

Attachment B - Exempt Projects - PM2.5 Project Level Conformity

County	TIP ID	Sponsor	Project Name	Project Description	Expanded Project Description	Federally Funded?	Federal Action after 12/14/2010?	Project Exempt Under 40 CFR 93.126?	Project Type Under 40 CFR 93.126	Project Exempt Under 40 CFR 93.127?	Project Type Under 40 CFR 93.127	Project Exempt Under 40 CFR 93.128?	Project Type Under 40 CFR 93.128	Project meet definition Under 40 CFR 93.123(b)(1)?	Project Type Under 40 CFR 93.123(b)(1)
San Francisco*	SF-090037	San Francisco Municipal Trans. Agency (SFMTA)	Phelan Loop Pedestrian and Street Beautification	In San Francisco: Phelan Loop at the intersections of Ocean Avenue, Geneva Avenue and Phelan Avenue. Pedestrian and Street Beautification; Construct new sidewalks, accessible curb ramps, textured crosswalks and landscape. Relocate existing bus terminal	Construction of new sidewalks, accessible curb ramps, textured crosswalks and landscaping bordering and adjacent to the Phelan Loop at the intersections of Ocean Avenue, Geneva Avenue and Phelan Avenue. Relocate existing bus terminal to create and develop public plaza.	Yes	Yes	Yes	Air Quality - Bicycle and pedestrian facilities	No	None Applies	No	None Applies	No	None Applies
San Francisco**	SF-050042	SF DPW	Citywide: San Francisco Street Improvements	San Francisco: Citywide; Implement street improvement Program, including greening, streetscape and sidewalk reconstruction.	Project elements include: landscaping and street trees, center median improvements, pedestrian lighting, sidewalk reconstruction, and roadway work in key locations throughout the City. HPP Earmark #2433.	Yes	Yes	Yes	Other - Plantings, landscaping, etc.	No	None Applies	No	None Applies	No	None Applies
Napa	NAP110009	Napa County	Napa County: Silverado Trail Paving Phase F	County of Napa: On Silverado Trail from Zinfandel Ln to Skellenger Ln (Phase F): County Local Roads Paving	Asphalt Concrete overlay of existing County-maintained roads on the Federal-aid system.	Yes	Yes	Yes	Safety - Pavement resurfacing or rehabilitation	No	None Applies	No	None Applies	No	None Applies
Napa	NAP110019	Napa County	Napa County Road Rehab. Various Streets	County of Napa: On Old Sonoma Road (Napa City Limit to SR 12/121), South Kelly Road (SR 12 to Devlin Road) and Oak Knoll Avenue (SR 29 to Silverado Trail), rehabilitate roadway.	County of Napa: Asphalt concrete overlay of three roads on federal-aid system.	Yes	Yes	Yes	Safety - Pavement resurfacing or rehabilitation	No	None Applies	No	None Applies	No	None Applies
Alameda	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path	In Albany: On Marin Ave./Buchanan St. between San Pablo Ave. and Buchanan bridge overcrossing. Construct a bike/Ped path, install a bike/ped signal, and related improvements at several locations within the project limits.	This project entails construction of phase I and phase II of the Buchanan Bicycle and Pedestrian Path that extends from the Marin/San Pablo intersection to the Buchanan Bridge overcrossing. A bike/ped signal head will be installed at the existing signal at San Pablo/Marin to provide for a safe crossing for bikes and pedestrians. A 15-foot Multi-use path will be built along the south side of Marin Ave. adjacent to the University of California property (Gill tract). It would have 2-foot shoulders at each side with a 4-foot landscaped area between the northern shoulder and the face of curb. The path continues along Ocean View Elementary school and Ocean View park and along the United States Department of Agriculture (USDA) to the intersection with Pierce St. A Class II facility will be installed along the north side of Marin/Buchanan in the westbound direction from the Marin/San Pablo intersection to the Buchanan Bridge overcrossing. A new traffic signal will be installed for cyclist and pedestrian crossing at the Buchanan/Pierce St. intersection. This project is Albany's high-priority in Alameda Countwide Bicycle Plan (Corridor C, Project 59, Segment A).	Yes	Yes	Yes	Air Quality - Bicycle and pedestrian facilities	No	None Applies	No	None Applies	No	None Applies

* As requested by the Task Force in January, the project sponsor has provided more information on this project in the attached memo.

** Project sponsor has submitted a project assessment form to provide more information on this project.

Phelan Loop development project – briefing

1. The proposed project

- Relocate the existing bus turn around at the Phelan Loop for the 8X, 9X, 8BX (diesel bus) and the 49 Mission- Van Ness line (trolley coach) so to go in a counter clockwise direction, behind the firehouse and exit onto Phelan Ave. Make necessary improvements/ modifications at fire house#15, build new operator rest rooms.
- The new loop would accommodate the **same level of service currently** serviced by the existing loop- but no more. A capacity of 6 articulated vehicles at peak with a combined headway of 4 minutes
- The new loop would include boarding islands, wide sidewalks, and a bus shelter.
- Relinquish jurisdiction over much of the existing Phelan loop property to allow for construction of an affordable housing/ retail development on the west part of the area, and public open space between the new bus loop and the mixed-use development. MTA would be retaining jurisdiction only over the land needed for the new bus loop, and lease the public plaza to City College for maintenance l.

2. Project History and background

- The area in question has been used as a bus turnaround operated by MUNI since 1980, prior to that it was a turn around for K-Line PCCs.
- Community desire to move or reconfigure the loop..
- The Better Neighborhoods Planning process and the EIR for the Balboa Park Station area concretizes this plan
- Phelan loop project is integral to a plan to revitalize the area.

3. MUNI Operations

- The proposed new loop would replicate the existing loop as much as possible given the site constraints. There would be space to terminate and layover up to six busses at a time, and a space to store one bad order bus without impacting loop operation. There would be one pick-up space for each line, and a by-pass lane to deal with congestion that will occur, particularly at peak periods. There would be a protected right turn exit for the buses onto northbound Phelan Ave. However the turns are tighter, and the flow of vehicles not as smooth as at the existing facility.
- Cone test – conducted test of operations with this footprint marked by cones to determine operational feasibility. Test basically successful but generated minor modifications in design.
- **Operationally this is not an improvement over the existing loop, but neither is it a measurable downgrade.**
- We do not expect trip time to increase or decrease based on the new configuration.

