

4.1 Land Use

This section describes the land use setting, including existing and planned land uses surrounding the Geary corridor, as well as the potential effects of the project alternatives to land use. An overview of applicable land use policies is also provided.

4.1.1 | Regulatory Setting

4.1.1.1 | SAN FRANCISCO GENERAL PLAN (OCTOBER 2000)

The San Francisco *General Plan* guides city land use and transportation related decision making processes for the City and County of San Francisco (City).¹ The *General Plan* outlines objectives, policies, and guidelines relevant to the Geary corridor within ten elements as well as within a number of area plans.

Goals and policies identified within the Transportation Element encourage initiatives that provide safe and convenient travel within the City that is well-planned and coordinated with existing land uses. The Transportation Element supports multi-modal transit strategies as a top priority to facilitate and prioritize transit vehicle movement and lessen congestion on major roadways. Policy 20.13, in particular, states that “dedicated bus lanes and Bus Rapid Transit lanes should be installed to expedite transit travel times and improve transit reliability.”²

Additionally, Housing Element goals and policies encourage adequate infrastructure and services to accommodate San Francisco’s growing population. Thus, the Housing Element includes policies to ensure new housing is sustainably supported by the City’s public infrastructure systems and transportation infrastructure.³

San Francisco Charter Section 4.105 and Sections 2A.52 and 2A.53 of the San Francisco Administrative Code establish a requirement for General Plan Referrals for certain types of projects. Such projects include any that would modify City-owned structures, or programs that would involve the extension, widening or narrowing of any public way or transportation route. A General Plan Referral is required to evaluate whether such projects would be consistent with the *General Plan*.

4.1.1.2 | SAN FRANCISCO AREA PLANS

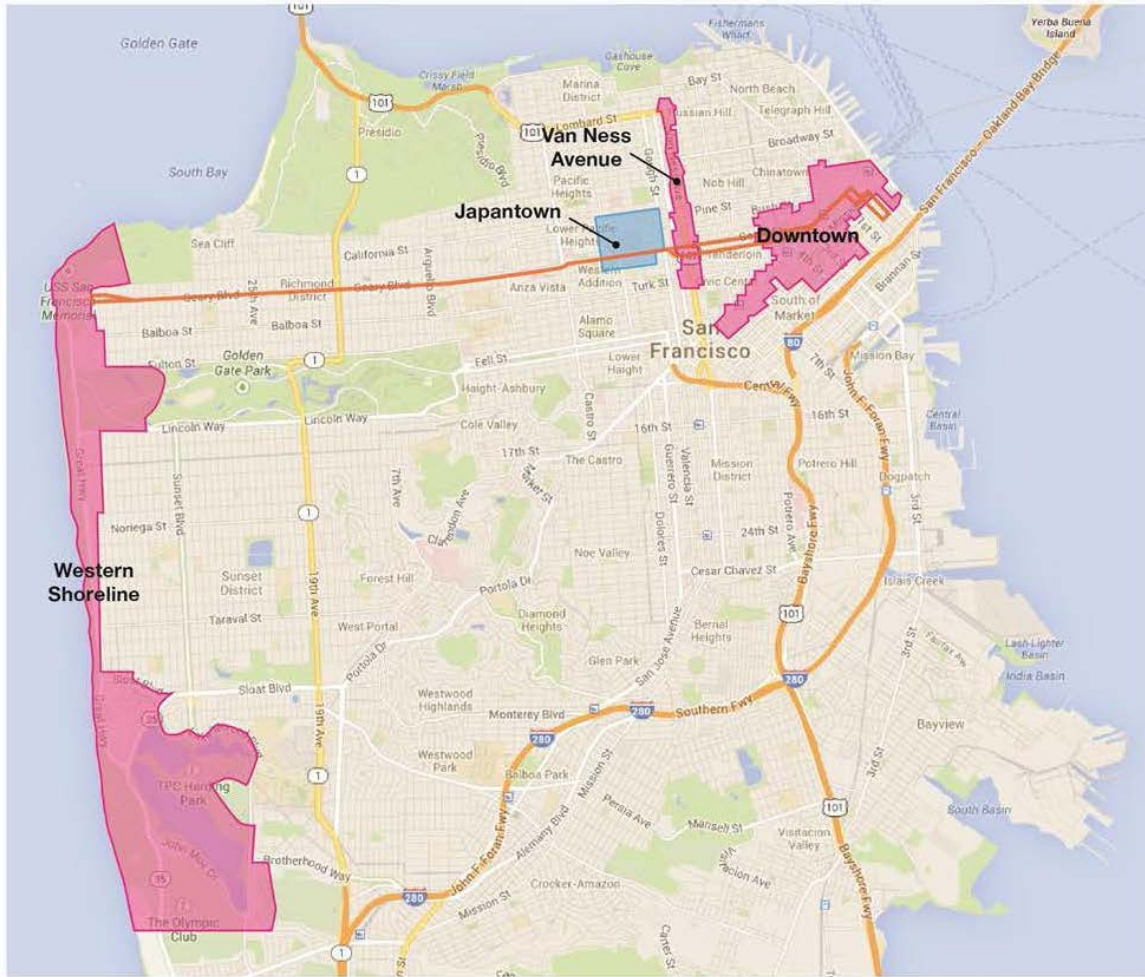
The San Francisco *General Plan* also contains several Area Plans which cover different areas of the City. The Area Plans are consistent with the general overview policies of the *General Plan*, but provide specific, localized policies. Area plans within the Geary corridor are shown in Figure 4.1-1 and described below.

¹ City and County of San Francisco General Plan. 2000.

² City and County of San Francisco General Plan. 2000. Transportation Element, Policies 1.4, 11.1, 11.3, 14.3, 14.4, 20.7, 20.13, 21.1.

³ City and County of San Francisco General Plan. 2000. Housing Element, Policy 12.3.

