



# SAN FRANCISCO PLANNING DEPARTMENT

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## Certificate of Appropriateness Case Report

HEARING DATE: NOVEMBER 18, 2015

*Filing Date:* August 26, 2015  
*Case No.:* 2009.0634COA  
*Project Address:* Van Ness Avenue Corridor  
*Historic Landmark:* Civic Center Landmark District  
*Zoning:* N/A  
*Block/Lot:* Various  
*Applicant:* Peter Gabancho, Project Manager, SFMTA  
Capital Programs and Construction  
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### PROPERTY DESCRIPTION

The Civic Center Landmark District comprises a roughly 58-acre and 15-block part of San Francisco that has multiple historic designations. It was designated locally as a San Francisco Landmark District in December 1994 (1994 SFLD), which followed a listing in the National Register of Historic Places on October 10, 1978 (1978 NR) for state and national levels of significance and a designation as a National Historic Landmark on February 27, 1987 (1987 NHL), which is the highest designation for a historic property in the United States.

The historic district is located just north of Market Street between Franklin Street and 7th Street. It extends north to McAllister Street and Golden Gate Avenue. It is surrounded by several neighborhoods including South of Market, Western Addition, Tenderloin, Nob Hill and the Financial District. Properties in the Civic Center are primarily public in nature, but owned and managed by several different city, state and federal agencies.

Most of the city's major government and cultural institutions are located in the Civic Center Landmark District including City Hall, San Francisco Public Library, War Memorial Complex including the Veterans Building and Opera House, Exposition (Civic) Auditorium, United Nations Plaza, Asian Art Museum, Civic Center Plaza, San Francisco Superior Court, Supreme Court of California, Louise M. Davies Symphony Hall, Federal Building at United Nations Plaza, Edmund G. Brown State Office Building, Hiram W. Johnson State Office Building and several educational institutions, including the University of California, Hastings College of the Law. Multi-modal transportation networks that run through Civic Center are overseen by the City of San Francisco, State of California, Bay Area Rapid Transit, and San Francisco Municipal Transportation Agency.

*Attachment C* contains maps, listings, and photographs of the Civic Center Landmark District contributing features along the Van Ness Avenue corridor as identified in the recently adopted Civic Center Historic District Cultural Landscape Inventory. The inventory provides information about the historic landscape features that contribute to the district. The study focuses on the important elements that express cultural values and highlight the history of the site. In Civic Center, these elements include public plazas, trees, pathways, lighting and fire boxes. These cultural landscape features serve to beautify the district, provide spaces for gathering, contemplation and rest, and they also include the formal site planning elements that make the Civic Center an important center of civic activity in San Francisco. The objective of the Cultural Landscape Inventory is to inform planning decisions within Civic Center and to encourage sensitive design treatment and maintenance of the cultural landscape.

Along the Van Ness corridor within the historic district, the contributing features include:

- The approximately 34 trolley poles (of 259 total along Van Ness Avenue) installed for the 1915 Panama-Pacific Exposition. In 1936, single pendant light fixtures were added to the trolley poles.
- The Red Flowering and Silver Dollar Gum tree species planted in the Van Ness Avenue median in 1950.
- The brick paving installed in front of the San Francisco United School District (High School of Commerce) building in 1926.
- Four (4) fire hydrants installed in 1909 after the 1906 Earthquake and Fire when a gravity-fed Auxiliary Water Supply System was installed throughout the City consisting of underground piping and large hydrants above ground. 135 miles of piping remain in mostly usable condition today.
- Granite curbs dating to circa 1915 located on most blocks along Van Ness Avenue. These are one of the few remaining City Beautiful-era streetscape features that exist in San Francisco. Granite is also a common building material found throughout the district.
- One (1) firebox dating from 1899 and established as part of a citywide system. Using telegraph technology, the boxes remain active today.

## **PROJECT DESCRIPTION**

The Van Ness Avenue BRT is proposed on Van Ness Avenue (and one block of South Van Ness Avenue), and extends approximately 2 miles from Mission Street to Lombard Street. With implementation of the BRT, two mixed-flow traffic lanes (one southbound and one northbound) would be converted into two dedicated transit lanes. The center-lane alignment with right side Boarding, a single median and limited left turns, represents a hybrid design that borrows from the most compelling features of the two center running alternatives analyzed in the EIR.

*Attachment D* contains plans and renderings illustrating the proposed alterations to the public right-of-way along Van Ness Avenue within the landmark district. Proposed new features along the corridor generally include:

1. Bus station at McAllister Street
2. Street lighting
3. Paving
4. Street trees and sidewalk planting
5. Traffic medians

## **OTHER ACTIONS REQUIRED**

The Project also required approval of the Civic Design Committee of the Arts Commission and a General Plan Referral (*Attachment B*).