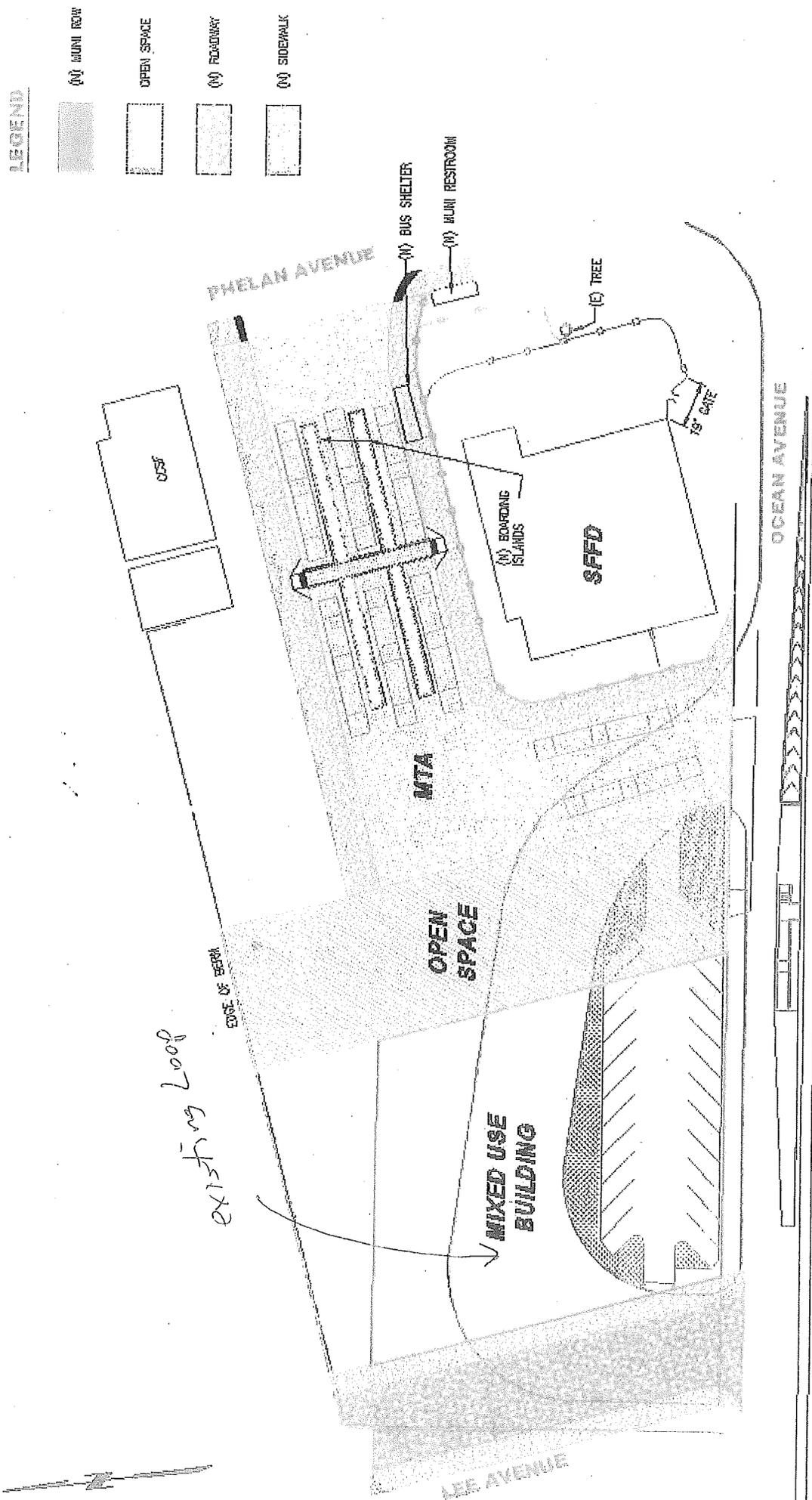
4. Public Open space

- The creation of public open space (200', x 65') is an integral part of the plan for this area as depicted in the draft Balboa Park Station Area EIR and is a strong expectation of the community.
- A concept for the open space was developed in the CER that is mostly hard scape.
- CCSF has agreed to maintain the open space.