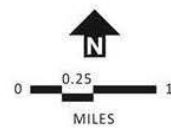
Figure 4.1-1 San Francisco Area Plans within the Geary Corridor



Source: San Francisco Planning Department, 2012

Legend

- Adopted Area Plan within the Geary Corridor
- Japantown Heritage and Economic Sustainability Strategy Area
- Geary Corridor



4.1.1.2.1 VAN NESS AVENUE AREA PLAN (JULY 1995)

The Van Ness Avenue Area Plan applies to Van Ness Avenue, which intersects the Geary corridor. The City adopted the Van Ness Area Plan in 1986 to promote the avenue as one of the City’s most prominent north-south corridors. Van Ness Avenue is lined with high-density mixed-use development, including design features that support a transit-served pedestrian promenade. The plan identifies objectives and policies that support enhanced transit service and pedestrian circulation.⁴

The *Van Ness Avenue Area Plan* is an area plan of the *San Francisco General Plan* and applies to Van Ness Avenue, which intersects the Geary corridor

4.1.1.2.2 DOWNTOWN AREA PLAN (JULY 1995)

The Downtown Area Plan (DAP) is an area plan of the *General Plan* for Downtown San Francisco. The DAP seeks to foster a vital economy while retaining and enhancing existing urban patterns and structures that embody the essence of downtown San Francisco. While the DAP focuses predominantly on economic development, it includes objectives seeking to provide for the efficient movement of people and goods, transit vehicles, and automobiles; to develop transit as the primary mode of travel; and to implement a downtown streetscape plan as a means of enhancing the pedestrian circulation experience.

The *Downtown Area Plan (DAP)* seeks to foster a vital economy while retaining and enhancing existing urban patterns and structures that embody the essence of downtown San Francisco

4.1.1.2.3 WESTERN SHORELINE AREA PLAN (1980)

The Western Shoreline Area Plan applies to the San Francisco Coastal Zone, which extends approximately six miles in length from the Fort Funston cliffs in the south to the Point Lobos recreational area in the north. The plan combines the policies of the Local Coastal Program and other plans with the *General Plan*. Transportation-related objectives and policies seek to improve public transit access to the coast by focusing on improving crosstown public transit connections to the coastal areas.

4.1.1.3 | SAN FRANCISCO TRANSPORTATION PLAN (SFTP) (2013 AND 2017)

The SFTP is the City’s blueprint to guide transportation development and investment over the next 30 years and is consistent with the broader policy framework of the *General Plan*, particularly its transportation element (San Francisco County Transportation Authority, 2013). The SFTP supports community and economic vitality by investing in the County’s multi-modal transportation network. The SFTP also supports enhanced pedestrian safety and access and wise investment the City’s transportation system by maintaining the City’s transportation infrastructure through financially sustainable means. The SFTP identified dedicated bus-only lanes and other transit priority treatments on Geary corridor and acknowledged the potential for the inclusion of a bus rapid transit.

The *San Francisco Transportation Plan* acknowledged the potential for the inclusion of a bus rapid transit or fixed light rail system on Geary

In 2017, SFCTA adopted SFTP 2040, an update to the 2013 SFTP. SFTP 2040 reaffirmed the 2013 plan’s goals, investment plan, and supporting policy recommendations. SFTP 2040 provided an update on existing and future conditions impacting the San Francisco transportation system, revised transportation funding revenue forecasts, updated project costs, and reassessed projects previously identified for funding in the 2013 plan. SFTP 2040 included the Geary BRT project in its Investment Plan.

⁴ Van Ness Area Plan Land Use Element. 1995. Policies 9.1-9.2, 9.5-9.8, 9.10-9.12.

4.1.1.4 | JAPANTOWN CULTURAL HERITAGE AND ECONOMIC SUSTAINABILITY STRATEGY (JCHESS)

The Japantown Cultural Heritage and Economic Sustainability Strategy (JCHESS) focuses City efforts on economic development and cultural preservation in the Japantown neighborhood. The strategy aims to secure the future of Japantown as a thriving commercial and retail district that remains the historical and cultural heart of the City's Japanese and Japanese-American communities. Components of the strategy include identification of Japantown's important social heritage resources, identification of economic and regulatory tools to enhance the area's economic wellbeing, and implementation recommendations to help new buildings and additions to support the community's architectural heritage.⁵

4.1.1.5 | TRANSBAY REDEVELOPMENT PLAN (2005)

The Transbay Redevelopment Plan guides the Transbay Transit Center Project (San Francisco Redevelopment Agency 2005). The Transbay Transit Center project consists of three major elements: replacing the Transbay Terminal at 1st Street and Mission Street; extending Caltrain (and California High-Speed Rail) from 4th Street and King Street into the new Transit Center; and creating a new neighborhood with homes, offices, parks and shops surrounding the new Transit Center.

The Transbay Redevelopment Plan seeks to encourage the use of alternative modes of transportation by future area residents, workers, and visitors and support the new Transbay Transit Center, while still providing local vehicular access. The Redevelopment Plan supports coordinated efforts with other regional transit agencies to enhance the availability of public transportation to and from the Transbay area and promote car sharing, shuttles, carpooling, public transit, car rental services, taxi service and other alternatives to the privately-owned automobile.

4.1.1.6 | TRANSIT CENTER DISTRICT PLAN (2009)

The Transit Center District Plan builds on earlier efforts to improve the area around the Transbay Transit Center. Consistent with the Transbay Redevelopment Plan, which focuses mostly on public properties south of the Transit Center along Folsom Street, the District Plan focuses on both private properties and properties owned or to be owned by the Transbay Joint Powers Authority around the Transit Center itself.

The District Plan supports an enhanced and prioritized public transit system and an enhanced pedestrian experience to accommodate anticipated growth in travel to and through the district in 2030 and beyond.

4.1.1.7 | EASTERN NEIGHBORHOODS TRANSPORTATION IMPLEMENTATION PLANNING STUDY (EN TRIPS) (2009)

The Eastern Neighborhoods Transportation Implementation Planning Study (EN TRIPS) identified key transportation corridors and developed conceptual corridor designs for corridors within the Eastern Neighborhoods. Mission Street between 20th Street and The Embarcadero was identified as a High Priority Corridor as part of a technical evaluation and a public engagement process. Mission Street was



Transbay Transit Center rendering. Source: TransbayCenter.org

⁵ San Francisco Planning Department. 2013. Japantown Cultural Heritage and Economic Sustainability Strategy (JCHESS). Accessed April 21, 2014 from <http://www.sf-planning.org/index.aspx?page=1692>.

recognized as a vital east-west transit corridor through the South of Market neighborhood, used by a number of transit routes and pedestrians. The EN TRIPS study recommended that future transportation improvement projects include investments in pedestrian facilities as well as transit priority treatments.