## **COMPLIANCE WITH THE PLANNING CODE PROVISIONS**

The proposed project complies with all aspects of the Planning Code.

## **APPLICABLE PRESERVATION STANDARDS**

### **ARTICLE 10**

Pursuant to Section 1006.2 of the Planning Code, unless exempt from the Certificate of Appropriateness requirements or delegated to Planning Department Preservation staff through the Administrative Certificate Appropriateness process, the Historic Preservation Commission is required to review any applications for the construction, alteration, removal, or demolition of any designated Landmark for which a City permit is required. Section 1006.6 states that in evaluating a request for a Certificate of Appropriateness for an individual landmark or a contributing building within a historic district, the Historic Preservation Commission must find that the proposed work is in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, as well as the designating Ordinance and any applicable guidelines, local interpretations, bulletins, related appendices, or other policies.

### **ARTICLE 10 – Appendix J –Civic Center Landmark District**

In reviewing an application for a Certificate of Appropriateness, the Historic Preservation Commission must consider whether the proposed work would be compatible with the character of the Civic Center Landmark District as described in Appendix J of Article 10 of the Planning Code and the character-defining features specifically outlined in the designating ordinance.

### **THE SECRETARY OF THE INTERIOR'S STANDARDS**

Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values. The Rehabilitation Standards provide, in relevant part(s):

- Standard 1.** A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

*The Project would not alter the historic use of Van Ness Avenue as a primary North-South transit corridor within the City and a significant street within the Civic Center Landmark District. The Van Ness Avenue corridor has served as a public transit line throughout most of its history and this use would be enhanced by the BRT Project.*

**Standard 2.** The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

*The historic character of the Civic Center Landmark District would be largely retained and preserved. The majority of contributing features would be retained, including the fire hydrants and firebox. The Project would salvage or replace in-kind the brick paving and any granite curbs damaged during construction, thereby retaining the historic character of the streetscape. The Project would also replace the Red Flowering and Silver Dollar Gum trees so that the traffic medians can be reconfigured. The trees would be replaced with new trees from a similar species that are close in height to the existing trees so that the overall historic character of the median would be retained. Due to the structural requirements of the new BRT and the desire for improved lighting along the corridor, the historic trolley poles cannot be reused. The Project proposes to remove all trolley poles as their function would be superseded. The removal would not comply with Standard 2, but cannot be wholly avoided without creating a cluttered pedestrian zone.*

**Standard 3.** Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

*The project would not create a false sense of historical development. The proposed new elements, such as the bus station, street lighting, and paving, would share a contemporary aesthetic that does not mimic historic features of the landmark district.*

**Standard 4.** Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

*The Van Ness Avenue corridor within the landmark district does not contain features that have acquired significance outside of the district's period of significance.*

**Standard 5.** Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

*As noted above, the structural requirements of the new BRT and the desire for improved lighting along the corridor require removal of the historic trolley poles. The removal would not comply with the Standards, but cannot be wholly avoided without creating a cluttered pedestrian zone.*

**Standard 6.** Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

*The Project does may replace deteriorated granite curbs or brick paving. The replacement stone or brick would match the historic features in terms of design, color, texture, and visual quality.*

**Standard 9.** New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

*The Project would introduce several new features to the Van Ness Avenue right-of-way and would alter the streetscape. The Project would maintain the overall plan of the streetscape, including the axial relationship between City Hall and War Memorial Court and the planted median dividing the north and south lanes of the avenue. Additional trees and planting would be added along the sidewalk edge to maintain and fill in the existing planting pattern, which would enhance the park-like character of the district. The proposed station platform and its associated features would be composed of compatible materials and designed in a contemporary manner that identifies it as a new element within the district.*

*Several proposed elements do not adequately reflect the historic character of the district and, therefore, do not comply with Standard 9. The proposed bus shelter framing system has an industrial appearance and the shelter roof is a whimsical “seismic wave” formed out of clear plastic. The roof form and material does not reflect the formal Beaux Arts character of the district. For these reasons, the station shelters are not compatible with the district. The proposed sidewalk paving and curbs also do not reflect the high quality of materials and design typically found in the district. There should also be a continuous granite curb within the district rather than the proposed patchwork of historic and non-historic curb materials at the street edge. Similarly, the poured concrete sidewalk paving should be replaced entirely so that there is a consistent and high-quality paving treatment that reflects the importance of the landmark district.*

**Standard 10.** New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*The BRT infrastructure could be removed in the future without harming the integrity of the historic landscape.*

## **PUBLIC/NEIGHBORHOOD INPUT**

The Department has received no public input on the project at the date of this report.

## ISSUES & OTHER CONSIDERATIONS

None.

