meant to be extensions of the pedestrian realm, with slow moving vehicles for local access only. Yet currently, the lanes are used as a cut-through and pedestrian comfort is limited. To safeguard against unnecessary traffic while supporting new development, the local lanes should prioritize local circulation and slow speeds.

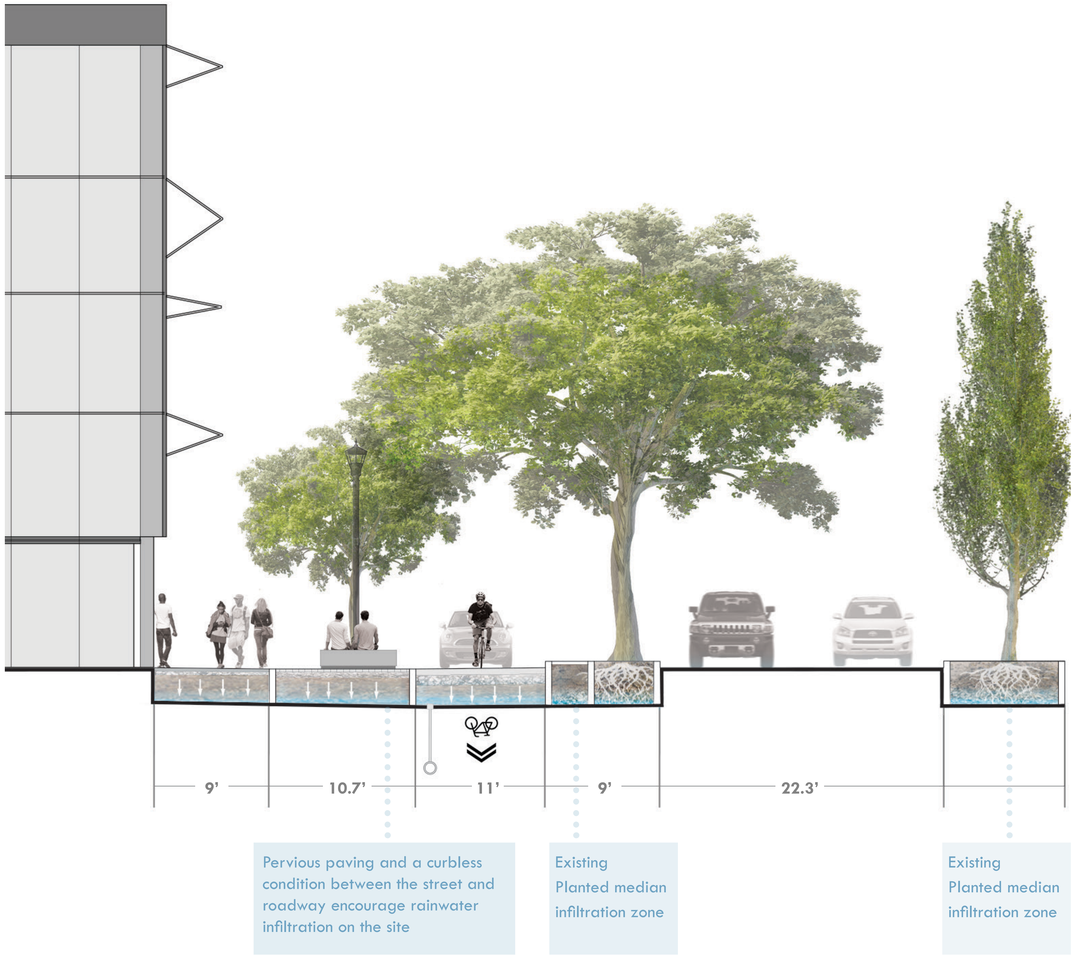



Context Map | Octavia Blvd

# SHARED SPACE

SFMTA
Municipal Transportation Agency

SAN FRANCISCO PUBLIC WORKS




## DESIGN NARRATIVE

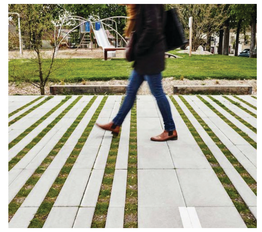
The Shared Space concept maximizes pedestrian space through the implementation of expanded sidewalk zones and increased flexibility of use through integrated design. In this scheme, the northern half of the block would incorporate options for temporary road closure barriers the flex zone could at times become a widened social space that is literally an extension of the adjacent Patricia’s Green park. Permeable paving textures and a curbless road profile along with additional public realm enhancements serve to create an exciting new shared streetscape for all to enjoy.

