

4.2 Community Impacts

This section describes the social and community characteristics of the Geary corridor and the effects of project alternatives on community facilities and related factors.

The community impacts study area (study area) encompasses a half-mile radius along the Geary corridor. The study area is comprised of a number of “traffic analysis zones” (TAZs) and 2010 U.S. Census (US Census) block groups. TAZs are geographic units defined and developed for the purposes of traffic modeling. TAZs in the Bay Area are set forth in countywide transportation models. TAZs incorporate both existing population and demographic data along with related projections.¹ See Section 4.3 (Growth) for more information regarding the study area and TAZs.

Other data in this section (demographic, housing occupancy, labor force, and income information) were derived from the U.S. Census, the 2007-2011 5-year American Community Survey (ACS) estimates, and from the Association of Bay Area Governments’ *Projections 2013*. The use of data from multiple sources provides a more thorough and accurate description of the study area’s character.

4.2.1 | Regulatory Requirements

There are no federal or state regulations related to community impacts.

4.2.2 | Affected Environment

4.2.2.1 | SOCIAL AND COMMUNITY CHARACTERISTICS

This section evaluates the social characteristics of the study area by analyzing population, income and ethnicity, household size and composition, community/neighborhood characteristics, and public services and facilities.

4.2.2.1.1 DEMOGRAPHIC CHARACTERISTICS

The study area is comprised of about 162 U.S. Census block groups and 315 TAZs. Figures 4.2-1 and 4.2-2 show the overall study areas aggregated from both Census block groups as well as TAZs.

¹ The community impact study area is essentially similar in geography to the study area defined in Section 4.3 (Growth). The two study areas are comprised of different units. The community impacts study area is composed of both TAZs and U.S. Census block groups, whereas TAZs are used exclusively in defining the growth study area.

Table 4.2-1 displays comparative population data for the study area and San Francisco as a whole. The study area is home to about 30 percent of the total San Francisco population. The study area has a lower percentage of people under the age of 18 and a higher percentage of people over the age of 65 than the rest of San Francisco.

Table 4.2-1 Population and Age

	UNDER 18 YEARS		65 YEARS AND OLDER		TOTAL POPULATION
	NUMBER OF PERSONS	PERCENT OF POPULATION	NUMBER OF PERSONS	PERCENT OF POPULATION	
Within Study Area	23,200	10%	36,900	16%	233,800
San Francisco	124,600	15.5%	109,800	13.6%	805,200

Note: Numbers are rounded to the nearest hundred.

Source: United States Census Bureau, 2010a

Racial and Ethnic Composition

53 percent of all study area residents are members of minority groups, as defined by this analysis: 33 percent are Asian, 10 percent are Hispanic or Latino, 9 percent are two or more races, and 6 percent are black or African American

U.S. Census data provide information on the racial composition of the study area.² Per Table 4.2-2, the racial composition of the study area is similar to San Francisco. Overall, about 53 percent of all study area residents and 58 percent of San Francisco residents are members of minority groups. The study area contains slightly higher percentages of individuals self-identifying as white, black or African-American, or as being of more than one race, and a lower percentage of individuals self-identifying as Hispanic.

Table 4.2-2 Racial and Ethnic Composition

	WHITE		BLACK OR AFRICAN AMERICAN		AMERICAN INDIAN/ALASKA NATIVE		ASIAN	
	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%
Study Area	109,100	46.7	14,400	6.2	665	0.3	76,800	32.8
San Francisco	337,500	41.9	48,800	5.8	1,800	0.2	265,700	33.0

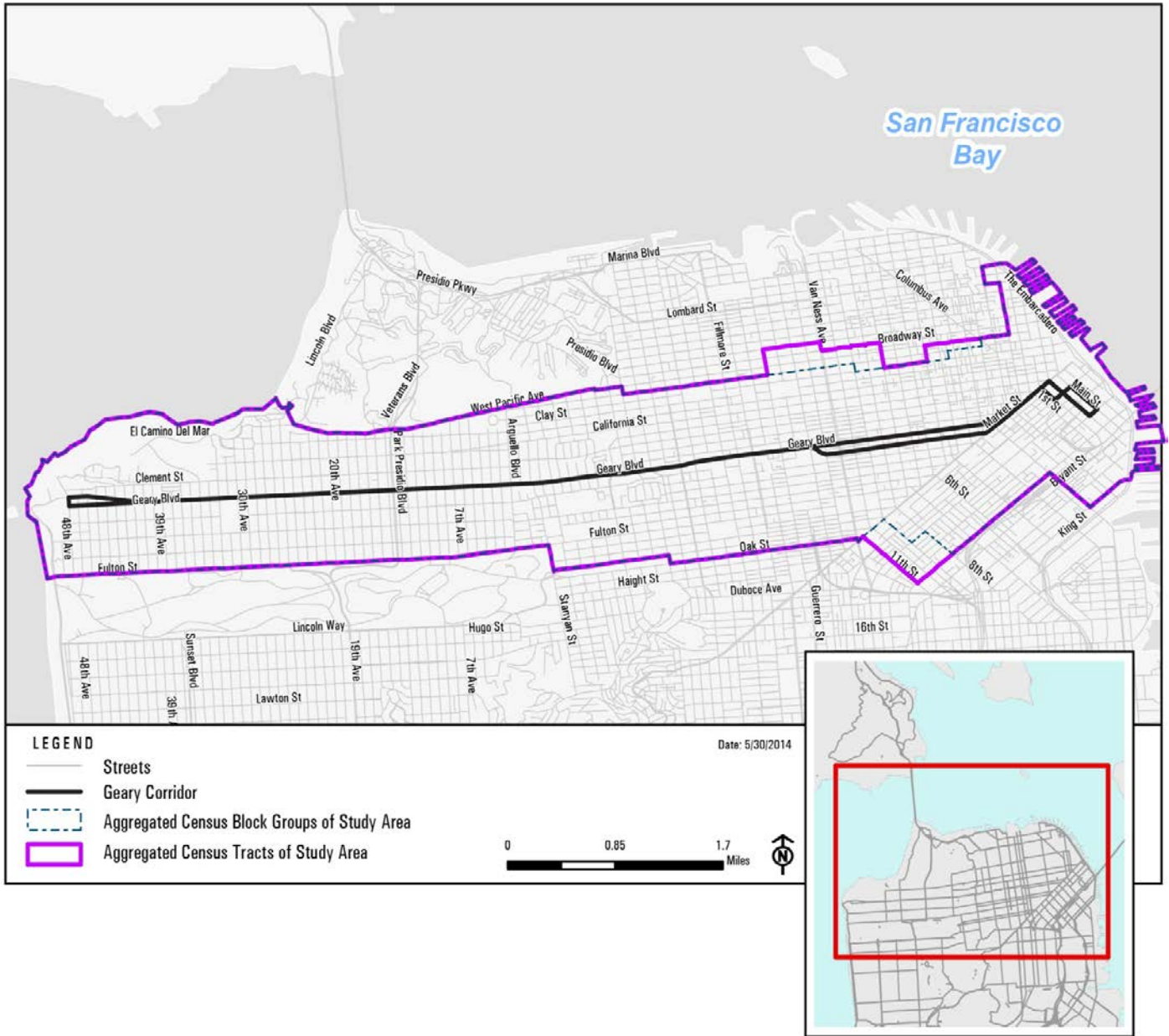
	NATIVE HAWAIIAN / OTHER PACIFIC ISLANDER		SOME OTHER RACE/ TWO OR MORE		HISPANIC OR LATINO		TOTAL PERSONS
	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%	
Study Area	477	0.2	9,200	8.5	23,100	9.9	233,800
San Francisco	3,100	0.4	28,600	3.5	121,800	15.1	805,200

Note: Numbers are rounded to the nearest hundred.

Source: United States Census Bureau, 2010b

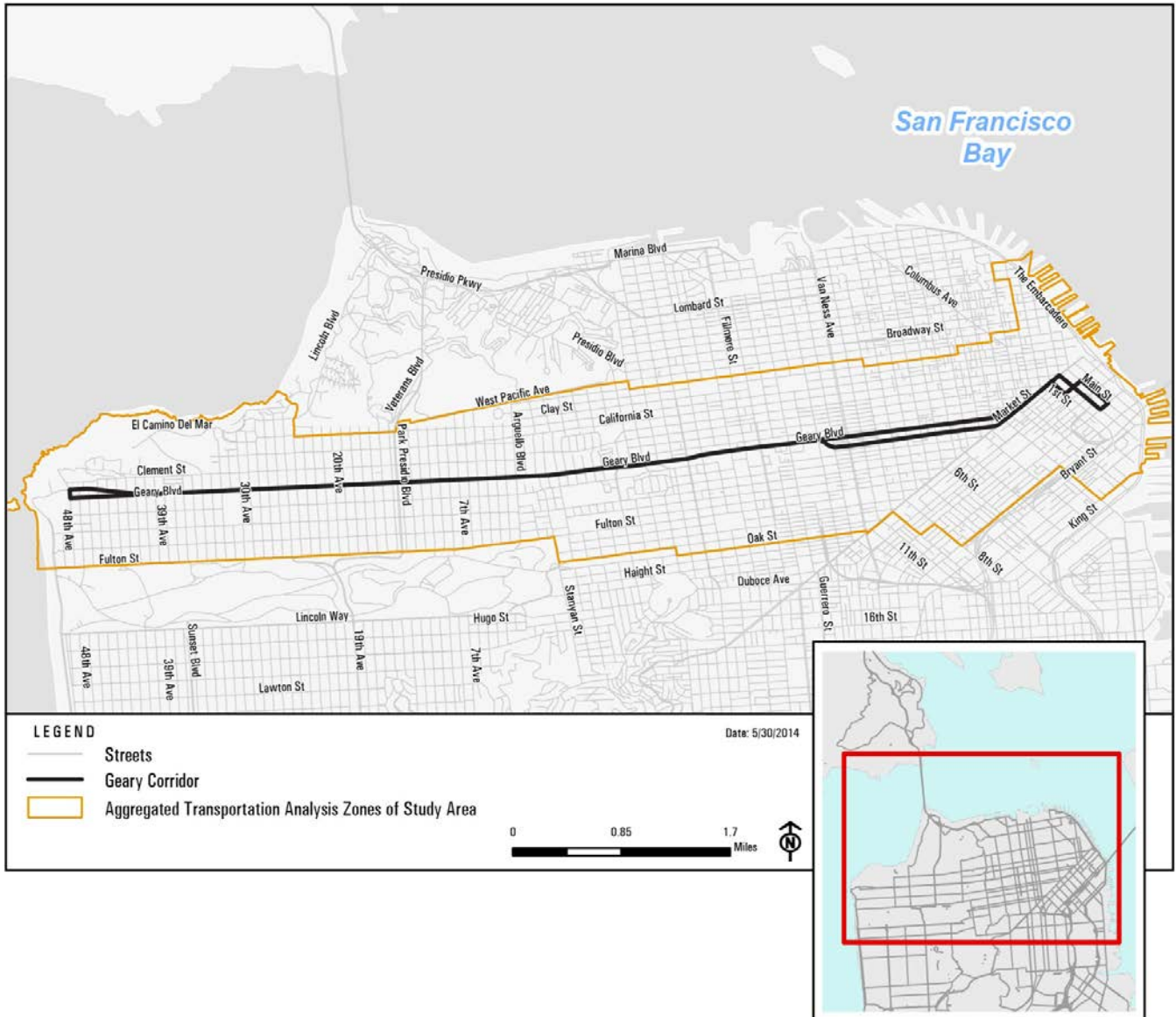
² The racial categories include white, black (African-American), American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, Some Other Race/Two or More Races, and Hispanic origin. Hispanic includes people of any race that self-identify as Hispanic.