4.1.1.8 | BETTER MARKET STREET (2011)

The Better Market Street project is intended to revitalize Market Street and reestablish the street as the premier cultural, civic, and economic center of San Francisco and the Bay Area. The project focuses on improving mobility and economic development.



4.1.1.9 | TENDERLOIN-LITTLE SAIGON NEIGHBORHOOD TRANSPORTATION PLAN FINAL REPORT (MARCH 2007)

The Tenderloin-Little Saigon Neighborhood Transportation Plan is a community-based transportation plan that identifies area needs and related improvements. The plan supports neighborhood-wide pedestrian safety, traffic calming, improved transit service, and enhanced streetscapes as priority projects.

4.1.1.10 | GOLDEN GATE NATIONAL RECREATION AREA GENERAL MANAGEMENT PLAN AND ENVIRONMENTAL IMPACT STATEMENT (APRIL 2014)

The Golden Gate National Recreation Area General Management Plan (Management Plan) is applicable to National Park Service lands, which include Park Presidio, perpendicular to the Geary corridor. Relevant Management Plan goals include: the creation of equitable and convenient multimodal transportation options to and within the park; optimization of park transportation system management through coordinated planning, programming, management, and maintenance; and the employment of tools for congestion management (including transit).

4.1.2 | Affected Environment

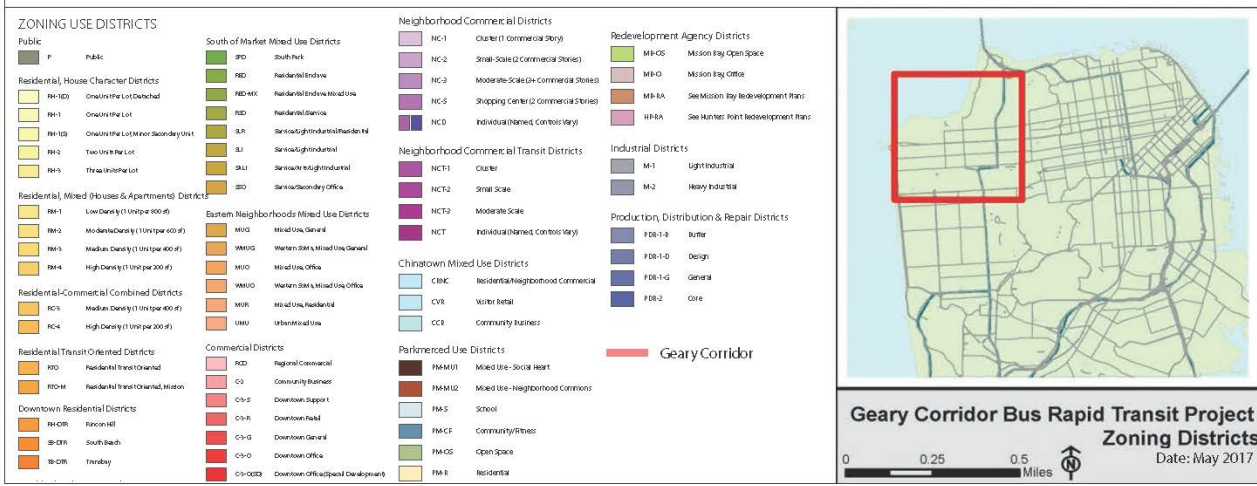
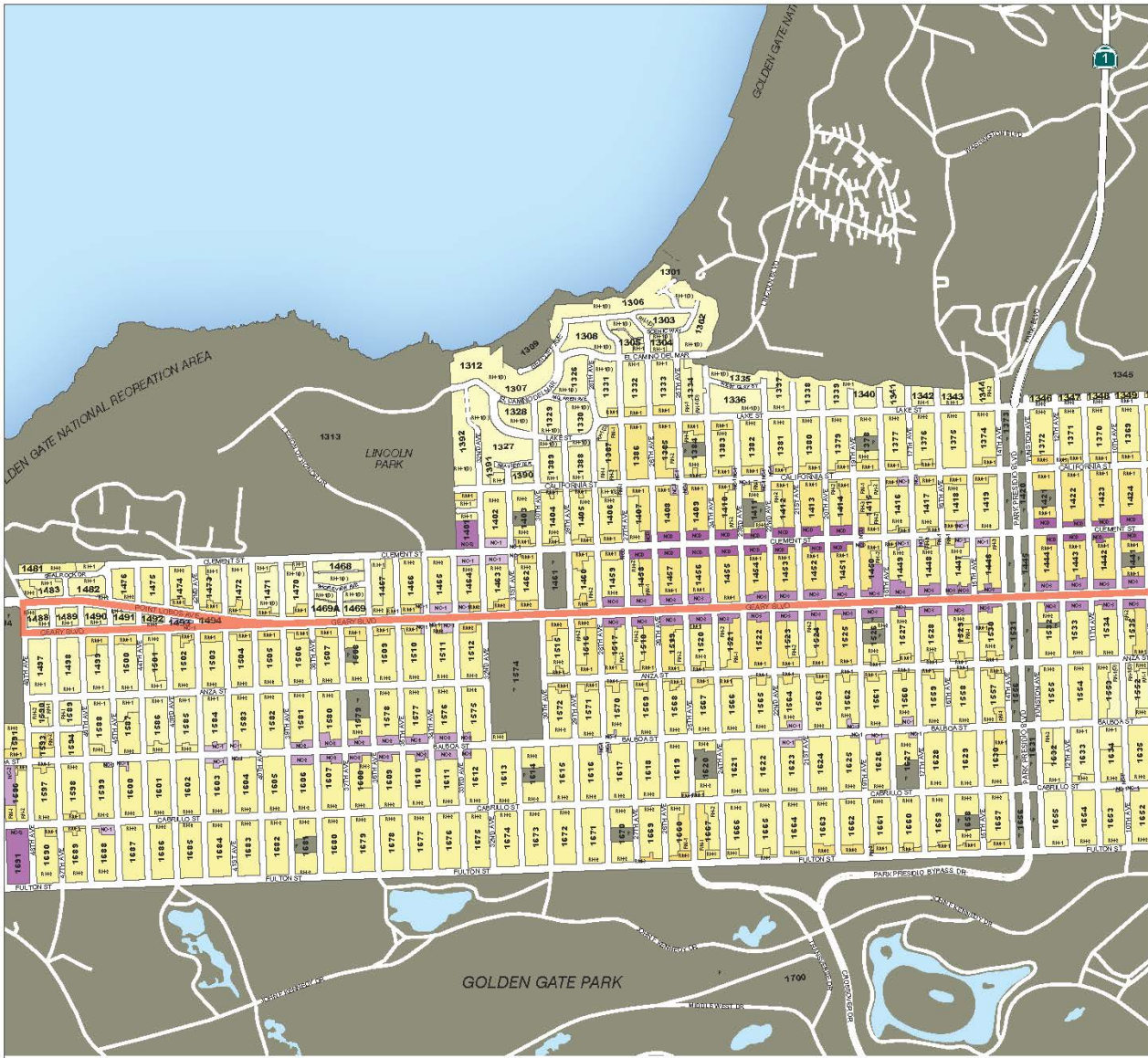
4.1.2.1 | EXISTING AND PLANNED LAND USES