## STAFF ANALYSIS

Based on the requirements of Article 10 and the Secretary of Interior's Standards, staff has determined that the proposed work is largely compatible with the character-defining features of the subject site and with the Civic Center Landmark District. Listed below are new or modified landscape elements followed by Planning Staff's evaluation of compatibility.

**Plan:** The Project would maintain the alignment and general width of the Van Ness Avenue public right-of way and well as the axial relationship between City Hall and War Memorial Court. As proposed, no trees or tall structures would obstruct the sightline along the east-west axis to City Hall. Trees would be planted to either side of this axis to reflect the symmetry of the historic plan.

*Staff finds that the proposed plan is compatible with the character of the district.*

**Plantings:** Construction of the new traffic median and BRT station would require removal of the existing planted median. The median feature is not considered a contributing feature of the district, but the trees planted there are. The Project calls for retaining trees of a similar height and form to the historic Red Flowering and Silver Dollar Gum species along the platform and median in similar locations to the existing trees. Street tree species selection involved multiple agencies and resulted in selection of the Lemon-Scented Gum. The median would also be planted with smaller plants and shrubs. This would retain the overall historic character of the avenue within the district and maintain a consistent median treatment along the entire corridor.

Additional trees and planting would be added along the sidewalk edge to maintain and fill in the existing planting pattern. Several additional granite planter boxes with decorative iron fencing to match the existing non-historic boxes would be added in the along the avenue as part of the storm water treatment upgrades. While plantings in this area do not have a precedent within the period of significance for the district, the addition of these planting would enhance the park-like character of the district.

*Staff finds that the proposed plantings are compatible with the character of the district.*

**Station Platform:** The Project would construct two bus station platforms in the center of Van Ness Avenue, one on each side of the McAllister Street intersection to the northwest of City Hall. The station would be composed of two slightly raised concrete structures flanking either side of the BRT center position along Van Ness Avenue, transitioning to a single median at the end of the platform. The platform would be paved with cast concrete pavers in varying shades of gray similar in tone and color to the granite found throughout the district. The station name will be spelled out with dark pavers at the end of the platform.

*Staff finds that the platform design largely complies with the Standards, but that a granite curbs should be installed at the platform edge to match the historic curb material found throughout the district. In all other aspects, the platform is compatible with the character of the district.*

**Station Fencing:** Each bus station is required to be shielded from traffic by a fence along the outer platform edge. The proposed 4'-6"-tall fence would be composed of flat horizontal rails that twist such that the transparency of the fence varies along its length in a consistent rhythm. This design provides both substantial protection for the pedestrians and an engaging experience for drivers passing by who would experience the changing orientations of the rails as having the appearance of moving waves. The design is simple and relatively transparent so that it does not obstruct views across the avenue. It also has a creative appeal that lends importance to the feature that standard tube fencing would lack. Overall, the design appears to have a timeless and quiet quality that would complement the district without competing with the more ornate landscape features from the district's period of significance. The gray painted finish relates to gray color of the other new features in the district, such as the paving and light fixtures, identifying the elements as part of the same period of construction. The color also blends well with the granite, stone, and concrete buildings within the district.

*Staff finds that the station fencing is compatible with the character of the district.*

**Station Shelters:** Each platform must also provide shelters to provide transit information and to provide protection from wind and rain. Three shelters are proposed for each platform. The proposed shelter design is the "Clear Channel" shelter currently used for bus shelters throughout the City. The shelter framing has an industrial appearance that is unsuited to the district. Furthermore, the shelter roof is a whimsical "seismic wave" formed out of clear plastic. The roof form and material does not reflect the formal character of the district. The station shelters are not compatible with the character of the district.

*Staff finds that the station shelters do not comply with the Standards and recommends removing the element from the current proposal to allow the Project Sponsor additional time to develop a more appropriate design.*

**Station Railings:** Each platform will have horizontal metal tube hand rails at the ramped end of the platform where it meets the crosswalk. The railings are simple, transparent, and compatible with the district.

*Staff finds that the station railings are compatible with the character of the district.*

**Station Lighting:** The only lighting proposed for the stations platforms to be located underneath the top rail of the proposed fence. This will provide down cast lighting on the platform and is compatible with the district.

*Staff finds that the station lighting is compatible with the character of the district.*

**Station Cameras:** Cameras will be mounted on 16'-tall poles on the bus station platforms. The camera design is simple and unobtrusive.