Figure 4.2-1 U.S. Census Tracts and Block Groups Within the Study Area



Source: U.S. Census, 2010

Figure 4.2-2 Traffic Analysis Zones Within the Study Area



Source: U.S. Census, 2010

Household and Housing Characteristics

Household characteristics in the study area and in San Francisco are shown in Table 4.2-3. According to U.S. Census data, the total number of households in the study area is 118,500, comprising about 34 percent of all households in San Francisco. The study area has about 1.88 persons per household, relative to the San Francisco average of 2.26 persons per household.

Table 4.2-3 Household Characteristics

	NUMBER OF HOUSEHOLDS	AVERAGE HOUSEHOLD SIZE	TOTAL NUMBER OF FAMILIES
Within Study Area	118,500	1.88	40,200
San Francisco	345,800	2.26	151,000

Note: Numbers are rounded to the nearest hundred.

Source: United States Census Bureau, 2011d

Table 4.2-4 shows housing occupancy characteristics. According to ACS data, the study area has a slightly lower proportion of occupied housing units than San Francisco, with 87 percent occupied and about 13 percent vacant. About 23 percent of occupied housing units in the study area are owner-occupied; 77 percent are renter-occupied, compared with about 37 percent owner-occupied and 62 percent renter-occupied in San Francisco.

Table 4.2-4 Housing Occupancy

	OCCUPIED HOUSING UNITS	OCCUPIED (#/%)	VACANT (#/%)	OWNER-OCCUPIED (#/%)	RENTER-OCCUPIED (#/%)
Within Study Area	130,200	113,700/87%	16,600/13%	26,000/23%	87,600/77%
San Francisco	374,900	338,400/90%	36,600/10%	125,500/37%	212,900/63%

Note: Percentages have been rounded to the nearest ten; numbers have been rounded to the nearest hundred.

Source: United States Census Bureau, 2011b

Households without Automobiles

Transit-dependent populations are defined as people without private automobiles, the elderly (over 65), youths (under age 18), and persons below poverty or median income levels defined by the U.S. Census. These individuals are more likely to rely on public transportation services for general mobility. Table 4.2-5 shows the approximate number of transit-dependent households³ in the study area. About 46 percent of the households in the study area are without private automobiles, about 15 percent greater than the overall population of San Francisco.

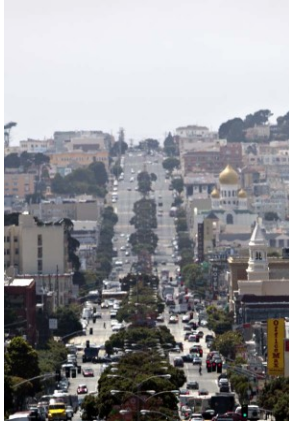
Approximately 46 percent of the households in the study area are without a private automobile compared to approximately 30 percent in San Francisco as a whole

³ For this analysis, transit-dependent households are the total number of households (rather than individuals) without access to private automobiles.

Table 4.2-5 Transit-Dependent Populations

STUDY AREA	TOTAL HOUSEHOLDS	HOUSEHOLDS WITHOUT PRIVATE AUTOS	% OF HOUSEHOLDS WITHOUT PRIVATE AUTOS
Within Study Area	118,650	55,209	46.5%
San Francisco	338,366	101,938	30.1%

Source: United States Census Bureau, 2011c



The Geary corridor extends through portions of neighborhoods as diverse as the residential and commercial uses of the Inner and Outer Richmond (above), Pacific Heights (below), and downtown San Francisco on Market Street (bottom)



4.2.2.1.2 COMMUNITY AND NEIGHBORHOOD CHARACTERISTICS

The Geary corridor extends through portions of both formal and informal neighborhoods. *Formal* neighborhoods are those that are defined by the San Francisco Planning Department; *informal* neighborhoods include those neighborhoods known for historically significant traits. Formal and some informal neighborhoods in the Geary corridor are described below from west to east. Figures 4.2-3 and 4.2-4 depict formal neighborhoods relative to the study area. Descriptions of boundaries for each neighborhood are approximate; some neighborhoods overlap others.

Seacliff

The affluent, mainly residential Seacliff neighborhood is located in the northwest corner of San Francisco, north of the Outer Richmond and west of the Presidio. The neighborhood includes substantial recreational and open space areas, including Sutro Heights Park, portions of the Golden Gate Natural Recreation Area, Lincoln Park Golf Club, and China Beach.

Outer Richmond

The Outer Richmond is located southeast of Seacliff between Ocean Beach to the west, 19th Avenue to the east, generally Clement Street to the north and Fulton Street to the south. The area is predominantly residential, with neighborhood-serving commercial and retail uses centered largely along Geary Boulevard. The neighborhood is the informal center of San Francisco’s Russian-American community, and also contains East Asian businesses, both on Geary Boulevard and Clement Street. Golden Gate Park is located directly south of the neighborhood.

Inner Richmond

The Inner Richmond is a mainly low- to medium-density neighborhood generally bordered by 19th Avenue to the west, Arguello Boulevard to the east, Lake Street to the north and Fulton Street to the south. Most of the neighborhood’s businesses include neighborhood-serving stores and restaurants located along Clement Street. The University of San Francisco and Park Presidio Boulevard are located within the neighborhood.

Presidio Heights

The Presidio Heights neighborhood is bounded by Presidio Avenue to the east, Geary Boulevard to the south, Arguello Boulevard to the west, and West Pacific Avenue (and the Presidio) to the north. Presidio Heights is a primarily residential area of low- to medium-density housing with medical and commercial uses generally centered around California Street, such as the California Pacific Medical Center (CPMC) California Campus.

Pacific Heights

This neighborhood extends from Presidio Avenue in the west to Van Ness Avenue in the east and from Green Street in the north to California Street in the south. The neighborhood is primarily residential; however, neighborhood boutiques and restaurants are located along Fillmore Street, south of Pacific Avenue.

Japantown

San Francisco's informal Japantown neighborhood is the historic center of San Francisco's Japanese-American community. Japantown is generally located north of Geary Boulevard between California, Laguna, and Fillmore Streets. Historically it was part of the larger Western Addition neighborhood, but widening of Geary Boulevard and construction of the Fillmore Street underpass that took place during the 1950s divided the community. Japantown today is a relatively high-density residential and commercial area that contains single- and multiple-family homes as well as shops, restaurants, hotels, and a movie theater.

Western Addition/Fillmore District

The Western Addition/Fillmore District neighborhood is located south of Pacific Heights and is generally situated between Masonic Avenue to the west, Van Ness Avenue to the east, California Street to the north, and Duboce Avenue to the south. This area has historically served as a population base and cultural center for San Francisco's African-American community. The Fillmore District is perpendicular to Geary Boulevard, lying generally on Fillmore Street between California Street and Golden Gate Avenue. "The Fillmore" is mostly a commercial area with entertainment venues, bars, restaurants, cafes, and some apartment complexes.

Nob Hill

This neighborhood lies just north of Downtown between Van Ness Avenue on the west, Powell Street to the east, Broadway Street to the north and Bush Street to the south. The neighborhood includes a mix of high-density residential and commercial uses and well-known for having some of the most famous hotels in San Francisco, including the Fairmont and the Mark Hopkins. Nob Hill also includes civic and institutional uses like the Nob Hill Masonic Auditorium and Grace Cathedral.

Downtown/Civic Center

The Civic Center is situated between Van Ness Avenue to the west, Stockton Street to the east, Market Street to the south, and Bush Street to the north. The Civic Center is the primary center of government and civic institutions within San Francisco, including City Hall and the main branch of the San Francisco Public Library. Several other cultural venues are located here, including museums, theaters, and performance halls. In addition to the Tenderloin (described below), the Civic Center neighborhood also includes the informally recognized Little Saigon area, generally centered around lower Larkin Street.

Tenderloin

The Tenderloin is not a formally recognized neighborhood, but is one of San Francisco's historically lower-income areas. Within the Downtown/Civic Center neighborhood, the Tenderloin is generally bordered by Van Ness Avenue to the west, Powell Street to the east, Geary Street to the north, and McAllister Street to the south. A substantial component of the Tenderloin housing stock consists of single-room occupancy (SRO)⁴ housing units and as such, the neighborhood contains a large complement of the City's affordable housing supply. The Tenderloin also contains numerous hotels, as well as commercial establishments such as restaurants, bars, and entertainment venues.

Chinatown

The Chinatown neighborhood is located east of Nob Hill and north of Downtown/Civic Center. It is bounded by Powell Street to the west, Kearny Street to the east, Broadway Street to the north, and Bush Street to the south. For well over a century, Chinatown has been the historic and cultural center of the Chinese/Chinese-American community. Chinatown includes iconic commercial and civic spaces like the Grant Avenue shopping district and the Dragon's Gate at Grant and Bush. Chinatown is among the most densely populated neighborhoods in San Francisco (and the western United States as a whole). The Chinatown neighborhood is not to be confused with three other areas of San Francisco sometimes referred to by the same name: Irving Street in the Outer Sunset, Taraval Street in the Parkside, and Clement Street in the Inner Richmond.

Union Square

The Union Square area includes several blocks in each direction surrounding the square itself and is adjacent to both the Tenderloin and the Financial District. Union Square is an urban park located on the north side of Geary Street between Stockton Street to the east and Powell Street to the west. The surrounding area is a frequented shopping district surrounded by an extensive collection of luxury retail shops, hotels, cafes, restaurants, bars, and theaters. Union Square Park hosts live music, movie screenings, cultural celebrations, and other special events and is a premiere destination for both visitors and locals.

⁴ SROs are small, single-room living spaces, generally with no kitchen and shared bathrooms.

