

A stylized, light green graphic of a suspension bridge spans the width of the page. The bridge features two towers with lattice structures and a series of vertical hangers. The background is a solid, muted green color. On the right side, there are two large, light green rectangular shapes with a lattice pattern, resembling bridge piers or decorative panels. The number '4' is centered on the right side of the page.

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# INFRASTRUCTURE ELEMENT

## 4.1 INTRODUCTION

The proposed improvements described in this streetscape and open space plan will require changes to infrastructure to accommodate:

- Sidewalk widening
- New landscaping
- Changes in traffic patterns and parking
- Enhanced transit
- A pedestrian friendly environment

This section identifies the infrastructure modifications and makes recommendations regarding future studies, investigation, and design. Determination of existing utility capacities and demand changes brought by the redevelopment plan are beyond the scope of this report and are not included.

## 4.2 DEMOLITION AND REUSE

Many of the redevelopment parcels are currently either paved, or contain structures to be removed. Diversion of demolition debris from landfills should be maximized through materials reuse where feasible, e.g. asphalt and road-base from roads and parking lots; concrete and steel from the existing Transbay Terminal structures; curbs, street poles, fencing, plumbing, utility appurtenances, etc. These materials could be reused in new road construction, building pad formation, backfill drain rock, trench backfill, etc. Metals, plastics and other demolition materials should be recycled wherever feasible.

New projects should refer to the Construction and Demolition (C&D) Recycling Information and Forms of the City and County of San Francisco for the new recycling ordinance (No. 27-06).

## 4.3 EXCAVATION

The groundwater in the redevelopment area is believed to be approximately 15-20 ft below grade. This should not impact the design of the open space and streetscape improvements, however it may impact the stormwater quality drainage design (see Page 91). Some areas to be redeveloped may contain hazardous materials, therefore hazardous materials assessments should be conducted prior to demolition. Removal of any hazardous materials should be completed in accordance with City regulations set forth by Article 22A "Analyzing Soils for Hazardous Waste" of the Public Health Code.

The redevelopment area lies partially to the bayward side of the historic shoreline as indicated on the Historic San Francisco Maps. Article 20 "Analyzing Soils for Hazardous Wastes" of the Public Works Code states that soils within this zone require testing per the requirements of the aforementioned Article 22A. Construction on the bayward side of the historic shoreline must also be conducted with respect to the possibility of archaeological findings. Should such items be found during construction, they should be documented and preserved in accordance with the testing and standards set forth by the California Environmental Quality Review Act.



Aerial of project area with 1852 Shoreline superimposed



1852 Shoreline with project area shown in red (U.S. Coast Survey Office 1852; Reproduced in 1967 by Historic Urban Plans, Inc., Ithaca, New York)