Predominant land uses within the Geary corridor vary from primarily residential and neighborhood-scale commercial uses in the west (roughly 48th Avenue to Masonic Avenue), to higher-density residential, office, and commercial land uses in the central portion (Masonic Avenue to Van Ness Avenue), transitioning to high density, high intensity residential commercial, and office uses east of Van Ness.

Existing land uses in the vicinity of the Geary corridor include residential, commercial, transportation, public/institutional, recreational, and mixed-uses. Existing and planned land uses within the vicinity of the Geary corridor are described below in groupings from west to east. Figures 4.1-2 through 4.1-4 show permitted land uses in the Geary corridor, as expressed through zoning designations (as of May 2017).

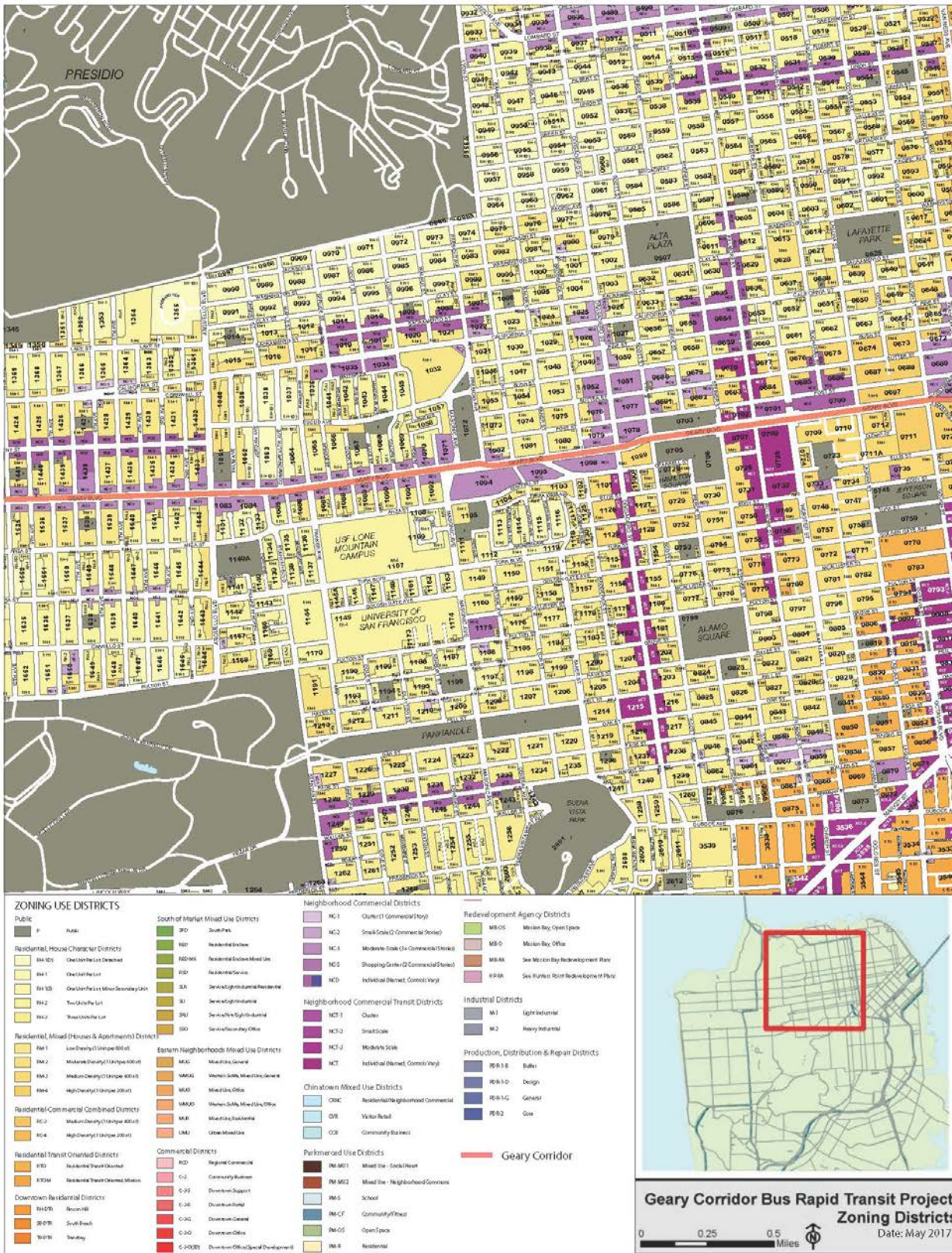
48th Avenue to 34th Avenue. Between 48th Avenue and 34th Avenue, Geary corridor land uses are primarily low-density residential (single-family houses and small apartment buildings). Lincoln Park, the Legion of Honor, and the Veterans Administration Hospital are located within a block north of Geary Boulevard; Golden Gate Park is located four blocks south.