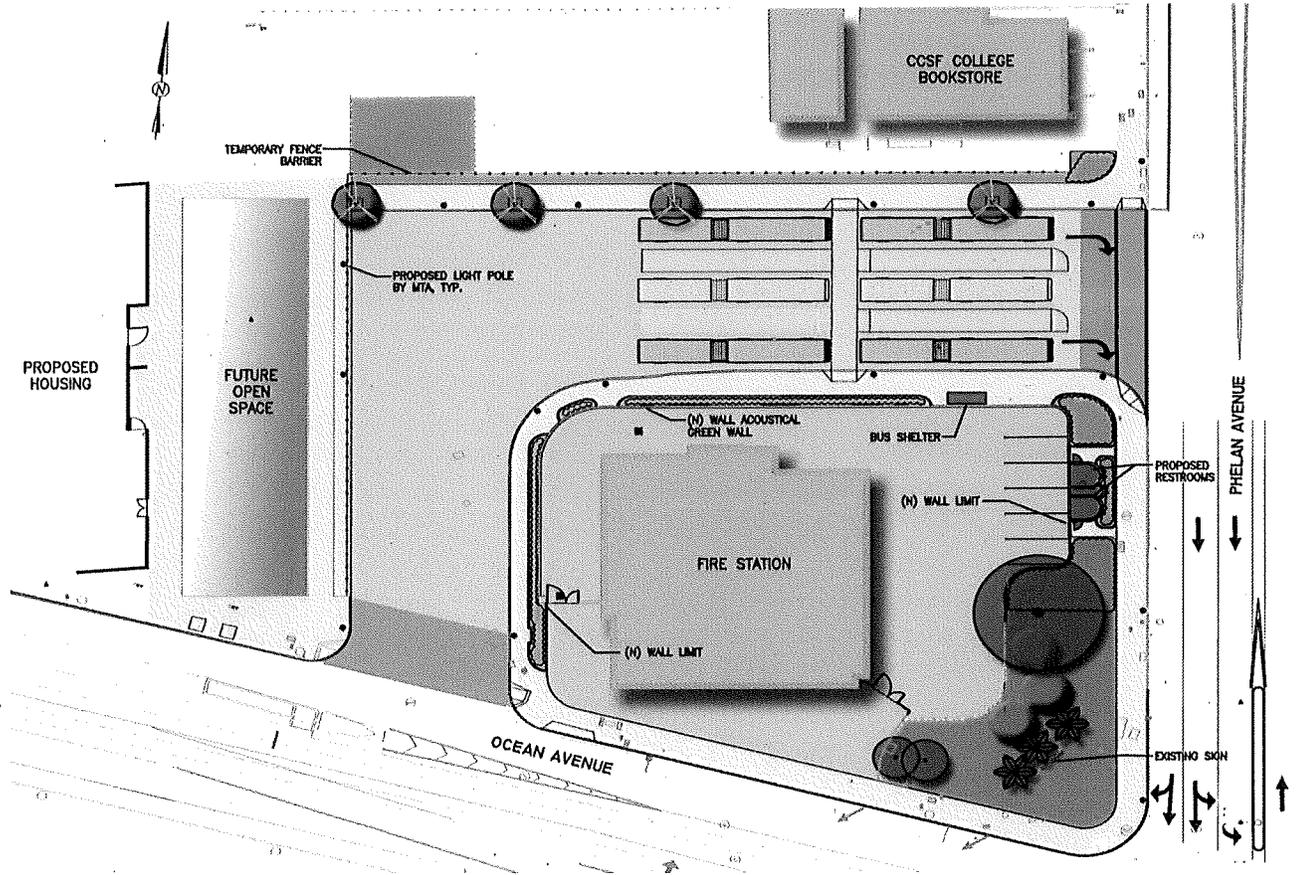
5. Land transfers

- This project involves a series of complex land transfers. Most do not involve an exchange of funds.
- MTA will end up with a smaller footprint to maintain than we do now..

Final Configuration



New Site Plan



Application of Criteria for a Project of Air Quality Concern

Project Title: Cesar Chavez Streetscape Improvements

(SF-050042 Citywide San Francisco Streetscape Improvements)

Project Summary for Air Quality Conformity Task Force Meeting: 2/23/2012

Description

- TIP Project SF-050042 includes two completed streetscape projects (Polk and Valencia Streets) and two projects soon to start construction. One of these, Balboa Street, consists of streetscape improvements such as sidewalk bulbouts, curb ramps, street light upgrades; planters, plants, trees, and drainage. Parking and traffic layout will be revised to accommodate diagonal parking on south side of street, but no traffic lanes will be added or removed. Balboa Street does not have significant diesel traffic.
- The other project soon to start construction, Cesar Chavez Streetscape Improvements, includes removal of traffic lanes. The following form pertains to Cesar Chavez only, and not Balboa Street (or the completed streetscape projects).
- Cesar Chavez Streetscape Improvements: One lane of traffic in each direction will be removed to allow for the installation of Class II bicycle facilities; a widened and planted center median will be constructed; left-turn vehicle pockets will be installed at intersections where left-turn movements are permitted; corner bulbouts with integrated stormwater planters will be added; street trees will be planted in the median and along the sidewalks; the parking lane will be recast in permeable concrete; overhead street lights will be replaced with LED lights; and pedestrian lighting will be added along the sidewalks.

Background

- The Cesar Chavez project was included in the San Francisco Bicycle Plan EIR, certified by the San Francisco Planning Department in June 2009 and affirmed by the San Francisco Board of Supervisors in August 2009. The San Francisco Superior Court ruled in August 2010 that San Francisco had complied with CEQA in implementing its bicycle plan.
- A Traffic Impact Analysis for the EIR was completed by Wilbur Smith Associates in June 2008.
- In October 2010, the San Francisco Planning Department issued an addendum to the San Francisco Bicycle Plan EIR for the modified Cesar Chavez Streetscape Improvements project. The addendum includes LOS analysis for the modified design. It finds that the conclusions of the 2009 EIR remain valid and meet CEQA requirements.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1))

- (i) New or expanded highway projects with significant number/increase in diesel vehicles?*
 - Not a new or expanded highway project; no change in traffic volume or truck percentages
- (ii) Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?*
 - Diesel vehicles represent only 1% of intersection traffic volume
 - No project changes to land use that would affect diesel traffic percentage
 - Intersection performance worsens in the near-term under project conditions.
 - By 2025, performance worsens under both build and no-build scenarios.
- (iii) New bus and rail terminals and transfer points?—Not Applicable*
- (iv) Expanded bus and rail terminals and transfer points?—Not Applicable*
- (v) Affects areas identified in PM₁₀ or PM_{2.5} implementation plan as site of violation?*
 - No state implementation plan for PM_{2.5} (due by December 2012)

Project Assessment Form for PM_{2.5} Interagency Consultation

RTIP ID# (required) 230585				
TIP ID# (required) SF-050042				
Air Quality Conformity Task Force Consideration Date 2/23/2012				
Project Description (clearly describe project) Citywide San Francisco Streetscape Improvements include: landscaping and street trees, center median improvements, pedestrian lighting, sidewalk reconstruction, and roadway work. This TIP project includes four locations: Polk Street (completed), Valencia Street (completed), Cesar Chavez Street (construction to start May 2012), and Balboa Street (construction to start November 2012). The information in this form pertains to Cesar Chavez Street only, as the Balboa project does not affect traffic flow. Cesar Chavez Street improvements: One lane of traffic in each direction will be removed to allow for the installation of Class II bicycle facilities; a widened and planted center median will be constructed; left-turn vehicle pockets will be installed at intersections where left-turn movements are permitted; corner bulbouts with integrated stormwater planters will be added; street trees will be planted in the median and along the sidewalks; the parking lane will be recast in permeable concrete; overhead street lights will be replaced with LED lights; and pedestrian lighting will be added along the sidewalks.				
Type of Project: Roadway realignment <i>Pick one project type:</i> New State highway, Change to existing State highway, New regionally significant street, Change to existing regionally significant street, New interchange, Reconfigure existing interchange, Intersection Channelization, Intersection signalization, Roadway realignment, Bus, rail or intermodal facility/terminal/transfer point, Truck weight/inspection station				
County San Francisco	Narrative Location/Route & Postmiles Cesar Chavez St from Hampshire to Guerrero Caltrans Projects – EA# 04-925632L			
Lead Agency: San Francisco Planning Department				
Contact Person Andres Power	Phone# 415-558-6384	Fax# 415-558-6409	Email andres.power@sfgov.org	
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
<input type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input checked="" type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	6/07	6/10		5/12
End	6/11	1/12		5/13
Project Purpose and Need (Summary): (please be brief) The San Francisco Street Improvements Program will maintain San Francisco's arterials by achieving maximum efficiency of regional commerce, encouraging local business, preventing threats to public safety resulting from dangerous sidewalk and roadway conditions, and promoting alternate transportation modes through bike lane improvements and other systems. This Program will mitigate problems common to transportation corridors such as excessive pollution and visual blight through enhancements that improve air quality, reduce storm water runoff and noise levels, increase property values and beautify neighborhoods.				