Figure 4.2-3 Formally Recognized Neighborhoods Within the Study Area

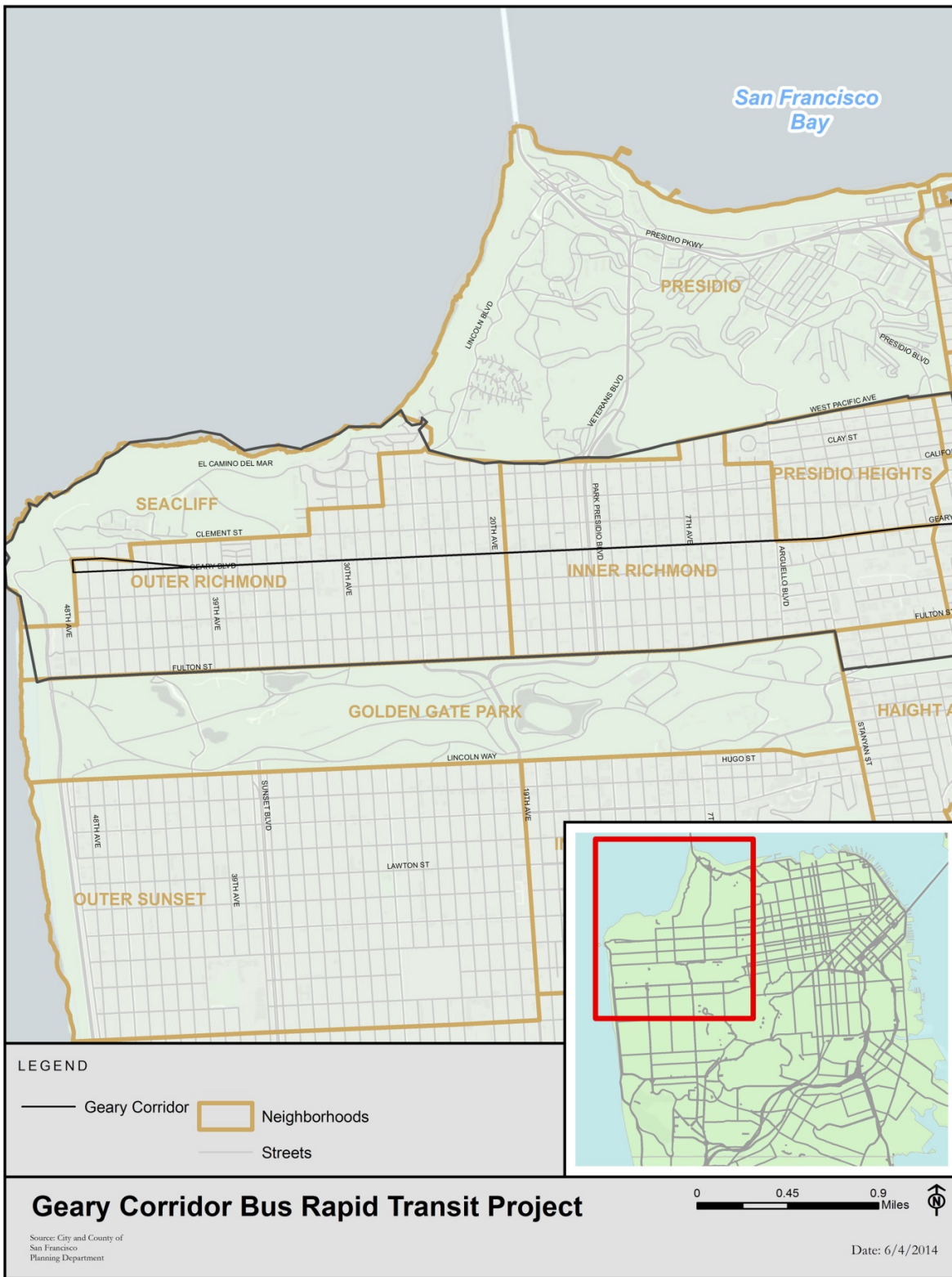


Figure 4.2-4 Formally Recognized Neighborhoods Within the Study Area (2)



Financial District

The Financial District is the central business district of San Francisco, encompassing areas on both sides of Market Street roughly between the Montgomery Street and Embarcadero Bay Area Rapid Transit station areas. The Financial District consists of predominantly commercial offices and business firms housed in skyscrapers and towers. Small businesses in this area provide services such as restaurants, cafes, dry cleaners, printers, office supplies stores, and the like.

South of Market (SoMa)

The SoMa neighborhood is generally bounded by Market Street, San Francisco Bay/Folsom Street to the northeast, 16th Street to the southeast and 13th Street to the southwest. Once largely given to manufacturing, industrial, and warehousing uses, SoMa has evolved in the last several decades to include a mix of high-density residential uses (particularly along the neighborhood's many alley streets), hotels, warehouses, nightclubs, high-technology/research and development spaces, and big-box retail uses. A few compact micro-neighborhoods exist within SoMa, including Rincon Hill located immediately south of the Transbay Transit Center development area.

North Beach

Somewhat removed from the Geary corridor but within the study area is part of the North Beach neighborhood. North Beach is north of the Financial District and Chinatown in the northwest corner of the City. The area is home to "Little Italy," the iconic Washington Square Park, and sites associated with the "Beat" generation of the 1940s - 1960s. The area contains a mix of high-density residential and commercial uses with restaurants, cafes, clubs, and small retail businesses.

4.2.2.1.3 COMMUNITY COHESION

Community cohesion is generally defined as the degree to which residents have a sense of belonging to their neighborhood or experience attachment to community groups and institutions because of continued association over time.

Most neighborhoods discussed previously are recognized by the San Francisco Planning Department and have active neighborhood associations and coalitions, merchant and business associations, and other community organizations (see Table 4.2-6). In addition, as outlined in Section 4.1.1.2, many of the project-relevant land use planning documents and planning efforts include local and neighborhood-level plans. The wide presence of neighborhood groups and plans reflects active community participation and engagement.

Table 4.2-6 Neighborhood Organizations

NEIGHBORHOOD	NEIGHBORHOOD ORGANIZATION
Seacliff	Seacliff Properties Association
Outer Richmond	Clement Street Merchants Association Lincoln Park Homeowners Association Planning Association for the Richmond(PAR) Save Our Richmond Environment Russian American Community Services Richmond Community Coalition Richmond District Neighborhood Center Washington High School PTSA Greater Geary Merchants and Property Owners Association
Inner Richmond	Lake Street Residents Association Jordan Park Improvement Association Ewing Terrace Neighborhood Association Richmond District Democratic Club
Presidio Heights	San Franciscans For Neighborhood Enterprise Presidio Heights Association of Neighbors Laurel Heights Improvement Association
Pacific Heights	Cow Hollow Association HERE Local 2 Marina/Cow Hollow Neighborhood & Merchants Association Pacific Heights Residents Association Planning Association of Divisadero Street Union Street Association
Western Addition/Fillmore District	Alamo Square Association Alliance for a Better District 6 Anza Vista Civic Improvement Club Booker T. Washington Community Center Cathedral Hill/Van Ness Neighborhood Association Duboce Triangle Neighborhood Association Fillmore/Lower Fillmore Neighborhood Association Fillmore Merchants & Imp. Association Hayes Valley Merchants Association Hayes Valley Neighborhood Association Japanese Community & Cultural Center Japantown Merchants Association Japantown Organizing Committee Japantown Task Force Western Addition Neighborhood Association Planning Association of Divisadero Street North of Panhandle Neighborhood Association
Nob Hill Neighborhood	Nob Hill Association Pacific Avenue Neighborhood Association Liberty Hill Neighborhood Association HERE Local 2 Middle Polk Neighborhood Association Russian Hill Community Association

NEIGHBORHOOD	NEIGHBORHOOD ORGANIZATION
Civic Center/Civic Center	Alliance for a Better District 6 Civic Center Stakeholder Group Lower Polk Neighborhood Association Polk District Merchants Association Market/Octavia Community Advisory Committee SEIU-USWW San Francisco Apartment Association Save Our Streets Tenderloin Futures Collaborator Tenderloin Housing Clinic Tenderloin Neighborhood Development Corp. Vietnamese Community Center Central City SRO Collaborative/Tenderloin Housing Clinic
Chinatown	Ah Hoo Association Asian Neighborhood Design Bow On Association Chinatown COC Chinatown Community Development Center Chinese Chamber of Commerce Chinese Newcomers Service Center Ho Ping Benevolent Association Friends of Appleton-Wolfard Libraries Hoy Ping Benevolent Association Ka Yin Benevolent Association SoTel Neighbors Yee Ying Association
Downtown/Financial District	Union Square BID North of Market Planning Coalition Telegraph Hill Dwellers SoTel Neighbors Union Square Association Theatre Row Business Association
South of Market District	Alliance for a Better District 6 Chinatown Community Development Center Market Street Association Mission Creek Harbor Association South Beach-Rincon Rincon Hill Residents Association

Source: San Francisco Planning Department, 2013.

4.2.2.1.4 PUBLIC SERVICES AND COMMUNITY FACILITIES

Public services and community facilities located within the study area include schools and universities, libraries, police and fire, hospital and medical, post offices, cultural facilities, and houses of worship. These facilities are listed in Tables 4.2-7 and 4.2-8 and displayed in Figures 4.2-5 through 4.2-7.

Schools and Universities

Nine primary public schools and four secondary public schools are located within the study area. Public schools are within the jurisdiction of the San Francisco Unified School District. Other educational facilities located within the study area include 27 private schools and four different college campuses.

Libraries

Three branches of the San Francisco Public Library are within the study area: the Western Addition, Richmond, and Anza libraries. No other public library branches are located within the study area.



San Francisco Fire Station #14

Police and Fire

The San Francisco Police Department and the San Francisco County Sheriff provide police protection and traffic enforcement in the study area. The San Francisco Fire Department (SFFD) provides fire protection services. Emergency medical services are provided by the SFFD. The study area includes eight fire stations and three police stations, including Tenderloin, Northern, and Richmond. The San Francisco Department of Emergency Management helps coordinate the activities of these providers in preparing for and responding to major emergencies.

Hospital and Medical Facilities

There are five medical facilities located within the study area: the University of California San Francisco Mount Zion Medical Center and Laurel Heights Medical Centers, two campuses of the Kaiser Permanente Medical Center (known as the Geary and French campuses), and the U.S. Veterans Administration Hospital at Fort Miley. California Pacific Medical Center is constructing a new campus on Van Ness Avenue between Geary Street and Post Street; construction began in 2013 and is expected to continue until 2019.⁵

⁵ Sutter Health CPMC: Van Ness & Geary Campus. Newsletter. January-March 2017. Accessed April 19, 2017 at <http://www.cpmc2020.org/sites/default/files/newsletter/VNGC%20Newsletter%20Winter%202016.compressed.pdf>.

Figure 4.2-5 Public Services and Community Facilities Within the Study Area - 48th Avenue to Park Presidio

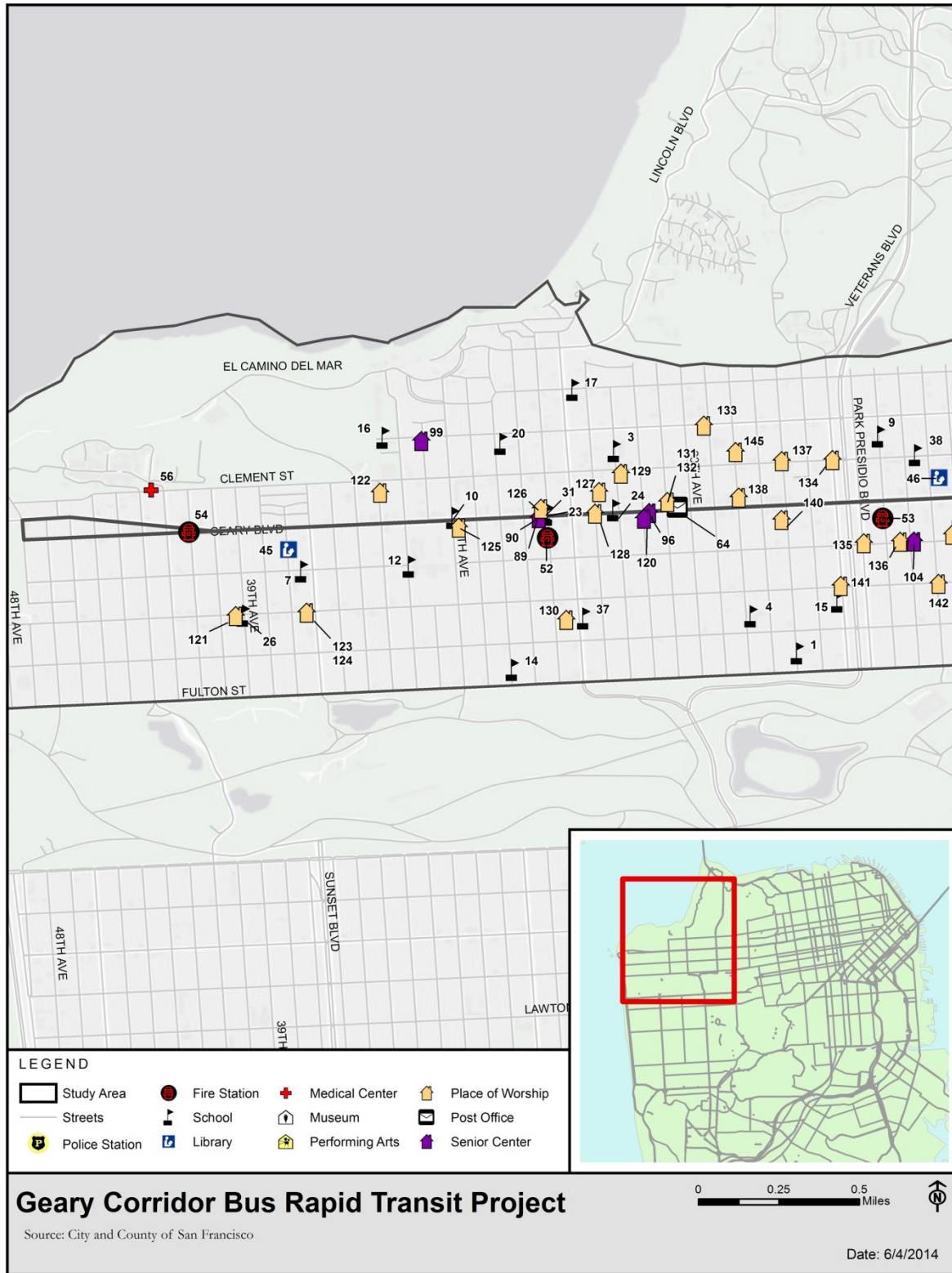


Figure 4.2-6 Public Services and Community Facilities Within the Study Area - Park Presidio to Fillmore Street