Figure 4.1-2 Existing Zoning - 48th Ave to Park Presidio



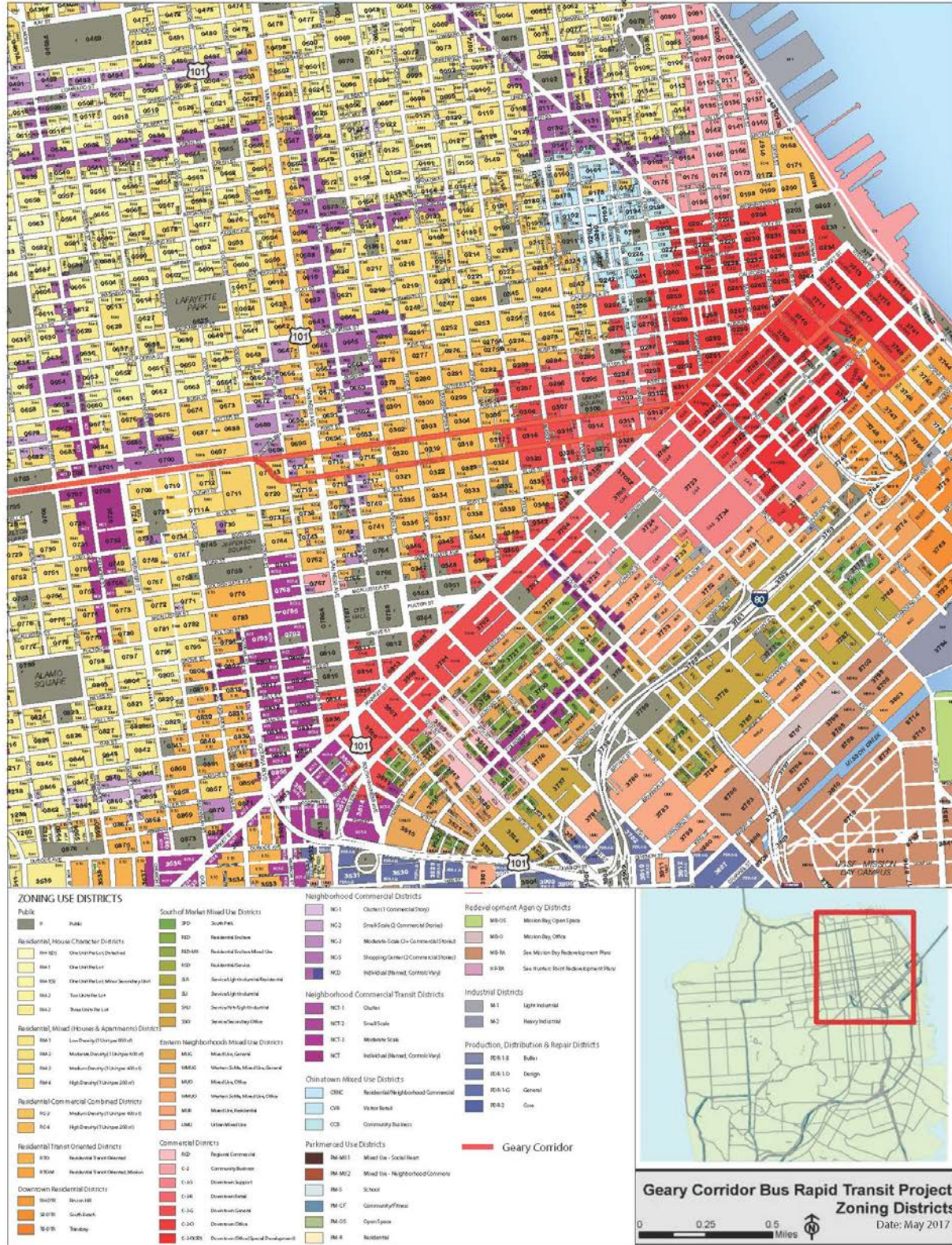
Source: San Francisco Planning Department, 2017

Figure 4.1-3 Existing Zoning - Park Presidio to Fillmore Street



Source: San Francisco Planning Department, 2017

Figure 4.1-4 Existing Zoning - Fillmore Street to the Embarcadero



Source: San Francisco Planning Department, 2017

Zoning in this area is primarily *Single and Double Unit Lot Residential (RH-1,2)*, *Low-Density, Mixed Residential (Houses & Apartments) (RM-1)*, and *Neighborhood Commercial Districts (one commercial story) (NC-1)*.

34th Avenue to 27th Avenue. Land uses between 34th Avenue and 27th Avenue are primarily residential; neighborhood-serving commercial uses are centered at the intersections of 34th Avenue and 27th Avenue. George Washington High School is located between 32nd Avenue and 30th Avenue along Geary Boulevard.

Zoning in this area is mainly *Single and Double Unit Lot Residential (RH-1,2)*, *Moderate-Density, Mixed Residential (Houses & Apartments) (RM-2)*, *Public Uses (P)*, and *Cluster and Moderate-Scale Neighborhood Commercial (NC-1 and NC-3)*.

27th Avenue to Palm Avenue. Residential and commercial land uses predominate, with notable public facilities. Small, neighborhood-scale commercial and retail businesses line first floors of buildings along Geary Boulevard; residential land uses are present on Geary-fronting upper floors as well as along intersecting streets. The Kaiser Permanente French Campus fills a block on the south side of Geary Boulevard between 6th and 5th Avenues.

Markets, shops, restaurants, and churches occupy the first floor of buildings along Clement Street, located one block north of Geary Boulevard, roughly from 11th Avenue east to Arguello Street. Most of the ground floor businesses opening to Clement Street have upper floor apartments. A variety of public institutions, medical facilities and parks are located in the surrounding neighborhoods.

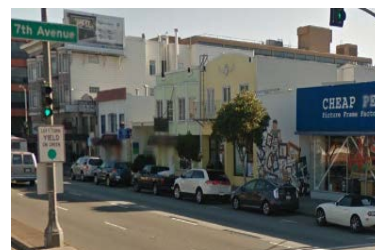
This area is zoned *Single, Double and Triple Unit Lot Residential (RH-1,2,3)*, *Low-Density, Low, Moderate and Medium-Density, Mixed Residential (Houses & Apartments) (RM-1; 2; 3)*, *Cluster and Moderate-Scale Neighborhood Commercial (NC-1 and NC-3)*, and *Public Uses (P)*.

Palm Avenue to Broderick Street. Land uses between Palm Avenue and Broderick Street along Geary Boulevard are dominated by neighborhood-scale commercial uses. Residential uses surround neighborhood-serving retail businesses west of Masonic Avenue. Facilities associated with the University of San Francisco are located south of Geary Boulevard. At Geary and Masonic, larger-scale commercial uses (Trader Joe’s, Target, and Best Buy) are present with surface and structured parking. The area also includes an SFMTA Muni maintenance and storage facility (Presidio Yard). Several buildings of the Kaiser Permanente Geary Campus are in this area.