PM_{2.5} Project Assessment Form for Interagency Consultation

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Cesar Chavez Street between Guerrero and Hampshire Streets is a major arterial with mostly residential use.

Brief summary of assumptions and methodology used for conducting analysis *(please keep this concise – specifics may include date of when traffic counts were conducted, studies where truck percentages were derived)*

The Cesar Chavez project was included in the EIR for the San Francisco Bicycle Plan. A traffic impact analysis was conducted in 2008 by Wilbur Smith Associates. This analysis was updated in 2010 by the SF Planning Department to reflect design modifications; traffic impacts did not change significantly.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Existing LOS at four intersections, p.m. peak: CC/Guerrero (D); CC/Mission (D); CC/South Van Ness (C); CC/Bryant (D).

Build LOS p.m. peak: CC/Guerrero (F); CC/Mission (E); CC/South Van Ness (F); CC/Bryant (E).

2004 Diesel vehicles/day = 293. Non-diesel vehicles/day = 26,937. Total vehicles/day = 27,230. Diesel = 1%.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2025 No Build LOS p.m. peak: CC/Guerrero (F); CC/Mission (E); CC/South Van Ness (F); CC/Bryant (F).

2025 Build LOS p.m. peak: CC/Guerrero (F); CC/Mission (F); CC/South Van Ness (F); CC/Bryant (F).

2025 Diesel vehicles/day = 426. Non-diesel vehicles/day = 36,054. Total vehicles/day = 36,480. Diesel = 1%.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above for intersection info.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

See above for intersection info.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Not applicable.

Project Assessment Form for PM_{2.5} Interagency Consultation

Comments/Explanation/Details *(please be brief)*

The Cesar Chavez Streetscape conceptual plan may be found at
<http://www.sfdpw.org/Modules/ShowDocument.aspx?documentID=1841>.

The EIR for the San Francisco Bicycle Plan, which includes Cesar Chavez Street, is at
<http://www.sf-planning.org/index.aspx?page=1828>. See listing under Case #2007.0347E.

From San Francisco Bicycle Plan EIR, Appendix C MSAT Model Output

Calculation of total project emissions

Traffic Activity

Diesel volume (veh per day) Non-Diesel volume (veh per day) Diesel VMT (daily miles) Non-Diesel VMT (daily miles)

Current Scenario: 2004
San Francisco Bicycle Plan Mission/Chavez

		Diesel volume (veh per day)	Non-Diesel volume (veh per day)	Diesel VMT (daily miles)	Non-Diesel VMT (daily miles)
	Peak	176	16162	18	1616
	Off-peak	117	10775	12	1077

Emissions

Diesel PM (grams/day) Benzene (grams/day) 1,3-Butadiene (grams/day) Acetaldehyde (grams/day) Acrolein (grams/day) Formaldehyde (grams/day)

11	30	5	6	1	20
4	8	2	2	0	6

From San Francisco Bicycle Plan EIR, Appendix C MSAT Model Output

Calculation of total project emissions

Traffic Activity

Diesel volume (veh per day) Non-Diesel volume (veh per day) Diesel VMT (daily miles) Non-Diesel VMT (daily miles)

Current Scenario: **2025**
 San Francisco Bicycle Plan Mission/Chavez Cumulative BP

		Diesel volume (veh per day)	Non-Diesel volume (veh per day)	Diesel VMT (daily miles)	Non-Diesel VMT (daily miles)
Peak		256	21632	26	2163
Off-peak		170	14422	17	1442

Emissions

Diesel PM (grams/day) Benzene (grams/day) 1,3-Butadiene (grams/day) Acetaldehyde (grams/day) Acrolein (grams/day) Formaldehyde (grams/day)

11	18	2	3	1	11
3	3	0	1	0	2

From San Francisco Bicycle Plan EIR, Appendix C MSAT Model Output

Calculation of total project emissions

Traffic Activity

Diesel volume **Non-Diesel volume** **Diesel VMT** **Non-Diesel VMT**
 (veh per day) (veh per day) (daily miles) (daily miles)

Current Scenario: **2025**

San Francisco Bicycle Plan Mission/Chavez Cumulative

		Diesel volume (veh per day)	Non-Diesel volume (veh per day)	Diesel VMT (daily miles)	Non-Diesel VMT (daily miles)
	Peak	256	21632	26	2163
	Off-peak	170	14422	17	1442

Emissions

Diesel PM **Benzene** **1,3-Butadiene** **Acetaldehyde** **Acrolein** **Formaldehyde**
 (grams/day) (grams/day) (grams/day) (grams/day) (grams/day) (grams/day)