A

### TEXTURE

Incorporate a variety of textures on the permeable ground plane to create a pedestrian scale experience

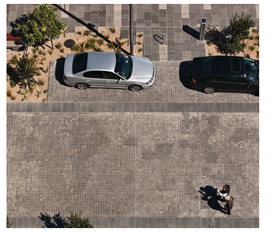
B



### PERMEABLE PAVING

Raingarden border presents an opportunity for informal seating

C



### CURBLESS

A curbless shared space takes the roadway priority from the vehicle and incorporates more pedestrian use

D

### OPEN STREETS

Streets are public spaces that could be used for more than just a vehicular transportation network. Temporary street closures allows for park programming to continue beyond the park boundaries of Patricia’s Green

E

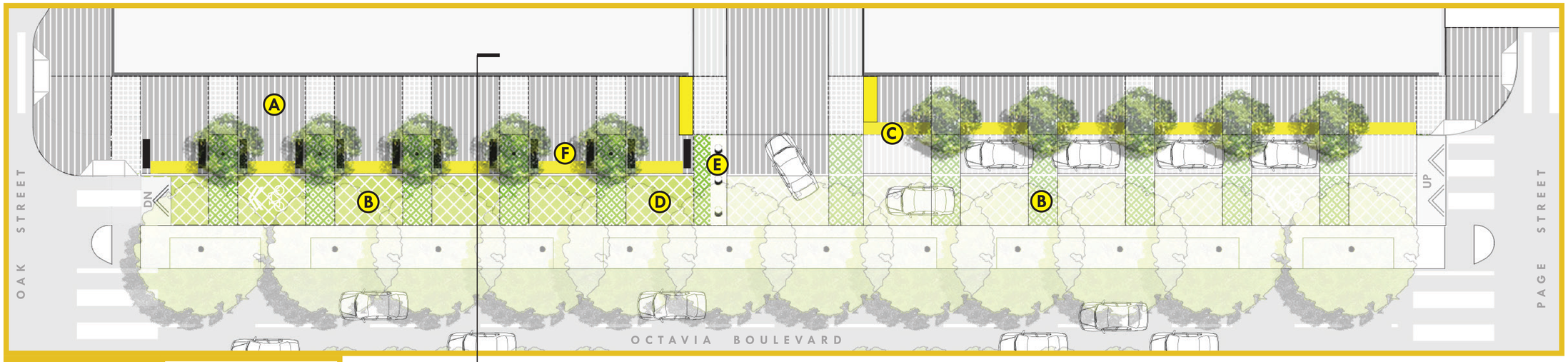
### REMOVABLE BOLLARDS

Street closures along local roadways could be made possible through the implementation of removable bollards or other temporary closure barrier elements

F

### EXTEND THE PARK

The new boulevard proposal area would expand upon the success of Patricia’s Green by bringing more pedestrian space and successful park elements into the neighborhood.