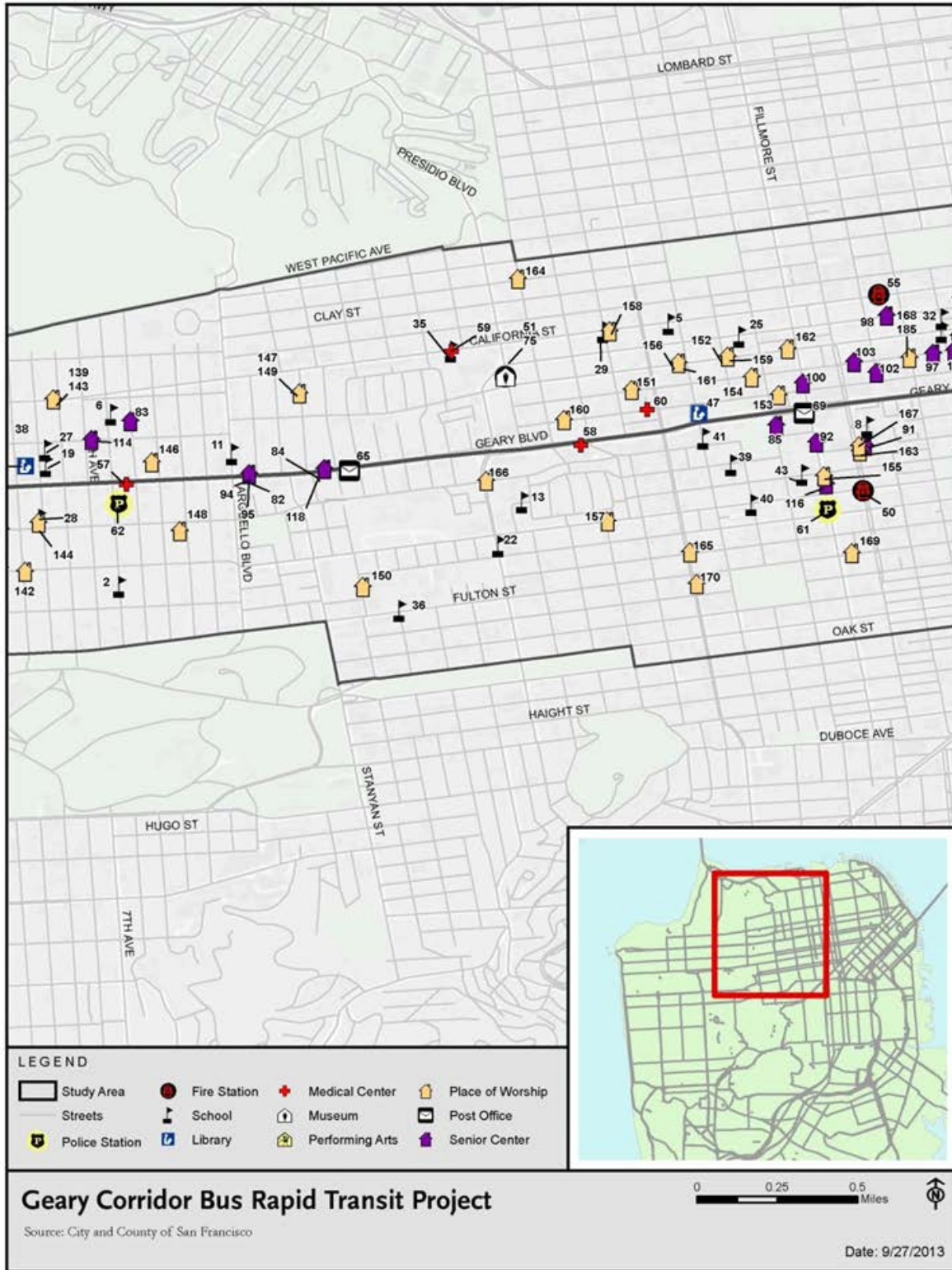
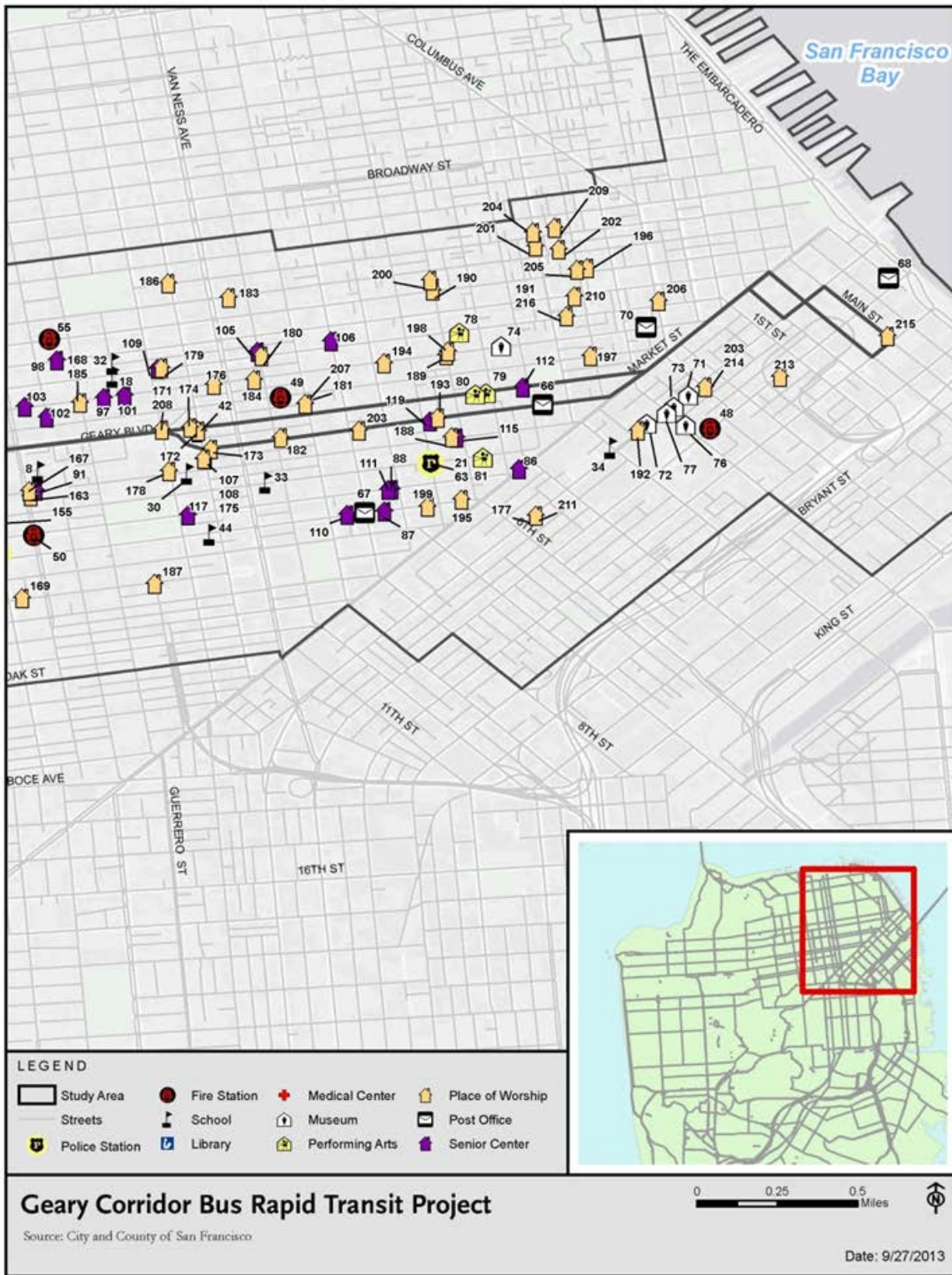


Figure 4.2-7 Public Services and Community Facilities Within the Study Area - Fillmore Street to The Embarcadero

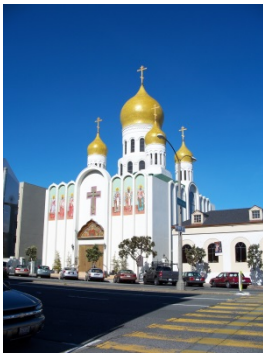


Post Offices

Six branches of the U.S. Postal Service and one P.O. Box Unit are located within the study area, including a large branch on Geary Boulevard at Fillmore Street.

Cultural Facilities

Numerous cultural facilities are located throughout the study area, but are generally concentrated in the Downtown/Civic Center and South of Market neighborhoods. These facilities include the San Francisco Museum of Modern Art (MOMA), the Museum of Craft and Design, the Contemporary Jewish Museum, the San Francisco Fire Department Museum, the Yerba Buena Center for the Arts, the Museum of African Diaspora, and the California Crafts Museum. A cluster of performance venues are on or near Geary Street near Union Square, including the American Conservatory Theater, Curran Theatre, Post Street Theatre, Stage Werx Theatre, Actors Theatre of San Francisco, and EXIT Theatre.



The Holy Virgin Cathedral located at 6210 Geary Boulevard.

Senior Facilities

Thirty-eight senior facilities are located within the study area. These facilities include day centers, senior living facilities, resource centers and organizations geared toward senior support.

Houses of Worship

Many houses of worship of various denominations are within the study area. These facilities, which serve as community focal points, are listed in Table 4.2-8 and shown in Figures 4.2-5 through 4.2-7.

Table 4.2-7 Public and Community Facilities

ID	NAME	LOCATION
EDUCATIONAL FACILITIES		
1	Argonne Alt. Child Development Center	750 16th Ave.
2	Frank McCoppin School and Child Care Center	651 6th Ave.
3	Alamo Elementary School	250 23rd Ave.
4	Argonne Elementary School	680 18th Ave.
5	Dr. William Cobb Elementary School	2725 California St.
6	George Peabody Elementary School	251 6th Ave.
7	Lafayette Elementary School	4545 Anza St.
8	Rosa Parks Elementary School	1501 O'Farrell St.
9	Sutro Elementary School	235 12th Ave.
10	Presidio Junior High School	450 30th Ave.
11	Roosevelt Middle High School	460 Arguello Blvd.
12	George Washington Senior High School	600 32nd Ave.
13	Raul Wallenberg High School	40 Vega St.
14	Freeman School	862 28th Ave.
15	Hebrew Academy San Francisco	645 14th Ave.
16	Katherine Delmar Burke School	7070 California St.