8	11	2	2	0	8
3	3	0	1	0	2

From San Francisco Bicycle Plan EIR, Appendix C MSAT Model Output

SF Bike Plan		Existing PM				Cumulative PM				Cumulative+Project PM			
Volumes for TNM Input		Total	Auto	MT	HT	Total	Auto	MT	HT	Total	Auto	MT	HT
Residential on Broadway E of Van Ness	EB	944	916	28	0	1084	1051	33	0	1084	1051	33	0
	WB	1109	1076	33	0	1133	1099	34	0	1133	1099	34	0
			1991	62	0	1.1	2150	67	0	1.1	2150	67	0
Residential on 4th N of Harrison	NB	0	0	0	0	0	0	0	0	0	0	0	0
	SB	1768	1680	88	0	2051	1948	103	0	2051	1948	103	0
			1680	88	0	1.2	1948	103	0	1.2	1948	103	0
Residential on Masonic N of Fell	NB	958	948	10	0	1090	1079	11	0	1090	1079	11	0
	SB	1690	1673	17	0	1793	1775	18	0	1793	1775	18	0
			2622	26	0	1.1	2854	29	0	1.1	2854	29	0
Residential on Illinois S of Mariposa	NB	187	183	2	2	560	549	6	5	560	549	6	5
	SB	98	96	1	1	330	323	3	3	330	323	3	3
			279	3	3	3.1	872	9	9	3.1	872	9	9
Residential on Chavez E of Mission	EB	914	841	46	27	1367	1258	68	41	1367	1258	68	41
	WB	1809	1664	90	54	2281	2099	114	68	2281	2099	114	68
			2505	136	82	1.3	3356	182	109	1.3	3356	182	109
Residential on Portola W of Oshaugnessy	EB	1386	1344	28	14	1457	1413	29	15	1457	1413	29	15
	WB	1663	1613	33	17	1804	1750	36	18	1804	1750	36	18
			2958	61	30	1.1	3163	65	33	1.1	3163	65	33
Residential on 7th S of Krikham	NB	646	646	0	0	1107	1107	0	0	1107	1107	0	0
	SB	1055	1055	0	0	1273	1273	0	0	1273	1273	0	0
			1701	0	0	1.4	2380	0	0	1.4	2380	0	0

2025 Cumulative-plus-Project, for these locations and is provided in **Tables 1 and 2**. The analysis from the Bicycle Plan FEIR and the new analysis presented in this Addendum combined, present existing and cumulative conditions for all signalized intersections along the proposed project corridor. The combined analyses are presented in order to demonstrate that the modified project would not result in significant traffic impacts that were not previously identified in the Bicycle Plan FEIR. This Addendum does not include an analysis of intersection LOS at Dolores/Cesar Chavez Streets or Dolores/26th Streets because the modified project does not entail any physical changes to the existing lane configurations at those intersections.

TABLE 1
SIGNALIZED INTERSECTION LEVEL OF SERVICE AND AVERAGE DELAY
EXISTING-PLUS-(MODIFIED) PROJECT CONDITIONS (WEEKDAY PM PEAK HOUR)

Intersection	Existing		Project Option 1		Project Option 2		Modified Project	
	Average Delay ^a	LOS ^b	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
1. Bryant St/ Cesar Chavez St ^c	51.4	D	>80	F	66.4	E	66.4	E
2. Alabama St/ Cesar Chavez St ^c	10.6	B	--	--	--	--	11.4	B
3. Harrison St/ Cesar Chavez St ^d	12.0	B	--	--	--	--	12.0	B
4. Folsom St/ Cesar Chavez St ^d	15.4	B	--	--	--	--	16.2	B
5. Shotwell St/ Cesar Chavez St ^c	9.2	A	--	--	--	--	8.2	A
6. South Van Ness Ave/Cesar Chavez St	33.4	C	>80	F	>80	F	>80	F
7. Mission St/ Cesar Chavez St	37.5	D	>80	F	55.7	E	55.7	E
8. Valencia St/ Cesar Chavez St ^c	28.3	C	--	--	--	--	23.6	C
9. Guerrero St/ Cesar Chavez St	52.5	D	>80	F	>80	F	>80	F

Sources: Wilbur Smith Associates, October 2008; San Francisco Planning Department 2009 and 2010.

Notes:

- a. Delay in seconds per vehicle.
- b. Intersections operating at LOS E or LOS F (unacceptable) conditions highlighted in bold.
- c. As described on page 7 of this Addendum, a westbound left-turn pocket at Alabama Street is under consideration. If the turn pocket were constructed, it would reduce traffic making a westbound left-turn at Bryant Street, which would slightly improve operations at that intersection. The addition of a left-turn pocket would slightly degrade operations at the intersection of Alabama Street / Cesar Chavez Street (which is the LOS presented in this table and in Appendix A). With or without the left-turn pocket at Alabama Street, under Existing-plus-Project Conditions, the Alabama Street intersection would operate at LOS B and the Bryant Street intersection would operate at LOS F.
- d. Study intersection not included in the Bicycle Plan EIR.

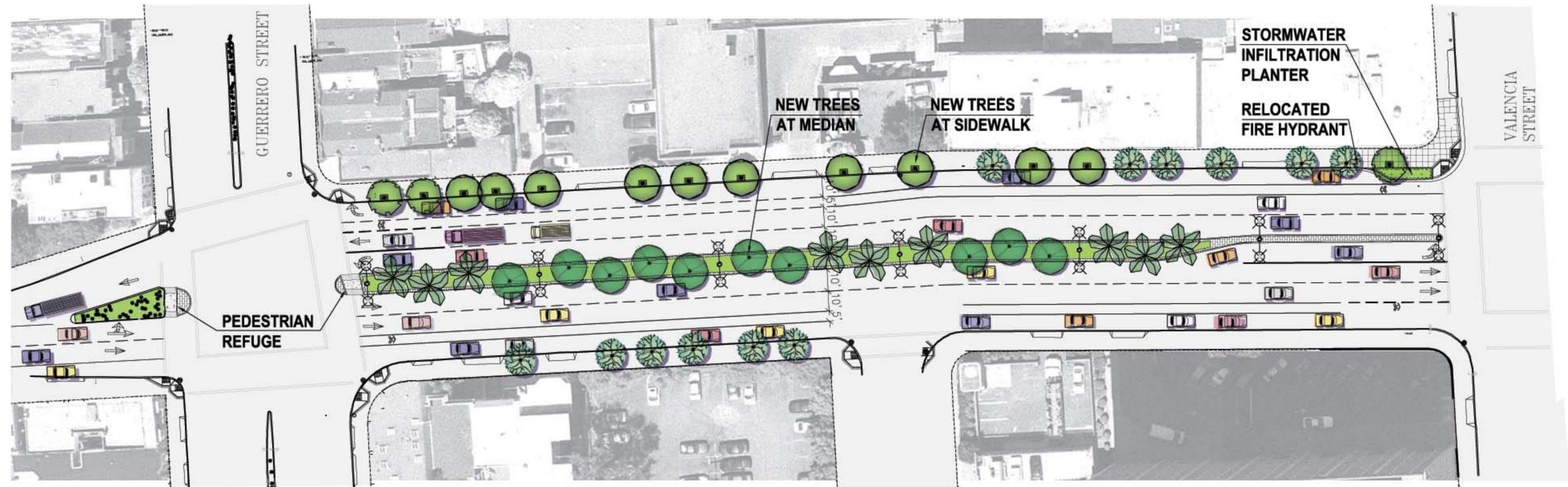
As illustrated in **Table 1**, the LOS associated with the modified project would not substantially differ from the LOS findings reported in the FEIR for Project 5-6, Options 1 or 2. In terms of the Existing-Plus-Project Conditions, testing indicates that the modified project would result in the same weekday PM peak hour LOS results as Option 2 presented in the FEIR. Regarding intersections along the corridor not reported in the FEIR, the Planning Department collected traffic counts in 2010, analyzed LOS at Alabama/Cesar Chavez Streets, Harrison/Cesar Chavez Streets, Folsom/Cesar Chavez Streets, Shotwell/Cesar Chavez Streets, and Valencia and Cesar Chavez Streets and determined that those intersections would operate satisfactorily (e.g., between LOS A and D) under modified project conditions. The data outputs are attached to this report as **Appendix A**.