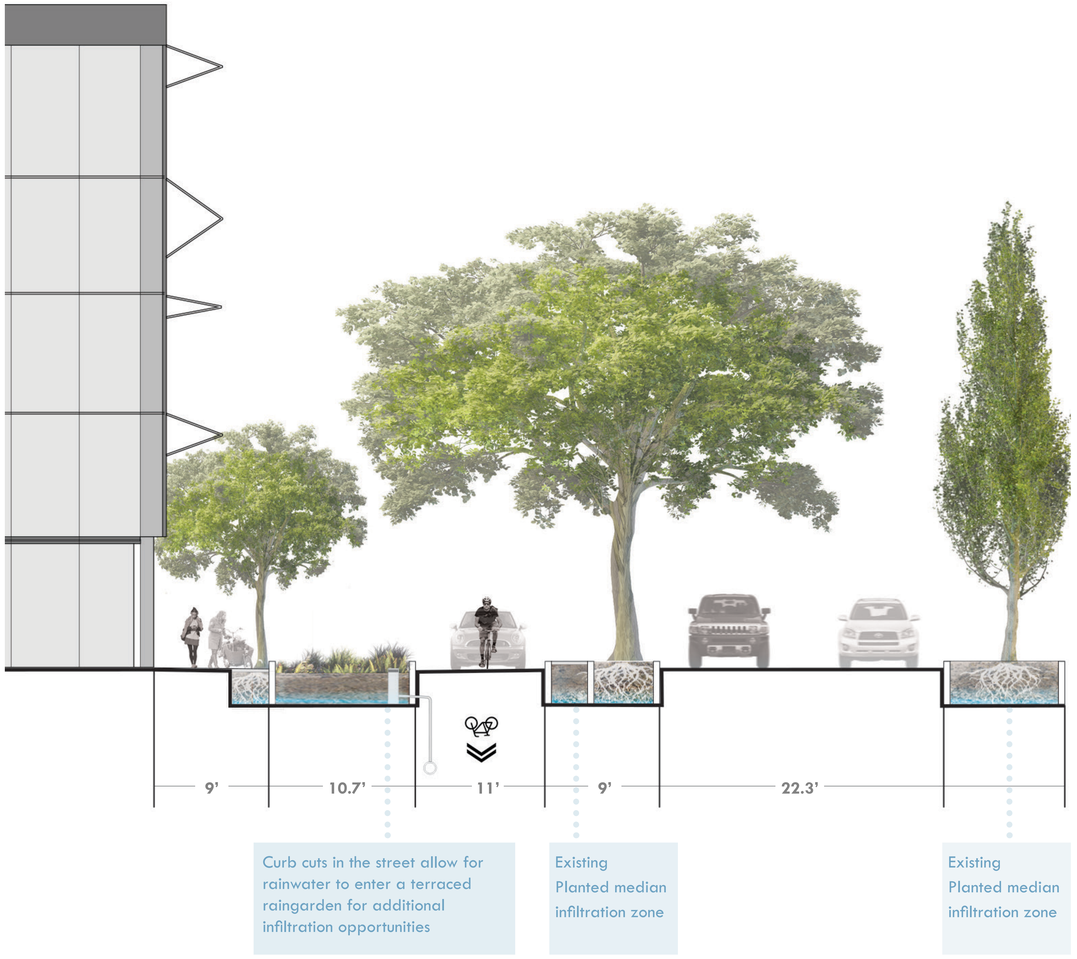



**Concept Plan** **Shared Space**

# LINEAR GREEN

SFMTA Municipal Transportation Agency

SAN FRANCISCO PUBLIC WORKS




## DESIGN NARRATIVE

The Linear Green concept utilizes bulbouts along the Octavia local road to create a series of raingardens and bioswales which act as planted buffers from vehicular traffic. The street profile design pushes water to the east curbline and curb cutouts along this stretch allow water to enter the planted areas from the roadway. Through this process we are able embrace natural systems that will transform rainwater runoff into infiltration opportunities that reduce demand on existing storm sewer infrastructure while simultaneously creating a more local feel to the Octavia Boulevard streetscape.

A

### RAIN GARDEN

A linear raingarden would extend the green space from the park down Octavia Boulevard and into the neighborhood

B

### CURB CUTS

Stormwater from the street flows along curblines and before entering raingardens via curb cutouts

C

### INFILTRATION

Curb openings divert street runoff into raingarden trench for stormwater infiltration

D

### PERMEABLE PARKING STRIP

Permeable pavers located along the parking strip allow for stormwater infiltration