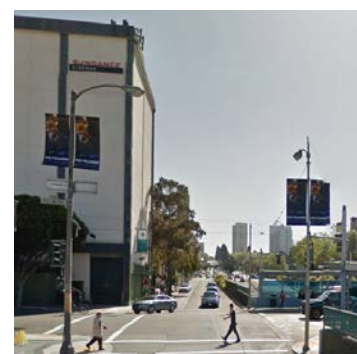
This area is zoned primarily *Moderate-Scale Neighborhood Commercial (NC-3)* with pockets of *Double and Triple Unit Lot Residential (RH- 2, 3)* and *Low and Moderate Density, Mixed Residential (Houses & Apartments) (RM-1; 2)*.

Broderick Street to Laguna Street. The area between Broderick Street and Laguna Street features major commercial/retail uses, as well as pockets of higher-density residential apartments and public places (mostly between Broderick and Scott Street). Higher intensity retail and commercial uses are found north and south of Geary Boulevard along Fillmore Street. The Japan Center includes a cluster of retail, entertainment, and restaurant uses long identified with San Francisco’s Japanese-American community. These uses extend northerly-southerly across Post Street.

Predominant land uses within the Geary corridor vary from primarily residential and neighborhood-scale commercial uses in the west to higher-density, office and commercial land uses in the east



Geary Boulevard - heading eastbound from Palm Avenue



Japantown - views of the Kabuki Theater and other commercial and retail uses along this segment of the Geary corridor

The area also includes a cluster of nightlife oriented uses such as the Kabuki Cinema, the Fillmore auditorium, and the Boom Boom Room. Public and institutional uses include Gateway High School, the Hamilton Recreation Center and Playground, the Raymond Kimbell Playground, and the Japan Center Peace Plaza. Higher density residential uses include the St. Francis Square Cooperative, the Fillmore Center, and various buildings along Post Street.

This area is zoned *Moderate-Scale Neighborhood Commercial (NC-3)*, *Medium-Density, Mixed Residential (Houses & Apartments) (RM-3)* and *Public Uses (P)*.

Laguna Street to Van Ness Avenue. Apartment buildings dominate this small, half-block area between Laguna Street and Cleary Court along Geary Boulevard. The Consulate General of China is located on Laguna Street at Geary Boulevard as well. Geary Boulevard splits at Gough Street, near St. Mary's Cathedral, into eastbound O'Farrell Street (and for one block, Starr King Way) and westbound Geary Boulevard/Street. Within this area, the Geary corridor enters the outskirts of downtown San Francisco and passes through predominately high-density residential, moderate-scale neighborhood commercial. The area includes automobile distribution centers, furniture stores, and fast food restaurants. The AMC Van Ness 14 Movie Theater is located between just south of Geary Boulevard on Van Ness Avenue.



St. Mary's Cathedral is located on Geary Boulevard at Gough Street

This area is zoned *High-density, Residential-Commercial Combined (RC-4)*, *Medium and High-density, Mixed Residential (Houses & Apartments) (RM-3 and RM-4)*, *Moderate-scale Neighborhood Commercial (NC-3)*, and *Public Uses (P)*.

Van Ness Avenue to Market Street. Land uses within this area transition from a high-density residential-commercial mixed-use area to an office and retail sector, near the heart of downtown San Francisco. The Tenderloin District is located between Larkin Street and Hyde Street and has maintained single room occupancy (SRO) boarding houses, popular from century-old architectural styles (with a single room and shared bathroom). Geary Street passes through Union Square, which is a public plaza bordered by shopping, hotels, and theaters such as the American Conservatory Theater near Mason Street. Union Square is a destination for visiting tourists and residents alike.

This area is zoned *High-density, Residential-Commercial Combined (RC-4)*, *High-density, Mixed Residential (Houses & Apartments) (RM-4)*, *Moderate-scale Neighborhood Commercial (NC-3)*, *Downtown General Commercial (C-3-G)*, *Downtown Retail Commercial (C-3-R)*, *Downtown Office (C-3-O)*, and *Public Uses (P)*.

Market Street to Transbay Transit Center. This area of the Geary corridor is located in the heart of downtown San Francisco. Downtown commercial uses, including office and retail dominate this area. Large, multi-story buildings line the corridor, including several high-density residential properties (including the Millennium) and high-rise office buildings.

This area is zoned *Downtown Retail Commercial (C-3-R)*, *Downtown Office Commercial (Special Development) (C-3-O(SD))*, *Downtown Office Commercial (C-3-O)* and *Transbay Downtown Residential (TB-DTR)*, *High-density, Residential-Commercial Combined (RC-4)* and *Public Uses (P)*.

4.1.3 | Methodology

The alternatives were evaluated for potential land use effects in terms of consistency with existing and future planned land uses, consistency with applicable land use policies, and the potential to create new physical divisions within a community. This analysis considers land uses existing in the Geary corridor as of 2014 and therefore uses 2014 as the environmental baseline with which to compare future conditions with the implementation of any of the build alternatives. As part of this Final EIS, permitted future land uses (as expressed through the City's zoning map) were reviewed; specifically, the zoning map as of 2017 was reviewed. No substantial zoning changes occurred between 2014 and 2017 that would change the conclusions regarding proposed future land uses. In addition, the Planning Department reviewed land use projections used in transportation modeling efforts. The Planning Department's review, included in Appendix D2-1, indicates that growth projections used in the transportation analysis have not been mooted by actual changes in land use patterns since publication of the Draft EIS/EIR.

The alternatives have the potential to result in construction period and/or operational period effects as noted below.

Construction-Related Effects

Operational-Related Effects

- Consistency with Plans and Policies
- Consistency with existing/planned land uses
- Creation of a physical division within a community

4.1.4 | Environmental Consequences

This Section describes the potential impacts and benefits for land use. The analysis compares each build alternative relative to the No Build Alternative.

As set forth in Section 4.1.4.1, the modifications to the Hybrid Alternative/LPA since publication of the Draft EIS/EIR does not change the conclusions regarding land use impacts in the Draft EIS/EIR.