ID	NAME	LOCATION
17	Kittredge School	2355 Lake St.
18	La Mei School	1801 Bush St.
19	Laurel School	350 9th Ave.
20	Mother Goose School	334 28th Ave.
21	San Francisco Christian Academy	302 Eddy St.
22	San Francisco Day School	350 Masonic Ave.
23	St. John of SF Orthodox Academy	6210 Geary Blvd.
24	St Monica School	5920 Geary Blvd.
25	St. Dominic's School	2445 Pine St.
26	St. Thomas the Apostle School	3801 Balboa St.
27	Star of the Sea Elementary School	360 9th Ave.
28	Zion Lutheran School	495 9th Ave.
29	Drew College Preparatory School	2901 California St.
30	Sacred Heart Cathedral Preparatory	1055 Ellis St.
31	Sisters Cyril and Mehodius High School	6200 Geary Blvd.
32	Stuart Hall High School	1714 Octavia St.
33	CCSF Alemany	750 Eddy St.
34	CCSF Downtown	88 4th St.
35	UCSF Laurel Heights	3333 California St.
36	University of San Francisco	2130 Fulton St.
37	SF County Special Education School	750 25th Ave.
38	Olympia Institute	950 Clement St.
39	Jewish Community High School of the Bay	1835 Ellis St.
40	Creative Arts Charter School	1601 Turk St.
41	Gateway High School/KIPP SF Bay Academy	1430 Scott St.
42	Montessori House of Children	1187 Franklin St.
43	Montessori School of the Bay Area	1550 Eddy St.
44	Civic Center Secondary School	727 Golden Gate Ave.
LIBRARIES		
45	Anza Library	550 37th Ave.
46	Richmond Library	351 9th Ave.
47	Western Addition Library	1550 Scott St.
EMERGENCY FACILITIES		
48	Fire Station #1	676 Howard St.
49	Fire Station #3	1067 Post St.
50	Fire Station #5	1301 Turk St.
51	Fire Station #10	655 Presidio Ave.
52	Fire Station #14	551 26th Ave.
53	Fire Station #31	441 12th Ave.

ID	NAME	LOCATION
54	Fire Station #34	499 41st Ave.
55	Fire Station #38	2150 California St.
56	Fort Miley VA Hospital	4150 Clement St.
57	Kaiser Permanente Medical Center - French Campus	4141 Geary Blvd.
58	Kaiser Permanente Medical Center - Geary Campus	2425 Geary Blvd.
59	UCSF Laurel Heights	3333 California St.
60	UCSF Medical Center (Mount Zion)	2330 Post St.
61	SFPD Northern Station	1125 Fillmore St.
62	SFPD Richmond Station	461 6th Ave.
63	SFPD Tenderloin Station	301 Eddy St.
POST OFFICES		
64	USPS Geary Station	5654 Geary Blvd.
65	USPS Golden Gate Station	3245 Geary Blvd.
66	USPS Macy's Station	170 O'Farrell St.
67	USPS PO Box Unit	101 Hyde St.
68	USPS Rincon Center Post Office	180 Steuart St.
69	USPS Steiner Street Station	1849 Geary Blvd.
70	USPS Sutter Street Station	150 Sutter St.
MUSEUM AND CULTURAL FACILITIES		
71	Cartoon Art Museum	655 Mission St.
72	Contemporary Jewish Museum	736 Mission St.
73	Museum of African Diaspora	685 Mission St.
74	Museum of Craft and Design	550 Sutter St.
75	SF Fire Department Museum	655 Presidio Ave.
76	SF Museum of Modern Art	151 Third St.
77	Yerba Buena Center for the Arts	701 Mission St.
78	Actors Theatre of SF	855 Bush St.
79	American Conservatory Theater	415 Geary St.
80	Curran Theatre	445 Geary St.
81	EXIT Theatre	156 Eddy St.
SENIOR CENTERS AND FACILITIES		
82	Alzheimers Day Center	3600 Geary Blvd.
83	Brighter Days Adult Day Health	259 5th Ave.
84	Center for Elders & Youth	3330 Geary Blvd.
85	Circle of Friends Adult Health	1550 Steiner St.
86	Compass Family Center	942 Market St. 600
87	Continuum HIV Day Services	255 Golden Gate Ave.
88	Curry Senior Center	315 Turk St.

ID	NAME	LOCATION
89	Family Service Agency SF	6221 Geary Blvd. #3
90	Golden Gate Senior Services	6221 Geary Blvd.
91	Hope Senior Center	1480 Ellis St.
92	Institute on Aging/Western Addition/Marina Resource	1426 Fillmore St.
93	(not used)	NA
94	Institute on Aging	3626 Geary Blvd.
95	(not used)	NA
96	Jackie Chan Activity Center	5757 Geary Blvd.
97	Japanese American Religious Federation	1615 Sutter St.
98	Japanese American Religious Federation	2016 Pine St.
99	Jewish Family & Children Services	303 31st Ave.
100	Jones Senior Homes Inc.	1727 Fillmore St.
101	Kimochi Home	1531 Sutter St.
102	Kimochi Japanese American Senior Services	1715 Buchanan St.
103	Kimochi Senior Center	1840 Sutter St.
104	Leisure Town Villa	1950 Anza St.
105	Leland Polk Senior Community	1315 Polk St.
106	Little Bros Friends of Elderly	909 Hyde St. 628
107	Lutheran Care for Aging	1031 Franklin St.
108	Martin Luther Tower Inc.	1001 Franklin St. 9b
109	Meals on Wheels, Dorrin Jones Senior Center	1668 Bush St.
110	N&S of Market Adult Day Health 350 Golden Gate Avenue	350 Golden Gate Ave.
111	North Market Senior Services	333 Turk St.
112	Northern California Cares	323 Geary St. 818
113	Golden Gate Senior Services/Richmond Senior Center	6221 Geary Blvd.
114	Overseas Chinese Institute on Aging	546 Clement St. C
115	Presentation Senior Community	301 Ellis St.
116	Resource Center for Senior Adults	1246 Fillmore St.
117	Retired Senior Volunteer Program	881 Turk St.
118	Richmond Resource Center	3330 Geary Blvd.
119	San Francisco Senior Center	481 O'Farrell St.
120	Self-Help for the Elderly	408 22nd Ave.

Source: San Francisco GIS Service

Table 4.2-8 Houses of Worship

ID	NAME	LOCATION
121	St. Thomas the Apostle Church	3835 Balboa St.
122	Pine United Methodist Church	426 33rd Ave.
123	Zion Mission Korean Baptist Church	3535 Balboa St.
124	Assemblies of God Full Life	3535 Balboa St.
125	First United Lutheran Church	6555 Geary Blvd.
126	Holy Virgin Cathedral	6210 Geary Blvd.
127	St. Monica's Rectory	470 24th Ave.
128	Our Lady Of Fatima Byzantine Catholic Church	5920 Geary Blvd.
129	Rabbi Isaac Fineman	322 23rd Ave.
130	Congregation Chevra Thilim - Modern Orthodox Shul	751 25th Ave.
131	First Burmese Baptist Church	380 21st Ave.
132	Formosan Christian Church of San Francisco	380 21st Ave.
133	Russian Orthodox Church of Our Lady of Kazan	5717 California St.
134	Congregation Beth Sholom	301 14th Ave.
135	San Francisco Bible Church	498 Funston Ave.
136	Christ the Saviour Church	2040 Anza St.
137	Congregation Anshey Sfar	1500 Clement St.
138	Golden Gate Christian Reformed	378 18th Ave.
139	St. James Episcopal Church and Community Learning Center	4620 California St.
140	Shih Liao Ching	431 16th Ave.
141	FSBC of SF	1300 Balboa St.
142	Chinese Grace Baptist Church	600 10th Ave.
143	(not used)	NA
144	Canaan Lutheran Church	495 9th Ave.
145	San Francisco Independent Church	270 18th Ave.
146	Magain David Sephardim Congregation	351 4th Ave.
147	St. Gregory Armenian Apostolic	51 Commonwealth Ave.
148	Shean-Mih-Yuan-Tung Temple	501 3rd Ave.
149	(not used)	NA
150	St. Ignatius Church	650 Parker Ave.
151	City Church San Francisco	2460 Sutter St.
152	St. Dominic's Catholic Church	2390 Bush St.
153	Jones Memorial United Methodist	1975 Post St.
154	Macedonia Missionary Baptist Church	2135 Sutter St.
155	St. John Coltrane African Orthodox Church	1286 Fillmore St.

ID	NAME	LOCATION
156	Philadelphian SDA Church	2520 Bush St.
157	St. John the Baptist Serbian Orthodox Church	900 Baker St.
158	Central Seventh-Day Adventist Church	2889 California St.
159	Shrine of Saint Jude Thaddeus	2390 Bush St.
160	Hokkeshu Buddhist Church	2556 Post St.
161	Imani Center For Edu & Wellness	2520 Bush St.
162	Unity San Francisco	2222 Bush St.
163	Glad Tidings Church	1280 Webster St.
164	Swedenborgian Church	2107 Lyon St.
165	Christian Community	906 Divisadero St.
166	Epiphany Center	100 Masonic Ave.
167	Full Gospel San Francisco English Ministry	1480 Ellis St.
168	Soto Zen Mission of San Francisco	1691 Laguna St.
169	Old Holy Virgin Russian Orthodox Cathedral	864 Fulton St.
170	Universal Life Church	752 Divisadero St.
171	Archdiocese of San Francisco	1 Peter Yorke Wy.
172	First Unitarian Universalist Church & Center	1187 Franklin St.
173	St. Mark's Lutheran Church	1111 O'Farrell St.
174	Hamilton Square Baptist Church	1212 Geary Blvd.
175	First United Lutheran Church	1031 Franklin St.
176	San Francisco Lighthouse Church	1337 Sutter St.
177	Journey Church of San Francisco	965 Mission St.
178	The Cathedral Event Center	1111 Gough St.
179	Trinity + St. Peter's Episcopal Church	1668 Bush St.
180	First Congregational Church of San Francisco, UCC	1300 Polk St.
181	Chinese Grace Church	931 Larkin St.
182	Life Begins With Motion, Inc.	888 O'Farrell St.
183	Old First Presbyterian Church	1751 Sacramento St.
184	Masjid al-Tawheed	1227 Sutter St.
185	Soto Zen Mission of San Francisco	1691 Laguna St.
186	Golden Gate Spiritualist Church	1901 Franklin St.
187	Jehovah's Witnesses	501 Fulton St.
188	Glide Memorial Church	330 Ellis St.
189	Church of Scientology Mission of San Francisco	701 Sutter St.
190	Grace Cathedral	1100 California St.
191	Notre Dame Des Victoires Church and School	566 Bush St.
192	St. Patrick Church	756 Mission St.

ID	NAME	LOCATION
193	Christian Science Church	450 O'Farrell St.
194	Congregation Keneseth Israel	873 Sutter St.
195	Al Sabeel Masjid Noor al-Islam	48 Golden Gate Ave.
196	Old Saint Mary's Church	660 California St.
197	Christian Science Practitioners	210 Post St.
198	Metaphysical Church & Group	710 Taylor St.
199	St. Boniface Catholic Church	133 Golden Gate Ave.
200	Episcopal Diocese-California	1055 Taylor St.
201	Kong Chow Temple	855 Stockton St.
202	First Chinese Baptist Church	15 Waverly Place
203	Burnham Praise	675 O'Farrell St.
204	Presbyterian Church-Chinatown	925 Stockton St.
205	Ching Chung Taoist Association	615 Grant Ave.
206	Lifelong Education Institute	220 Montgomery St.
207	Chinese Grace Church	931 Larkin St.
208	Archdiocese of San Francisco	1 Peter York Wy.
209	Buddhist Association-America	109 Waverly Place
210	Marist Center-The West	625 Pine St.
211	Journey Church of San Francisco	965 Mission St.
212	Rigpa San Francisco Center	111 New Montgomery St.
213	Epic Church	543 Howard St.
214	(not used)	NA
215	Eucharist SF	285 Main St.
216	Notre Dame Des Victoires Church and School	566 Bush St.