E

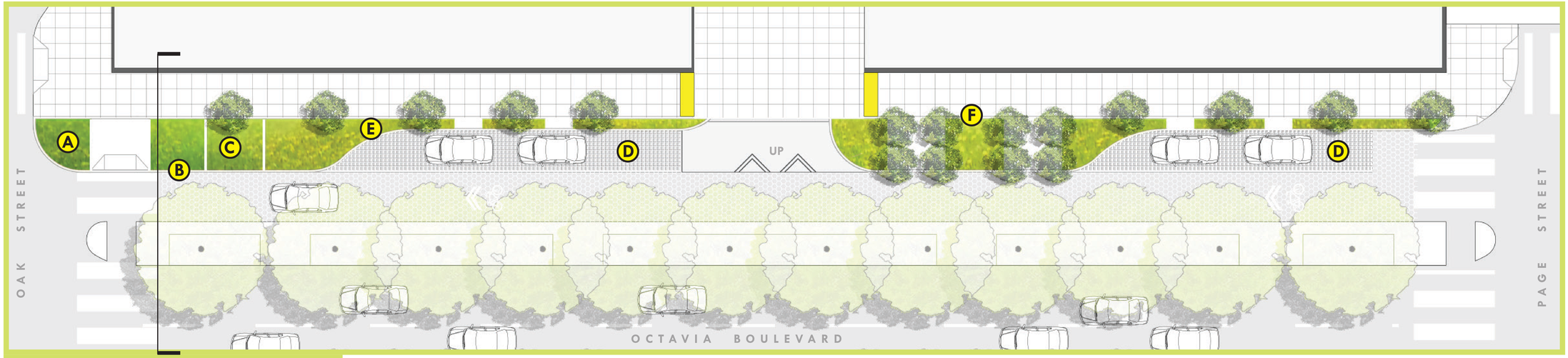
### PLANTED BUFFER ZONE

The raingarden planting doubles as a green buffer zone between pedestrian activitiy on the sidewalk and vehicular traffic flows on the roadway

F

### INTEGRATED SEATING

Raingarden border presents an opportunity for informal seating and a social space for pedestrians