4.1.4.1 | HYBRID ALTERNATIVE/LPA MODIFICATIONS: ANALYSIS OF POTENTIAL ADDITIVE EFFECTS SINCE PUBLICATION OF THE DRAFT EIS/EIR

As discussed in Section 2.2.7.6, the Hybrid Alternative/LPA now includes the following six minor modifications added since the publication of the Draft EIS/EIR:

- 1) Retention of the Webster Street pedestrian bridge;
- 2) Removal of proposed BRT stops between Spruce and Cook streets (existing stops would remain and provide local and express services);
- 3) Addition of more pedestrian crossing and safety improvements;
- 4) Addition of BRT stops at Laguna Street;
- 5) Retention of existing local and express stops at Collins Street; and
- 6) Relocation of the westbound center- to side-running bus lane transition to the block between 27th and 28th avenues.

This section presents analysis of whether these six modifications could result in any new or more severe land use effects during construction or operation. As documented below, the Hybrid Alternative/LPA as modified would not result in any new or more severe land use effects relative to what was disclosed in the Draft EIS/EIR.

Retention of the Webster Street Pedestrian Bridge

Construction: Retention of the existing Webster Street pedestrian bridge would reduce the extent of construction (i.e., demolition) activities at this location, including temporary sidewalk closures, detours, and associated parking and traffic difficulties. Therefore, this modification would not result in new or more severe land use effects during construction.

Operation: Retention of the Webster Street bridge would further improve pedestrian access across Geary Boulevard (during both construction and operation) and thereby have beneficial (i.e., lessening) effects with regard to existing physical divisions in the community. Therefore, retention of the existing Webster Street bridge would not result in any new or more severe land use effects during operation.

Removal of Proposed BRT Stops between Spruce and Cook Streets

Construction: The removal of proposed BRT stops between Spruce and Cook streets would eliminate construction activity outside the curb-to-curb portion of the right-of-way in this area. Therefore, no longer adding BRT stops would lessen construction-related land use effects on this block relative to what was described in the Draft EIS/EIR.

Operation: Operationally, although BRT service would not be provided at Spruce Street as a result of the modification, the immediate area would still be served by local and express bus services. The change would meet localized business needs for multimodal access by preserving parking and loading. Therefore, no new or more severe land use effects would occur as a result of this modification during project operation.

Addition of More Pedestrian Crossing and Safety Improvements

Construction: Implementation of additional pedestrian enhancements throughout the corridor would entail localized construction activities where new pedestrian crossing bulbs would be constructed. This would occur entirely within the existing transportation right-of-way. While short-term effects during construction such as temporary sidewalk narrowing, relocations, or closures may occur, these would be similar to other short-term construction effects described in this section and would not result in long-term adverse change to existing or planned land uses or any new physical division within a community. Therefore, this modification would not result in new or more severe land use effects during construction.

Operation: Once operational, additional pedestrian enhancements would further improve pedestrian access across the Geary corridor and thereby have beneficial (i.e., lessening) effects with regard to existing physical divisions in the community. Therefore, this modification would not result in new or more severe land use effects during operation.

Addition of BRT Stops at Laguna Street

Construction: Construction of transit islands would occur entirely within the existing transportation right-of-way. While short-term effects during construction (2-3 weeks) such as temporary sidewalk closures and detours may occur, these would be similar to other short-term construction effects described in this section and would not result in long-term adverse changes to existing or planned land uses or any new physical division within a community. Therefore, this modification would not result in new or more severe land use effects during construction.

Operation: Similar to other components of the corridor-wide project, operation of BRT service at Laguna Street would be consistent with the City's plans and policies to increase and improve transit capacity and operations more generally. This would enhance multimodal accessibility at Laguna Street, thereby maintaining and enhancing existing land uses, and would contribute to pedestrian enhancements that would increase connectivity along the corridor. Therefore, this modification would not result in new or more severe land use effects during operation.

Retention of Existing Local and Express Stops at Collins Street

Construction: As this modification would retain existing bus stops, it would eliminate construction activity outside the curb-to-curb portion of the right-of-way in this location and no change to existing or planned land uses would result. Therefore, this modification would not result in new or more severe land use effects during construction.

Operation: Similar to other components of the corridor-wide project, retention of Collins Street local and express bus stops would be consistent with the City's plans and policies to increase and improve transit capacity and operations more generally. This would enhance multimodal accessibility at Collins Street, thereby maintaining and enhancing existing land uses, and would contribute to pedestrian enhancements that would increase connectivity along the corridor. Therefore, this modification would not result in new or more severe land use effects during operation.

Relocation of the Westbound Center- to Side-Running Bus Lane Transition

Construction: Relocation the westbound bus lane transition at 27th Avenue would not alter the total level of construction activities but would simply shift about half of it one block to the west. As with other aspects of the project, construction would occur entirely within the existing transportation right-of-way and no change to existing or planned land uses would result. Therefore, this modification would not result in new or more severe land use effects during construction.

Operation: Similarly, this modification would not change the nature of bus operations, but would shift the location of the transition from center- to side-running bus lanes one block to the west. Therefore, this modification would not result in new or more severe land use effects during operation.

4.1.4.2 | CONSTRUCTION EFFECTS - NO BUILD ALTERNATIVE

Construction and implementation of the transportation and streetscape improvements proposed under the No Build Alternative would occur within the existing transportation right-of-way. Construction of these improvements would have some adverse effects related to land use; however, they would be temporary and limited in nature. Vehicular traffic and pedestrian movement could be

temporarily impacted during construction of these improvements resulting from short-term sidewalk and roadway closures and associated detours. Measures to minimize these adverse effects would be implemented during construction. Therefore, construction effects resulting from the No Build Alternative associated with land use would be minimal, and there would be no long-term effects to land uses in the Geary corridor.

DEFINITION

RIGHT-OF-WAY (ROW): A general term denoting land, property, or interest therein (usually in a strip) acquired for or devoted to transportation uses

4.1.4.3 | CONSTRUCTION EFFECTS - BUILD ALTERNATIVES

Implementation of the build alternatives would occur entirely within the existing transportation right-of-way, with no additional right-of-way required. Temporary construction laydown areas would occur entirely within public right-of-way. No acquisitions of any private land or use of other public land would be needed during construction. Short-term sidewalk closures, detours, conversion of parking lanes to travel lanes, and removal of loading zones would likely increase traffic and parking difficulties. However, these adverse effects would be temporary in nature and would adhere to applicable City policies for minimizing street disruption (described in Section 4.6.1.3). These temporary construction effects would not result in long-term adverse change to existing or planned land uses or any new physical division within a community.