Parks and Recreation Areas

As listed in Table 4.2-9 and shown in Figure 4.2-8, the study area has more than 30 parks, recreational facilities, and other public spaces.⁶

⁶ The study area used to capture parks and recreation facilities with proximity to the Geary corridor in this chapter is the same as that used for Chapter 6.

Table 4.2-9 Parks and Recreational Facilities

ID	NAME	LOCATION
1	Angelo J. Rossi Playground	2 Willard North St.
2	Argonne Playground	18th Ave. & Geary Blvd.
3	Cabrillo Playground	858 38th Ave.
4	Dupont Tennis Courts	336 31st Ave.
5	Fulton Playground	855 27th Ave.
6	Hamilton Playground	1900 Geary Blvd.
7	Laurel Hill Playground	251 Euclid Ave.
8	Margaret S Hayward Playground	1016 Laguna St.
9	Raymond Kimbell Playground	Geary Blvd. & Steiner St.
10	Embarcadero Plaza	Steuart St. & Market St.
11	Richmond Recreation Center	251 18th Ave.
12	Rochambeau Playground	238 25th Ave.
13	Rossi Swimming Pool	600 Arguello Blvd.
14	Sue Bierman Park	Washington St. & Drumm St.
15	Tenderloin Recreation Center	570 Ellis St.
16	Buchanan Street Mall	Buchanan b/t Eddy & Grove St.
17	Japantown Peace Plaza And Pagoda	Post St. & Buchanan St.
18	Balboa Natural Area	Balboa St. at Great Highway
19	Union Square	Post St. & Stockton St.
20	Cottage Row Mini Park	Sutter St. & Fillmore St.
21	Father Alfred E. Boeddeker Park	295 Eddy St.
22	Jefferson Square	Eddy St. & Gough St.
23	Sergeant John Macaulay Park	Larkin St. & O'Farrell St.
24	Lincoln Park	34th Ave. & Clement St.
25	Mini Park at 10th & Clement	351 9th Ave.
26	Mini Park at Fillmore & Turk Sts.	Fillmore St. & Turk St.
27	Mini Park at Bush & Baker Sts.	Bush St. & Baker St.

ID	NAME	LOCATION
28	Mini Park at O'Farrell & Beideman Sts.	O'Farrell St. & Beideman St.
29	Mini Park at Steiner & Golden Gate Sts.	Steiner St. & Golden Gate Ave.
30	Mountain Lake Park	One 11th Ave.
31	Muriel Leff ("Arguello") Mini Park	419-435 7th Ave.
32	Path/Greenway along Park Presidio Blvd.	Park Presidio Blvd.
33	Lands End	680 Point Lobos Ave.
34	Seal Rocks	Offshore
35	Richmond Playground	149 18th Ave.
36	Yerba Buena Gardens	Mission St. and 3rd St.
37	St. Mary's Square	Pine St. and Quincy St.
38	Willie "Woo Woo" Wong Playground	853 Sacramento St.

The ID numbers in the table correspond to those shown in figure 4.2-8.

Source: Review of San Francisco Recreation and Parks data, aerial maps

Figure 4.2-8 Parks and Recreational Facilities Within the Study Area



Source: Jacobs, 2014 and Circlepoint, 2015

4.2.2.2 | ECONOMIC AND BUSINESS ENVIRONMENT

This section describes the economic and business environment within the study area

4.2.2.2.1 MEDIAN HOUSEHOLD INCOME

According to ACS data median household income in the study area in 2011 was \$66,661, whereas it was \$72,947 within San Francisco as a whole

According to ACS data, study area median household income in the year 2011 was \$66,661, lower than the San Francisco median (\$72,947). Six U.S. Census block groups within the study area had a median household income below the poverty line as defined by the U.S. Department of Health and Human Services. All six block groups are located within or near the Tenderloin neighborhood. For further information regarding low-income block groups within the study area, see Section 4.14 (Environmental Justice).

4.2.2.2.2 EMPLOYMENT BY SECTOR/LABOR FORCE CHARACTERISTICS

San Francisco is a major employment center within the Bay Area. Several commercial, retail, medical, and other businesses exist within the study area, providing jobs for people living within as well as outside of the Geary corridor. The highest concentrations of employment, retail, commercial, and tourist activity are centered near the Financial District, Downtown/Civic Center, and SoMa areas. However, large employment areas also exist in other parts of the study area, specifically around universities and medical centers, including the University of San Francisco, the Kaiser Permanente Medical Center campuses, and the St. Francis Memorial Hospital. Major retail areas within the study area are located near Union Square, along Market Street (including the Westfield Centre), and Chinatown. Smaller, generally neighborhood-serving retail areas are located along Fillmore Street, California Street, Sacramento Street, Clement Street, and within Japantown.

Table 4.2-10 describes the distribution of employment by sector in the study area and San Francisco employment in 2011.

Table 4.2-10 Employment Sector Distribution

EMPLOYMENT SECTOR	JOBS IN THE STUDY AREA		JOBS IN SAN FRANCISCO	
	NUMBER OF JOBS	% OF JOBS	NUMBER OF JOBS	% OF JOBS
Cultural, Institutional, and Educational Service (CIE)	15,700	6.0%	58,300	10.2%
Medical and Health Services (MED)	6,000	2.3%	37,600	6.6%
Management, Information, and Professional Services (MIPS)	186,600	71.1%	293,700	51.5%
Production/Distribution/Repair (PDR)	5,000	1.9%	64,300	11.3%
Retail/Entertainment (RET)	33,300	12.7%	96,000	16.8%

EMPLOYMENT SECTOR	JOBS IN THE STUDY AREA		JOBS IN SAN FRANCISCO	
	NUMBER OF JOBS	% OF JOBS	NUMBER OF JOBS	% OF JOBS
Visitor Lodging (VIS)	15,800	6.0%	20,100	3.5%
TOTAL	262,400		570,000	

Numbers rounded to nearest hundred.

Cultural/Institutional/Educational Services (CIE) educational services, social services, museums and zoos, membership organizations, and private household services located throughout the City.

Medical and Health Services (MED) health services offices and hospitals and laboratories located throughout the City.

Management, Information, and Professional Services (MIPS) finance, insurance, and real estate (FIRE), business, legal, and professional services, and public administration activity located throughout the City; plus construction, transportation, communications, and utilities, agriculture, mining, manufacturing, wholesale trade, and motion picture production, distribution, and services located in the downtown area (defined to include the Financial District, Union Square/Yerba Buena, Civic Center), and adjacent districts B Transbay/Rincon Hill, South Beach (south of downtown) and Northeast (north of downtown).

Production/Distribution/Repair (PDR) automobile and other repair services located throughout the City, plus construction, transportation, communications, and utilities, agriculture, mining, manufacturing, wholesale trade, and motion picture production, distribution, and services in all parts of the City outside the Downtown, Transbay, and Northeast districts.

Retail/Entertainment (Retail/ENT) retail trade, amusement and recreation services, and personal services located throughout the City.

Visitor Lodging (VISITOR) hotels and other lodging located throughout the City.

Source: ABAG Projections 2013 (TAZ Level)

As shown in Table 4.2-10, a total of 262,400 jobs originate in the study area, accounting for about 46 percent of employment in San Francisco. The Management, Information, and Professional Services sector accounts for more than 70 percent of the jobs within the study area, with most of the jobs located at the east end of the Geary corridor near Market Street.⁷

Retail accounts for 12 percent of the jobs within the study area. Medical and Educational facilities located in the Geary corridor in Presidio Heights area also provide a significant numbers of jobs.

Retail and service businesses are the most widely distributed along the corridor and are most affected by changes to transportation in the corridor because they depend on accessibility for their customers as well as employees and deliveries. The project team conducted a door-to-door outreach and survey effort to all retail and service businesses along Geary Boulevard between 33rd Avenue and Gough Street⁸ to collect information on the businesses present and input from their owners and managers. There are about 570 retail and service businesses along this portion of Geary Boulevard, of which about 35 percent completed the survey. Most of these businesses are small, with over 70 percent reporting having five or fewer employees working on a typical day and most stating they have 50 or fewer daily customers. Retail stores represent almost 40 percent of surveyed businesses, while services represent another 40 percent, restaurants and cafes 15 percent, and other business types the remaining 5 percent.

As shown in Table 4.2-11, an estimated 141,678 civilians, age 16 and older, comprise the study area labor force. Of this total, about 93 percent (131,163 persons) were employed and 7 percent (10,515 persons) were unemployed, similar to citywide levels.

⁷ Association of Bay Area Governments. 2013.

⁸ The survey was conducted in this area since major physical improvements associated with all of the build alternatives would occur within this portion of the Geary corridor.

The professional, scientific, management, administrative, and waste management occupations represented 21 percent of the labor force in the study area, followed by the educational, health, and social services occupations (18 percent) and the arts, entertainment, recreation, accommodation, and food services (13 percent of the labor force). About 12 percent of the labor force works in the finance, insurance, real estate, rental, and leasing sectors.

Table 4.2-11 Labor Force by Industry, 2011

INDUSTRY	STUDY AREA		SAN FRANCISCO	
	NUMBER OF PERSONS	%	NUMBER OF PERSONS	%
Employed labor force	131,163	92.58%	447,467	92.48%
Unemployed labor force	10,515	7.42%	36,368	7.52%
Professional, scientific, management, administrative, and waste management	28,187	21.49%	88,339	19.70%
Educational, health, and social services	24,359	18.57%	88,415	19.80%
Arts, entertainment, recreation, accommodation, and food services	17,631	13.44%	54,804	12.20%
Finance, insurance, real estate, and rental and leasing	14,814	11.29%	41,850	9.40%
Retail trade	12,692	9.68%	42,440	9.50%
Manufacturing	7,006	5.34%	26,510	5.90%
Other services (except public administration)	6,685	5.10%	23,616	5.30%
Information	5,598	4.27%	20,638	4.60%
Public administration	4,150	3.16%	16,516	3.70%
Transportation and warehousing, and utilities	3,780	2.88%	15,599	3.50%
Construction	3,707	2.83%	18,775	4.20%
Wholesale trade	2,434	1.86%	8,948	2.00%
Agriculture, forestry, fishing and hunting, and mining	120	0.09%	1,017	0.20%
Total Labor Force	141,678	100%	483,835	100%

Source: ACS, 2011

4.2.3 | Methodology

The lead agency has not adopted its own guidance for evaluating community impacts. In the absence of FTA guidance, SFCTA and SFMTA looked to other sources for guidance on evaluating community impacts. SFCTA and SFMTA selected guidance prepared by the California Department of Transportation (Caltrans) in its *Community Impact Analysis Handbook* (2011). Caltrans' rigorous methodology was developed to assess the effects of proposed transportation projects on communities and neighborhoods via a

number of metrics and indicators, including some factors evaluated elsewhere in this document. Metrics and factors include effects on parks and recreation facilities, demographic factors, and several transportation-related considerations. The rigorous structure of the Caltrans methodology offers a conservative basis for the determination of potential community impacts.

Community and social effects are generally classified as affecting social characteristics or community character of an area and/or the economic and business environment of an area. The alternatives have the potential to result in construction-period and/or operational-period effects as noted below.

Construction- and Operational-Period Effects

- Disruption and/or displacement of or limitation of access to businesses, residences, community facilities, and other land uses
- Changes to community character

To utilize a wide range of available data and more accurately characterize potential effects of the build alternatives, this analysis considers social and community characteristics, community and neighborhood characteristics, and the economic and business environment along the Geary corridor as of 2010, though more current baseline information is provided where available.