**Concept Plan** Linear Green

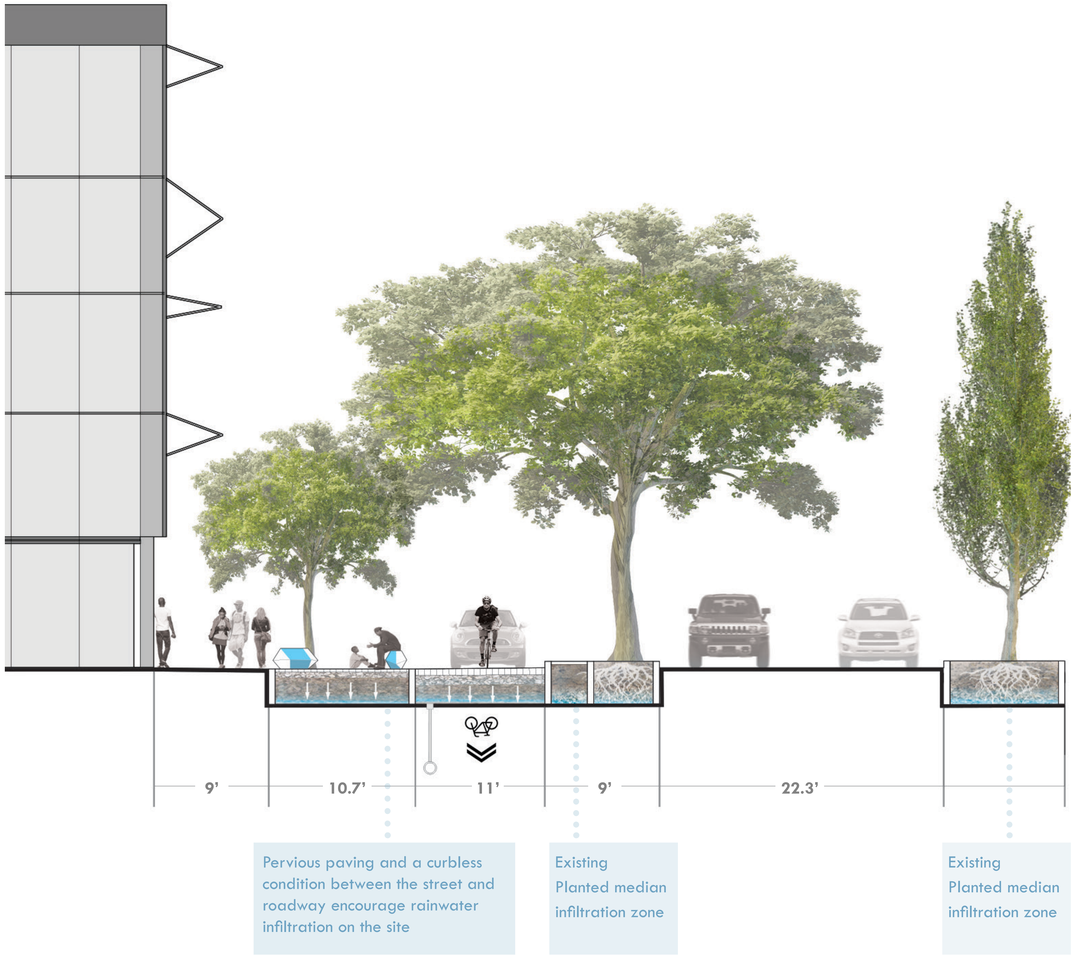
0 20 40 80

N

# PERFORMATIVE PROTOTYPE

SFMTA Municipal Transportation Agency

SAN FRANCISCO PUBLIC WORKS




## DESIGN NARRATIVE

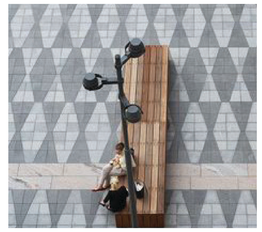
The Performative Prototype concept takes a non-traditional approach to the theme of "extending the park." Some of the most successful elements of the park are the social elements, seating elements, and temporary art installation elements. This scheme expands upon the success of the Proxy site adjacent to Patricia's Green by introducing playful seating and opportunities for temporary urban prototyping and urban play along an elevated plaza space that is flush with the streetscape. Imagine urban play elements such as ping pong tables or kinetic paving activating this space above an underground cistern for rainwater storage. This new social space would enhance the public realm and extend park-like elements down Octavia Boulevard.

A

### CURBLESS

Raising the driving surface near activated alleyways allows for a shared space

B



### PERMEABLE PAVING

Decorative permeable paving would demarcate the zone where water infiltrates into an underground cistern

C

### PERMEABLE ROADWAY

A permeable road profile would reduce the demands on existing storm sewer infrastructure and allow water to infiltrate

D

### URBAN PROTOTYPING

Temporary installations provide an opportunity to activate the expanded social realm

E

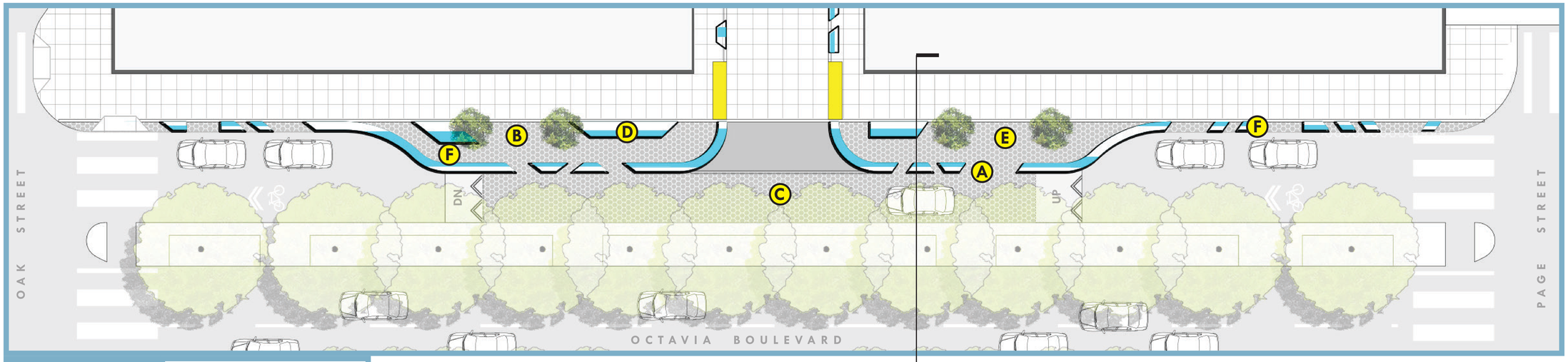
### ART NOT BOLLARDS

Sculptural elements double as informal seating and take the place of traditional bollards where the pedestrian sidewalk and roadway are at the same level

F

### PLAYFUL SEATING

Contemporary design and informal seating elements [in lieu of bollards] expand the pedestrian realm into a social space that extends down the alley.




**Concept Plan** **Performative Prototype**