Similarly for the year 2025 Project-plus-Cumulative conditions, **Table 2** demonstrates that the modified project, in combination with traffic growth assumed to occur through the year 2025, would not contribute considerably to unacceptable operating conditions at project intersections along the Cesar Chavez Street corridor.

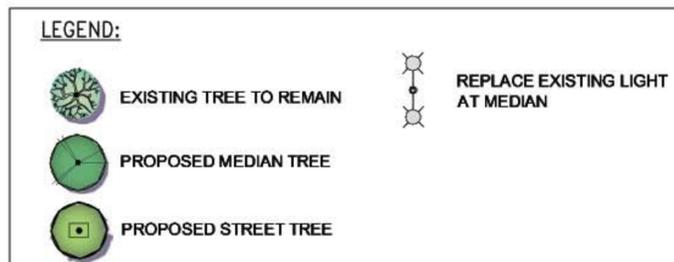
TABLE 2
INTERSECTION LEVEL OF SERVICE AND AVERAGE DELAY – 2025 CUMULATIVE AND 2025 CUMULATIVE PLUS (MODIFIED) PROJECT CONDITIONS, WEEKDAY PM PEAK HOUR

Intersection	Cumulative		Cumulative + Project Option 1		Cumulative + Project Option 2		Cumulative + Modified Project	
	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS	Average Delay	LOS
1. Bryant St/ Cesar Chavez St	>80	F	>80	F	>80	F	>80	F
2. Alabama St/ Cesar Chavez St ^c	23.8	C	--	--	--	--	53.1	D
3. Harrison St/ Cesar Chavez St ^c	23.6	C	--	--	--	--	53.9	D
4. Folsom St/ Cesar Chavez St ^c	60.5	E	--	--	--	--	67.3	E
5. Shotwell St/ Cesar Chavez St ^c	16.2	B	--	--	--	--	38.9	D
6. South Van Ness Ave/Cesar Chavez St	>80	F	>80	F	>80	F	>80	F
7. Mission St/ Cesar Chavez St	64.9	E	>80	F	>80	F	>80	F
8. Valencia St/ Cesar Chavez St ^c	57.2	E	--	--	--	--	58.2	E
9. Guerrero St/ Cesar Chavez St	>80	F	>80	F	>80	F	>80	F

Sources: Wilbur Smith Associates, October 2008; San Francisco Planning Department 2009 and 2010.



GUERRERO STREET TO VALENCIA STREET



SAN FRANCISCO
PLANNING DEPARTMENT



SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

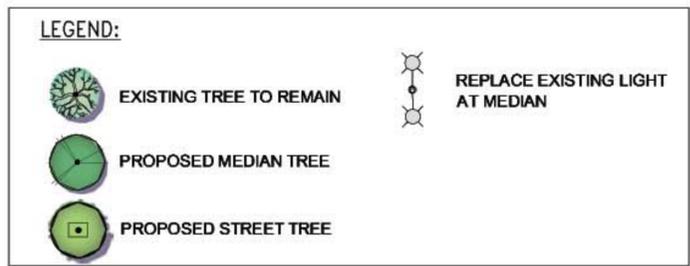
CESAR CHAVEZ STREETScape IMPROVEMENTS - CONCEPTUAL PLAN