4.2.4 | Environmental Consequences

This section describes how the alternatives could affect social and community characteristics in the vicinity of the Geary corridor.

For most sub-topics included in this section, the build alternatives would have similar effects. Differences in potential effects from individual alternatives are described where applicable. As set forth in Section 4.2.4.1, the modifications to the Hybrid Alternative/LPA since publication of the Draft EIS/EIR do not change the conclusions regarding community impacts in the Draft EIS/EIR.

4.2.4.1 | 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 community effects during construction or

operation. As documented below, the Hybrid Alternative/LPA as modified would not result in any new or more severe community effects relative to what was disclosed in the Draft EIS/EIR.

Retention of the Webster Street Pedestrian Bridge

Construction: Retention of the Webster Street pedestrian bridge would lessen localized construction-period impacts in the immediate vicinity (particularly noise), as the bridge would no longer be demolished. Therefore, this modification would not result in new or more severe community impacts during construction.

Operation: Retention of the bridge would also improve pedestrian conditions during construction and operation of the project by retaining this existing connection across Geary Boulevard. Retention of the bridge would also maintain existing on-street parking in the Webster Street vicinity. Therefore, this modification would not result in new or more severe community impacts 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, construction-related community effects would be reduced at this location relative to what was described in the Draft EIS/EIR.

Operation: Although this change would mean BRT service would not be provided at Spruce Street, the immediate area would still be served by local and express bus services. This modification would increase the walking distance between BRT stops in the Spruce/Cook area, but this increase would be offset by the retention of local and express service here. Retaining the existing bus stops on this block would also preserve 10 on-street parking spaces. Therefore, the change to remove proposed BRT stops here (and retain local/express stops) would not create any new or more severe community impacts during 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. Additional pedestrian bulbs, a painted safety zone at Taylor and O'Farrell streets and daylighting at intersections throughout the Geary corridor would be located entirely within the existing transportation right-of-way. While the additions would increase the absolute number of pedestrian enhancements relative to what was analyzed in the Draft EIS/EIR, each additional enhancement would have a short construction duration and thus minimal to negligible capacity to increase construction impacts so considerably that new or more severe construction-related air quality, noise, traffic, and mobility effects would result.

Operation: Once operational, additional pedestrian improvements would enhance multimodal accessibility at these locations, increasing pedestrian safety and connectivity along the corridor and promoting greater community

cohesion, thereby resulting in beneficial community impacts. The additional pedestrian improvements would remove an additional 25 on-street parking spaces at locations dispersed throughout the entire 6.5-mile Geary corridor. This would constitute a negligible portion of overall parking loss in the corridor (which has 1,680 on-street parking spaces). The dispersal of such additional parking loss would not unduly affect any individual community or neighborhood along the Geary corridor. Therefore, this modification would not result in new or more severe community impacts during operation.

Addition of BRT Stops at Laguna Street

Construction: While localized construction activities would increase at Laguna Street to construct transit islands, construction would occur entirely within the existing transportation right-of-way and would be short (2-3 weeks) in duration, with minimal excavation and short-term traffic lane closures. These minor modifications would have minimal to negligible capacity to increase construction activities so substantially that new or more severe construction-related air quality, noise, traffic, and mobility effects would result.

Operation: Longer-term, the addition of BRT stops at Laguna Street would remove an additional 14 parking spaces at this location; however, the addition of these stops would decrease walking distances between BRT stops in the immediate area. This would enhance multimodal accessibility at Laguna Street, contributing to a beneficial change in community impacts during operation.

Retention of Existing Local and Express Stops at Collins Street

Construction: Similar to retaining the Spruce/Cook local and express stops, retention of the Collins Street local and express bus stops would eliminate construction activity outside the curb-to-curb portion of the right-of-way in this location. This would reduce localized construction effects to the community. Therefore, this modification would not result in new or more severe community impacts during construction.

Operation: Once operational, retention of existing local and express stops at Collins Street would result in decreased walking distances between local and express stops in the area, though eight parking spaces which would have been created by the bus stop removal as proposed in the Draft EIS/EIR would no longer be added at this location. As this modification would retain existing conditions at Collins Street, no new or more severe worsened community impacts would occur during operation.

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

Construction: Relocation of 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, thus, reducing construction activities directly in front of the Holy Virgin Cathedral (6210 Geary Boulevard), a religious and community facility. As with other aspects of the project, construction would occur entirely within the existing transportation right-of-way. The level of construction would be the same as

previously proposed, but would be located one block to the west and no new or more severe community impacts would occur.

Operation: Once operational, this relocation would better accommodate parking and loading concerns for the Cathedral, and provide a net reduction in construction and operations impacts for the community. No parking buffer areas would be installed on the north side of Geary (immediately adjacent to the Cathedral) between 26th and 27th avenues, thus preserving two additional parking spaces (retaining 11 of the existing 18 spaces) relative to what was described in the Draft EIS/EIR. Therefore, no new or more severe community impacts would occur during project operation as a result of this modification.

4.2.4.2 | CONSTRUCTION EFFECTS

4.2.4.2.1 | NO BUILD ALTERNATIVE - CONSTRUCTION EFFECTS

Construction of the anticipated transportation related improvements associated with the No Build Alternative would occur within the existing transportation right-of-way. No additional right-of-way or any displacement of residences, businesses, or community facilities would be required.

Construction of these improvements could temporarily affect both vehicular traffic and pedestrian movement to the extent construction would require short-term vehicle or bike lane reductions, and/or closure or detours of sidewalks. Project sponsors would be expected to implement typical/standard City and County of San Francisco mitigation practices and measures to minimize community impacts. Such practices and measures may include but would not be limited to advance notification to affected communities and businesses; signage advising drivers, cyclists, and walkers of potential detours/construction activity; and other similar measures commonly used in the City for infrastructure improvement projects to maintain paths of access during construction, including San Francisco Public Works' Director's Order 176,707, and San Francisco Municipal Transportation Agency's (SFMTA) "Blue Book." Given the anticipated implementation of such standard practices and measures, construction-related community effects of the No Build Alternative would be negligible.

4.2.4.2.2 | BUILD ALTERNATIVES - CONSTRUCTION EFFECTS

Social and Community Characteristics – Construction Effects

None of the build alternatives would require any temporary or permanent displacement of any residence, community facility, park, or business. Construction would follow the "staggered multiple block segment" approach, which – as further discussed in Section 2.3.2.3 and Section 4.15.2.1 – is intended to minimize the length of disruption to the corridor as a whole.

Construction related traffic and mobility effects would be similar in nature to those described for the No Build Alternative. In locations where new bus stops or bus-only lanes would be constructed, the build alternatives could result in short-term sidewalk closures, detours, conversion of parking lanes to travel lanes, and removal of loading zones. These could individually or collectively increase traffic and parking difficulties, which could disrupt

access to public facilities, parks, businesses, and residences within the Geary corridor (shown in Table 4.2-7 through Table 4.2-9). The severity of these effects would be reduced by adherence to City regulations for work conducted in public rights-of-way (see discussion in Section 4.6.1.2). Please also see Section 4.15 (Construction Impacts) for more discussion of construction-period transportation-related effects and pertinent avoidance, minimization, and mitigation measures.

Construction of the build alternatives would result in short-term emissions of air pollutants and increases in noise and vibration directly associated with construction activity, which could affect community facilities, parks, businesses, and residences along the Geary corridor. As documented in Section 4.10 and 4.11 of this document, none of these short-term effects would be adverse, so no adverse social or community effects are anticipated. Similarly, short-term changes to the visual environment of various locations in the Geary corridor would be expected as a result of construction activity, which would temporarily affect community and neighborhood characteristics (refer to Section 4.2.2.1.2). However, such effects would be lessened by measures noted in Section 4.4 of this document and would also be relatively short-term in nature. Therefore, none of the construction-related visual effects would result in adverse effects to social or community character.

Economic and Business Environment – Construction Effects

Construction of the build alternatives would not result in the displacement of any business, residence, or community facility as all work would take place in public rights-of-way. The potential for economic or business effects relating to traffic and mobility disruption, as well as to the visual, air, and noise environment would be as described above with regard to potential social and community effects. Because none of the short-term traffic and mobility, visual, air quality, or noise/vibration effects would be adverse, none would result in adverse effects to the economic and business environment. Although pedestrian access would be preserved during construction, detours and temporary closures of portions of the sidewalk would occur during construction, adversely affecting patrons and employees of businesses along the Geary corridor. The severity of these effects would be reduced by adherence to City regulations for work conducted in public rights-of-way (see discussion in Section 4.6.1.2). Please also see Section 4.15 (Construction Impacts) for more discussion of construction-period transportation-related effects and pertinent avoidance, minimization, and mitigation measures.

4.2.4.3 | OPERATIONAL EFFECTS

4.2.4.3.1 | NO BUILD ALTERNATIVE - OPERATIONAL EFFECTS

The No Build Alternative would perpetuate existing transit service along the Geary corridor. However, opening of the new Transbay Transit Center in 2017 would result in some changes to the current routing of bus lines along Market Street. The No Build Alternative also assumes improvements to traffic signal infrastructure in select locations, the operation of new buses, among other features (see Chapter 2 for a complete list of anticipated

Overall the transit and streetscape improvements of the No Build Alternative would enhance existing transit access and potentially increase transit ridership as compared to existing conditions; however, these benefits would be less than under the build alternatives

elements of the No Build Alternative). No residential, business, or community facility displacement would be anticipated.

The noise and visual environments of the Geary corridor would not substantially change owing to the modest nature of proposed improvements. However, air pollutant emissions of the No Build Alternative would be greater than any of the build alternatives, because the No Build Alternative would have the least potential to convert auto trips to transit trips. Notwithstanding, the transportation infrastructure improvements of the No Build Alternative could result in increases in average transit vehicle speed which could in turn result in modest increases in transit ridership. Such changes could result in increased mobility and pedestrian activity along the Geary corridor that could enhance the business environment. The No Build Alternative improvements would not be expected to result in adverse changes to existing transit, auto, bike, or pedestrian circulation along the Geary corridor.

Given the modest nature of these long-term effects, the No Build Alternative would not be anticipated to result in any adverse direct effects to the social community characteristics or the economic and business environment of the Geary corridor. However, as described below, the No Build Alternative would not result in some of the beneficial community-related effects of the various build alternatives.

4.2.4.4 | BUILD ALTERNATIVES - OPERATIONAL EFFECTS

Social and Community Characteristics – Operational Effects

None of the build alternatives would result in any permanent or temporary displacements of housing or community facilities, since all proposed activity would be within existing public right-of-way areas.

The build alternatives would result in some minor changes in noise, air quality, and the visual environment. By 2035, implementation of any of the build alternatives would result in decreased emissions and overall improved air quality relative to the No Build Alternative (see Table 4.10-5 in Section 4.10, Air Quality). Thus, all of the build alternatives would result in a beneficial effect to the community character of the Geary corridor.

Furthermore, none of the build alternatives would result in project-related noise levels that would exceed FTA's significance criteria, thus there would be no adverse noise related effects to community facilities and characteristics in the area. With regard to visual effects, all of the build alternatives would generally result in negligible, neutral, or beneficial visual effects throughout the Geary corridor.

Implementation of any of the build alternatives would result in improved transit travel times and thus enhanced connectivity between residential, commercial, and community facilities within the study area. Such enhanced transit services would provide for a more efficient and reliable bus service to the various community facilities in the study area. With a higher proportion of transit-dependent residents than San Francisco as a whole, study area residents would benefit from increased transit capacity, reliability, and

efficiency, all of which would in turn increase the level of connectivity between residential areas and community facilities and services.