4.1.4.4 | OPERATIONAL EFFECTS - NO BUILD ALTERNATIVE

The No Build Alternative consists of a number of transportation service and infrastructure improvements that various City agencies have previously approved. Any environmental effects of these improvements have been disclosed in previously completed environmental reviews. The No Build Alternative would continue transit service along the Geary corridor as well as previously approved physical improvements as upgraded traffic signals, additional pedestrian countdown signals, new low-floor buses, and other elements as described in Section 2.3.1.1. Overall, however, the No Build Alternative would result in fewer transit-related enhancements than any of the build alternatives.

Consistency with plans and policies: The No Build Alternative would be consistent with some objectives of relevant plans (the Transportation Element within the San Francisco *General Plan*, the Downtown Area Plan, Transit Center District Plan, and SFTP 2040). The improvements comprising the No Build Alternative would offer a degree of support towards improved transit operations and enhanced pedestrian facilities. Transit operations would improve with completion of replacement of Geary buses with low-floor buses, and with new real-time arrival information displays. Pedestrian facilities would be enhanced through the installation of accessible pedestrian countdown signals. However, the No Build Alternative would not include BRT service or as extensive of a set of pedestrian and mobility improvements as the build alternatives and would thus not be as directly consistent with several key objectives of the General Plan and SFTP 2040.

Consistency with existing/planned land uses: The No Build Alternative would not result in any immediate or direct conflicts with existing land uses in the corridor. Rather, the program of previously approved physical improvements would help maintain and enhance existing land uses. While the No Build Alternative would not directly conflict with any planned land uses within or outside the Geary corridor, it would be less robust than any of the build alternatives in making substantial transit improvements as a means of supporting both existing and planned land uses.

Creation of a physical division: Each of the No Build Alternative physical improvements would be constructed within the existing right-of-way. None of these improvements include any elements that would result in the creation of a new physical division or barrier, so no physical division of any community would result.

4.1.4.5 | OPERATIONAL EFFECTS - BUILD ALTERNATIVES

Consistency with plans and policies: Each of the build alternatives would substantially increase/improve transit capacity and operations and thus would be highly consistent with the City's objectives, goals, and policies as expressed in the *General Plan*, SFTP 2040, and the Transit Center District Plan. More specifically, the build alternatives would be consistent with the objectives of the *General Plan* (Transportation Element policies 1.3 and 20.13) and SFTP 2040, as well as the Downtown Area Plan, the Transbay Redevelopment Plan, the Tenderloin-Little Saigon Neighborhood Transportation Plan, the East SoMa Plan, Rincon Hill Area Plan, Eastern Neighborhoods Transportation Implementation Planning Study, and the Transit Center District Plan by increasing transit capacity and reliability, and creating BRT lanes to meet future public transit demands.

The build alternatives would further support *General Plan* objectives to maintain and enhance local and regional accessibility to key employment and commercial centers provided in the Downtown San Francisco vicinity; increase the capacity and priority of transit during off-peak hours and reduce traffic congestion.

The build alternatives are also consistent with land use planning goals in the Transit Center District Plan and the *General Plan* to encourage future development that efficiently coordinates land use with transit service. Land use plans applicable to the project alternatives are supportive of transit use. The build alternatives would provide rapid transit service that would accommodate the development trends and projected travel demand for the corridor.

Finally, the build alternatives are consistent with the pedestrian and streetscape improvement objectives and policies in numerous adopted plans (the *General Plan*, Downtown Area Plan, Transit Center District Plan, Eastern Neighborhoods Transportation Implementation Planning Study, Transit Center District Plan and the San Francisco Transportation Plan). Enhanced pedestrian facilities and streetscapes under the build alternatives include pedestrian-scale lighting, landscaping, real-time passenger information, high quality bus stations, pedestrian crossing bulbs and pedestrian countdown signals. These features would provide a higher quality pedestrian environment by improving pedestrian safety and a consistent sidewalk aesthetic.

A General Plan Referral would be required from the City Planning Department to permit any change in existing sidewalk width, as anticipated under the build alternatives

Because each of the build alternatives would result in some changes to the existing curb-to-curb roadway width, each would trigger the need for a General Plan Referral. SFMTA would prepare the General Plan Referral for approval by the San Francisco Planning Department and the Planning Commission.

Consistency with existing/planned land uses: Under the build alternatives, no permanent adverse effects to existing or proposed land uses would occur. The proposed transit service and streetscape improvements would ease multimodal accessibility along the corridor, which would help to maintain and enhance existing land uses. Existing City plans provide for increased development in the eastern portion of the corridor, particularly in the Tenderloin, Financial District, and SOMA areas. The build alternatives would be consistent with existing City plans by increasing the speed, reliability, and capacity of transit along the Geary corridor, linking planned land uses with existing neighborhoods and regional transit connections. Existing zoning allows for increased capacity east of Van Ness Avenue but limits new growth in the Richmond District. The project is therefore consistent with existing zoning for the area.

Creation of a physical division: Owing to its width and heavy travel usage, portions of the Geary corridor have characteristics of a barrier between communities, particularly in the expressway portion between Gough and Scott streets. The Build Alternatives would include elements such as improved pedestrian facilities and crossings that would facilitate walking across the corridor, particularly in areas where existing pedestrian bridges are proposed to be removed. In addition, Alternatives 3 and 3-Consolidated would each remove the Fillmore Street underpass and create a conventional intersection. This would remove an existing barrier between the Japantown and Western Addition neighborhoods.

4.1.4.6 | COMPARATIVE EFFECTS OF ALTERNATIVES

As demonstrated in the preceding subsections, all build alternatives would improve physical connectivity throughout the Geary corridor and are consistent with existing and planned land uses. The Hybrid Alternative/LPA and Alternatives 3 and 3-Consolidated would have more beneficial impacts than Alternative 2. The No Build Alternative would have the fewest improvements to physical connectivity.

4.1.5 | Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures would be required for any of the build alternatives

Temporary construction effects would not result in long-term adverse change to existing or planned land uses or any new physical division within a community. Adherence to the avoidance, minimization, and mitigation measures proposed for Community Impacts (see Section 4.2.3.1, as well as applicable City policies for minimizing street disruption (described in Section 4.6.1.3)) would avoid and minimize potential effects.

During operation, none of the build alternatives would result in any adverse effects related to land use. Therefore, no operational period avoidance, minimization, or mitigation measures would be necessary.