SAN FRANCISCO GREAT STREETS PROGRAM

SFDPW Landscape Architecture
MAY 2011



VALENCIA STREET TO MISSION STREET



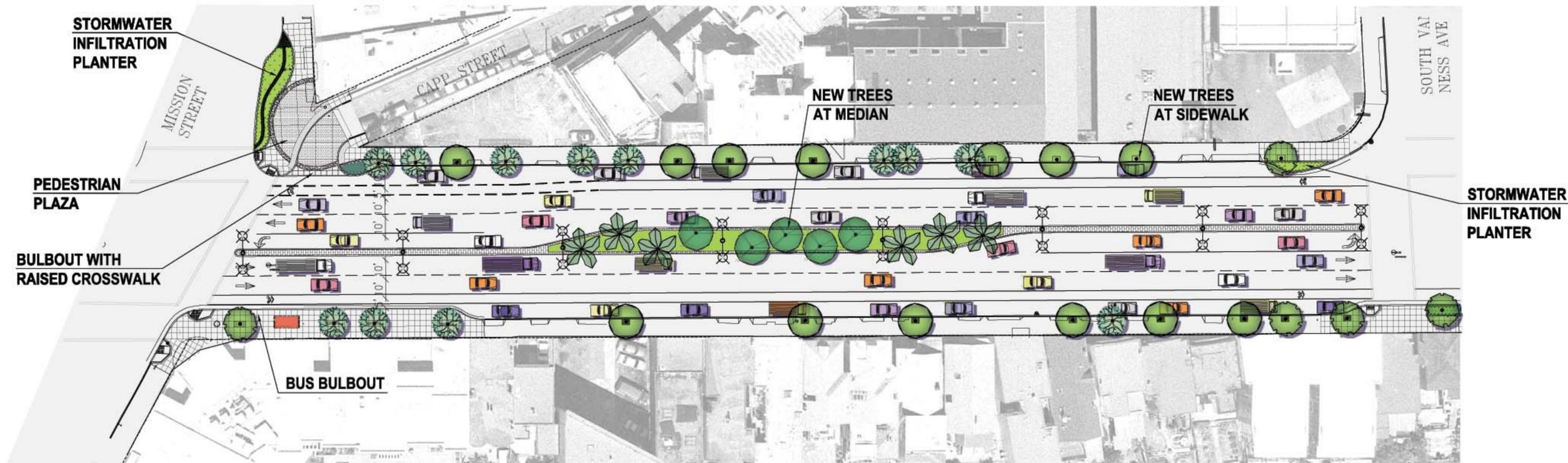
SAN FRANCISCO
PLANNING DEPARTMENT



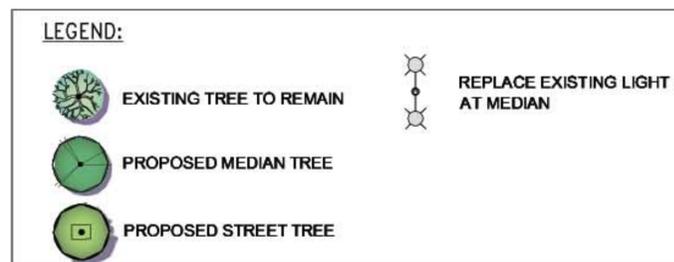
SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