Chapter 3 identifies a number of transportation-related effects that can affect social and community characteristics. These effects (pedestrian and bicycle enhancements, changes in bus stops, change in left turn lanes, changes in on-street parking, emergency vehicle access) are summarized below in terms of their community effects potential. Please see Chapter 3 (Transportation) for a complete discussion of all transportation-related effects of the build alternatives.

Pedestrian and Bicycle Enhancements: The build alternatives would result in beneficial effects to pedestrian and cyclist mobility, which would benefit the community by providing enhanced amenities and infrastructure along the Geary corridor. In addition, Alternatives 3 and 3-Consolidated would remove the Fillmore Street underpass, which residents perceive as a barrier between communities. All build alternatives would provide several pedestrian enhancements, which would benefit the community by providing enhanced pedestrian safety. Alternatives 2, 3, and 3-Consolidated would provide 65 new pedestrian crossing bulbs, and the Hybrid Alternative/LPA would provide 91 new pedestrian crossing bulbs. The enhanced pedestrian facilities proposed under the build alternatives are detailed in Section 2.2. The build alternatives also include a bicycle lane connection across Geary Boulevard at Masonic Avenue; this would also foster connectivity to east-west bike routes along Anza and Post streets, thus providing enhanced community connectivity.

Bus Stop Changes: As a means of improving overall transit system performance, the project proposes consolidation of bus stops which could increase walking distances to bus stops relative to existing conditions. SFCTA estimated both existing and projected future walking distances to bus stops for each alternative for various segments of the Geary corridor (Market Street to Van Ness, Van Ness to Broderick, Broderick to Palm Avenue, Palm Avenue to Park Presidio, Park Presidio to 25th Avenue, and 25th Avenue to 34th Avenue). The build alternatives would both increase and decrease estimated average walking distances to bus stops at various locations along the Geary corridor. According to SFCTA's estimates, the maximum projected increase in walking distance in any alternative would be about 360 feet in Alternative 3-Consolidated in two locations: between Fillmore and Divisadero streets due to the elimination of the local stop at Scott Street, and between Van Ness Avenue and Laguna Street due to the elimination of the local stops at Franklin and Gough streets. This minor increase in walking distance (up to 360 feet) would not result in an adverse effect. Additionally, the project's transit service and system improvements would benefit the community and help offset any negligible effects related to increased walking distances.

Changes to Left Turns: Due to the reconfiguration of Geary Boulevard that would occur as a result of any of the build alternatives, motorists would experience a reduction in left-turn opportunities along Geary Boulevard. This could make accessing community facilities, residences, parks, and businesses more difficult for motorists.

Left-turn locations on Geary Boulevard are shown on Figures 2-9, 2-13, 2-17, and 2-20. As shown in Figures 2-9, 2-13, 2-17, and 2-20, the build alternatives would result in a reduction in some of the left-turn lanes on the Geary corridor, depending on the build alternative. The left-turn locations that would be eliminated with project implementation are generally located in close proximity to other left-turn opportunities. Overall, the transportation analysis (see Chapter 3) finds that the future reduction in left-turn locations would not be expected to adversely affect auto circulation in the corridor. Additionally, access to community facilities along the Geary corridor would remain despite left-turn reductions due to presence of several alternate route options. Thus, drivers traveling to specific community facilities along the Geary corridor would still be able to access such facilities with little disruption, notwithstanding the proposed removal of left-turn lanes.

Changes to Parking and Loading: Changes to parking and loading along the Geary corridor could result in adverse effects to social and community characteristics by reducing the ease of access to community facilities, businesses, etc. along the Geary corridor.

The build alternatives would result in no net loss of loading spaces, though as noted in Section 3.6, some loading spaces would be relocated generally within the same block to accommodate proposed physical improvements associated with each of the build alternatives.

Also as further detailed in Section 3.6, each of the build alternatives would result in the loss of some on-street public parking. Alternative 2 would result in the greatest potential loss of parking spaces and reduce publicly available parking spaces area-wide by about 4 percent between 34th Avenue and Gough Street, including side streets. Alternative 2's largest absolute number of parking space loss would occur near the Fillmore/Japantown areas. However, this area also has the largest existing supply of nearby publicly available parking, thus the community would remain accessible to motorists.

Parking losses would be offset by new and improved transit service along the corridor; thus the community would not be substantially affected by a loss of available parking. Furthermore, parking demand is expected to decrease in the Geary corridor as a result of the transit improvements and subsequent conversion of auto trips to transit trips. Additionally, the parking supply analysis (see Section 3.6, Parking and Loading Conditions) revealed that the loss of parking spaces along Geary corridor would not result in an adverse effect; parking demand could be accommodated by remaining parking capacity in areas adjacent to the Geary corridor. It should be noted that the Geary Boulevard *Customer Intercept Survey* conducted by SFCTA found 76 percent of Geary Boulevard visitors within the Outer and Inner Richmond arrive by walking, biking, or public transit.⁹ Therefore, there

⁹ SFCTA's Customer Intercept Survey was conducted in March, 2013 on 7 midweek days (11am to 3pm or 3pm to 7pm), and on 3 Saturdays (11am to 3pm). A total of 589 responses were gathered. The survey results are in line with similar studies conducted in other neighborhoods Citywide (e.g. Polk St and Inner Sunset surveys). Therefore, the results are likely to be representative of the rest of the Geary corridor.

would be no adverse community impacts as a result of parking loss along the Geary corridor.

Emergency Vehicle Access: Emergency vehicle access is important for communities and ensures emergency services can be provided if needed. The build alternatives would have minimal effects to emergency service routes along the Geary corridor. Emergency vehicles would be able to enter and use bus-only lanes in the event of an emergency. Moreover, the project would have minimal access disruptions to existing and planned medical facilities along the Geary corridor. Ingress and egress to and from the Kaiser garages and surface lot located between Divisadero Street and Baker Street (for parking and storage of paratransit vehicles) would remain, as well as access to the existing medical office near Baker Street and associated handicapped parking and access ramp. Plans for all build alternatives are designed to accommodate proposed driveways for the future CPMC hospital at Geary Boulevard and Van Ness Avenue, expected to open in 2019. Overall, the project would not have adverse environmental effects related to social and community characteristics.

Economic and Business Environment – Operational Effects

None of the build alternatives would result in any permanent or temporary business displacements, since all proposed activity would be within existing public right-of-way areas. The operational effects discussed previously for social and community characteristics would be the same for the economic and business environment along the Geary corridor.

Implementation of any of the build alternatives would result in decreased levels of air pollutant emissions, improved transit amenities, and improved transit travel times and thus enhanced connectivity that would translate to benefits to businesses and economic activity within the study area.

Pedestrian and Bicycle Enhancements of the build alternatives would likely result in increased business activity in the study area, provide greater access for the hospitals and medical centers, offices, government centers, and educational institutions within the study area.

Bus Stop Changes would result in minor increases in average walking distances as noted in the discussion of social and community characteristics. In terms of the business and economic environment, these minor increases would not result in adverse effects upon businesses. Moreover, these minor increases in walking distance would be offset by both improved transit access and the pedestrian and bicycle enhancements of the build alternatives.

Changes in Left Turns could make accessing some businesses along the Geary corridor more difficult for autos. The transportation analysis (see Section 3.4) finds that the reduction in left-turn locations would not be expected to adversely affect auto circulation along the Geary corridor. Additionally, access to businesses along the Geary corridor would remain despite left-turn reductions due to presence of alternate route options. Thus, drivers would still have access to specific businesses along the Geary corridor with little disruption.

Overall, effects from vehicular lane reductions and turning restrictions along the Geary corridor are not anticipated to substantially affect local businesses within the project area

The removal of on-street parking associated with each build alternative is not expected to create an adverse effect to local businesses in the area

Parking losses could also make accessing businesses along the Geary corridor more difficult for autos. As previously discussed, the overall percentage of parking reduction corridorwide is small and the area with the greatest estimated loss of on-street parking (the area of Fillmore Street/Japantown) is also the area with the largest absolute number of publicly available parking spaces (on- and off-corridor). Any mobility or business access effects associated with changes in parking would be offset by new and improved transit service along the corridor as well as by the aforementioned pedestrian and bicycle enhancements. Furthermore, the estimated loss of parking supply is less than the overall number of spaces available during the highest-demand time, as found by the parking occupancy study described in Section 3.6.3. Based on the foregoing, the changes in on-street parking associated with the build alternatives would not result in adverse effects to the economic and business environment.

Business Ingress/Egress: Access into and out of businesses along the Geary corridor would be generally unchanged for all build alternatives, with minor exceptions noted here. Specifically, Alternative 2 and the Hybrid Alternative/LPA may require the relocation of a driveway providing vehicle ingress/egress for a parking lot serving (non-emergency) medical office buildings at 2186 Geary Boulevard and 2299 Post Street. Construction work would be scheduled to avoid/minimize adverse effects to driveway access.

4.2.4.5 | COMPARATIVE EFFECTS OF ALTERNATIVES

As demonstrated in the preceding subsections, all build alternatives would result in generally similar types of construction-period impacts, with the exception of Alternatives 3 and 3-Consolidated, which would require more intensive street reconstruction, particularly in the Fillmore and Masonic areas. None of the build alternatives would result in any permanent or temporary displacements. Alternative 3 and the Hybrid Alternative/LPA would have the greatest benefits to community character, transit connectivity, and pedestrian and cyclist mobility throughout the Geary corridor, followed by Alternative 3-Consolidated and Alternative 2. The No Build Alternative would have the least beneficial community effects as it would feature marginal transit improvements relative to the build alternatives.

4.2.5 | Avoidance, Minimization, and/or Mitigation Measures

4.2.5.1 | CONSTRUCTION MEASURES

Avoidance, minimization, and/or mitigation measures related to air quality and noise and vibration impacts during construction phases are described in Sections 4.10 and 4.11, respectively. The following additional measure will be implemented to reduce construction-related impacts to local businesses and residents:

M-CI-C1. A transportation management plan (TMP) that includes traffic rerouting, a detour plan, and public information procedures shall be developed during the design phase with participation from local agencies, other major project proponents in the area, local communities, business

associations, and affected drivers. Early and well-publicized announcements and other public information measures would be implemented prior to and during construction to minimize confusion, inconvenience, and traffic congestion. The TMP shall include at minimum the following provisions:

- Construction planning shall seek to minimize nighttime construction in residential areas and minimize daytime construction impacts on retail and commercial areas.
- As part of the TMP public information program, SFMTA shall coordinate with adjacent properties along the Geary corridor to determine the need for colored parking spaces (i.e., loading zones) and work to identify locations for replacement spaces or plan construction activities to minimize impacts from the loss of these spaces. SFMTA shall also coordinate with adjacent properties along the Geary corridor to ensure that pedestrian access to these properties is maintained.
- The TMP shall incorporate SFMTA’s process for accepting and addressing complaints. This includes provision of contact information for the project manager, resident engineer, and contractor on project signage with direction to call if there are any concerns. Complaints would be logged and tracked to ensure they are addressed.
- The TMP shall identify or otherwise designate adequate passenger and truck loading zones to be maintained for adjacent land uses, including maintaining access to driveways and providing adequate loading zones on the same or adjoining street block face.

4.2.5.2 | OPERATIONAL MEASURES

As described above, the proposed Geary corridor build alternatives would not have adverse operational period effects on noise or air quality, so no related adverse effects to community character would be expected and thus no avoidance, minimization, or mitigation measures would be required. Similarly, no adverse effects are anticipated to commercial and residential properties resulting from the displacement of on-street parking. However, as set forth in Section 3.6.5, adherence to several improvement measures could be of benefit.

Page Intentionally Left Blank