CESAR CHAVEZ STREETScape IMPROVEMENTS - CONCEPTUAL PLAN
SAN FRANCISCO GREAT STREETS PROGRAM

SFPW Landscape Architecture
MAY 2011



MISSION STREET TO SOUTH VAN NESS AVE



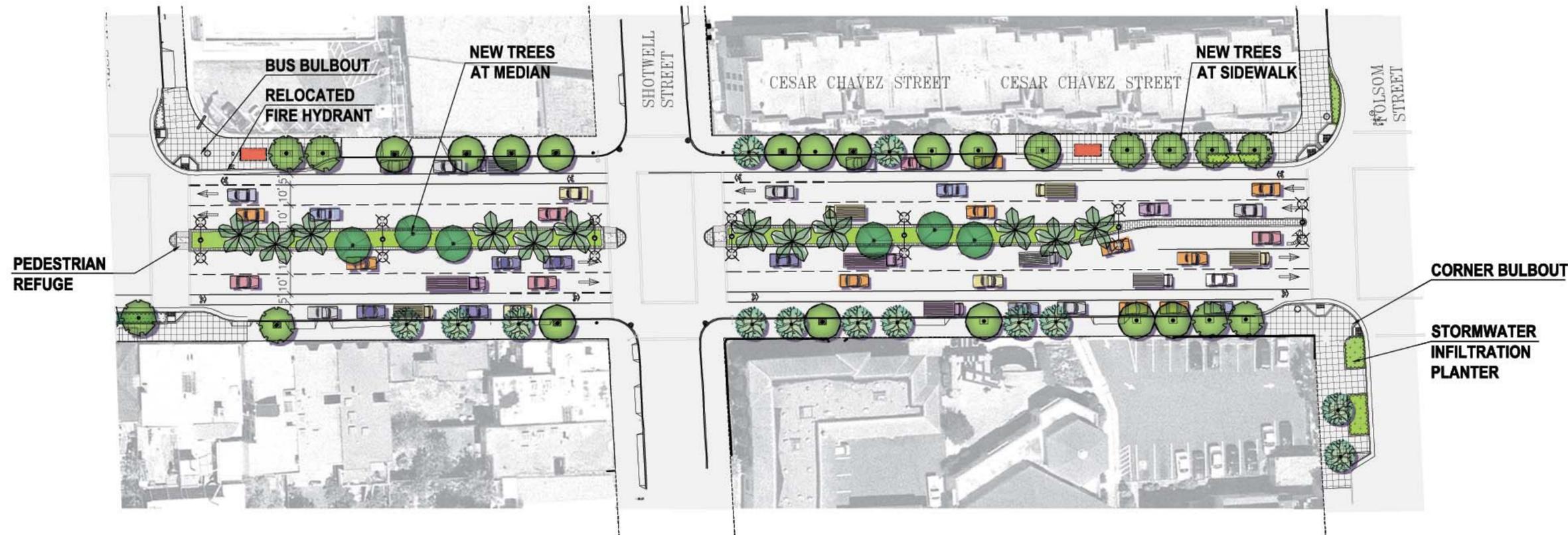
SAN FRANCISCO
PLANNING DEPARTMENT



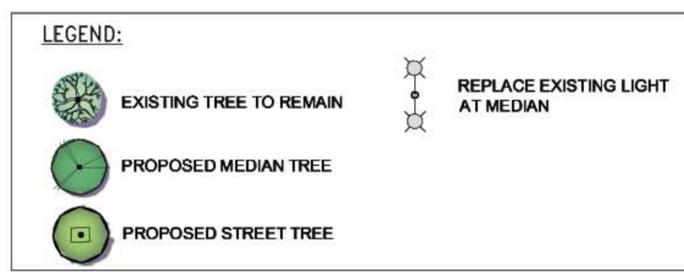
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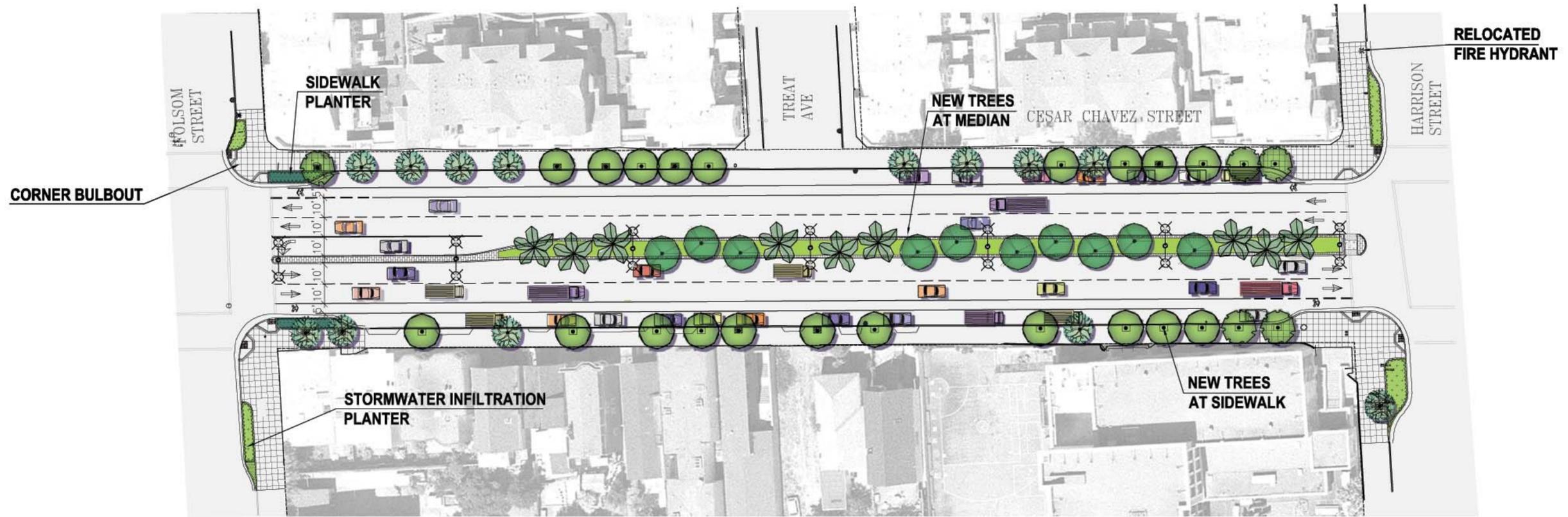


SOUTH VAN NESS AVE TO FOLSOM STREET

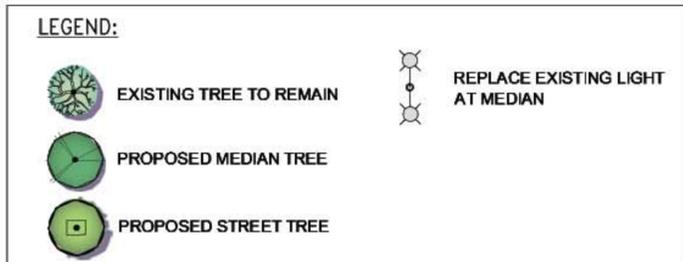


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FOLSOM STREET TO HARRISON STREET



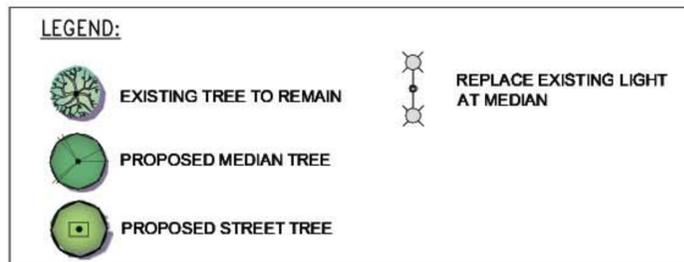
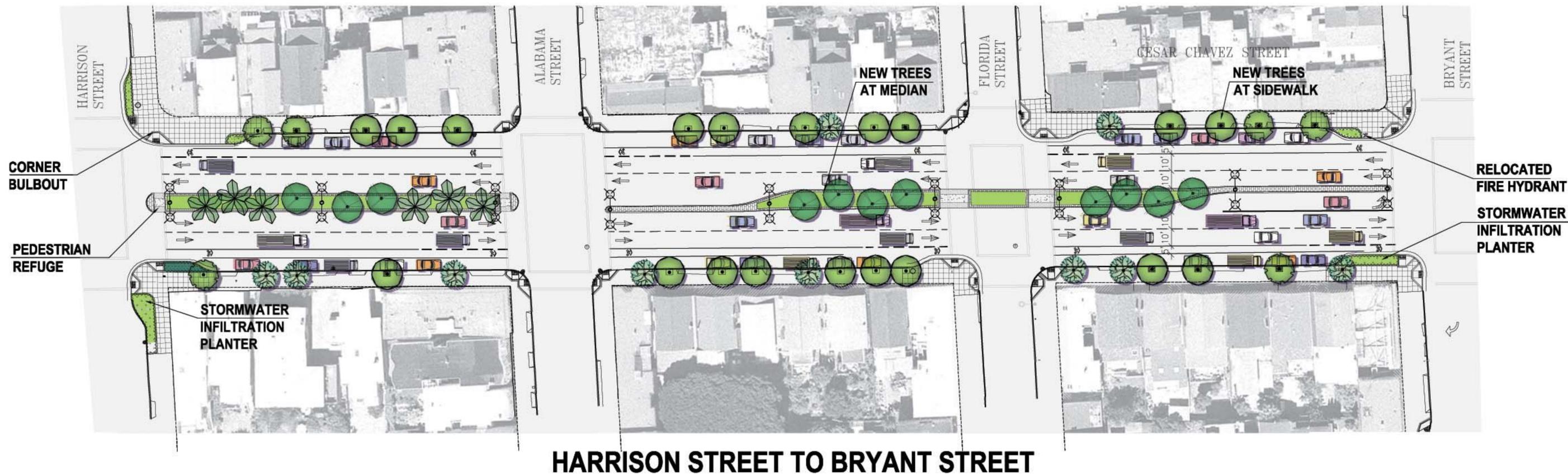
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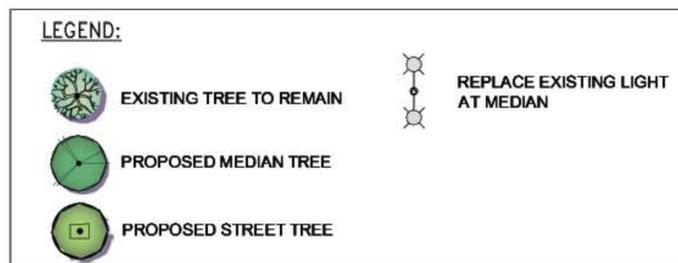
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BRYANT STREET TO HAMPSHIRE STREET



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