*Staff finds that the station cameras are compatible with the character of the district.*

**Sidewalks:** The existing sidewalks on Van Ness Ave are uneven and narrow. The majority of the existing sidewalk paving would be upgraded during the construction of curb extensions, special paving in the sidewalk furniture zone, utility trenching, tree pits, etc. As a cost cutting measure, the project is proposing to leave a 6-foot wide section of sidewalk on the east side of the street and a 3-foot wide section of sidewalk on the west side. The result will be a patchwork of old and new concrete sidewalk. The Van Ness BRT system represents a once in 50+ year opportunity to enhance the sidewalks on Van Ness. The additional paving represent approximately 0.5% percent of the overall project cost. This relatively low-cost investment would greatly enhance the aesthetics of the sidewalk.

Concrete pavers identical to those used on the bus station platforms would be installed in the site furnishing zone of the sidewalk, creating a visual buffer between the street and the pedestrian zone. The existing granite curbs along the sidewalks would be salvaged or replaced in-kind in most locations. However, where new curb shapes are required, the Project proposes to use concrete curbs that are less expensive to construct. Likewise, the brick paving at the High School of Commerce would be replaced in-kind. These paving treatments would be compatible with the district in terms of color, material, and texture.

*Staff finds that the proposed use of new concrete curbs and the partial replacement of sidewalk paving would not meet the Standards. Therefore, staff recommends that new granite curbs are incorporated into the project both where new lengths of curb are proposed and where historic granite curbs are currently missing so that there is a consistent treatment at the street edge. Staff also recommends that the poured concrete paving be replaced entirely so that there is a consistent and high-quality paving treatment at the sidewalk.*

**Streetlights:** The proposed BRT system requires poles to carry the electrical wires that power the buses. Street lighting along the corridor is also currently inadequate. The Project calls for addressing these two issues with a system of modern light poles that are engineered to also support the BRT wires. The historic trolley poles cannot be adapted to this use as they do not have the required height or strength. Therefore, the Project calls for removing the trolley poles. The trolley poles are one of the district features that convey its association with the Panama Pacific Exposition, so their removal would diminish the district's tangible connection to this historic event. However, several other elements from the PPE era would remain, including the Civic Auditorium and City Hall.



*Staff finds that the removal of most of the trolley poles does not meet the Standards but that it cannot be avoided without compromising the functionality and ordered aesthetic of the public realm. In order to preserve a remnant of this contributing feature of the district, staff recommends that four trolley poles - two in front of City Hall and two in front of War Memorial Court - be preserved either in situ to be retained as artifacts of the PPE and to mark the heart of the district. Staff also recommends that an interpretative program be implemented to explain the history of the trolley poles and the district.*

### Summary

Overall, staff finds that the Project could comply with the Secretary of the Interior Standards and the character of the Civic Center Landmark District if the design is developed as directed above in staff recommendations.

## ENVIRONMENTAL REVIEW STATUS

On December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Bus Rapid Transit (BRT) Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process. Mitigation measures identified to reduce cultural resource impacts include:

M-AE-2: Design and install a replacement OCS support pole/streetlight network that (1) retains the aesthetic function of the existing network as a consistent infrastructural element along Van Ness Avenue, (2) has a uniform aesthetic throughout the corridor and (3) carries visual character that is of similar caliber to the architectural style of the original OCS support pole/streetlight network.

Within the Civic Center Historic District, design the OCS support pole/streetlight network to comply with the *Secretary of Interior's Standards for the Treatment of Historic Properties* and be compatible with the character of the historic district as described in the Civic Center Historic District designating ordinance as called for by the San Francisco Planning Code.

M-AE-3: To the extent that the Project alters sidewalk and median landscaping, design and implement a Project landscape design plan, including tree type and planting scheme for median BRT stations and sidewalk plantings that replaces removed landscaping and re-establishes high-quality landscaped medians and a tree-lined corridor. To the extent feasible, use single species street trees and overall design that provides a sense of identity and cohesiveness for the corridor. Place new trees close to corners, if feasible, for visibility.

M-AE-5: Design and install a Project BRT station and transit-way design plan (including station canopies, wind turbines, and other features) that is consistent with applicable City design policies in the San Francisco General Plan and San Francisco Better Streets Plan; and for Project features located in the Civic Center Historic District, apply the *Secretary of Interior's Standards for the Treatment of Historic Properties*, Planning Code Article 10, Appendix J pertaining to the Civic Center Historic District, and other applicable guidelines, local interpretations and bulletins concerning historic resources.

M-AE-6: Context-sensitive design of BRT station features will be balanced with the Project objective to provide a branded, cohesive identity for the proposed BRT service. The following design objectives that support planning policies described in Section 4.4.1 will be incorporated in the BRT station design and landscaping plans:

- Architectural integration of BRT stations with adjacent Significant and Contributory Buildings through station canopy placement, materials, color, lighting, and texture, as well as the presence of modern solar paneling and wind turbine features to harmonize Project features with adjacent Significant and Contributory Buildings.
- Integration of BRT stations and landscaping with existing and proposed streetscape design themes within the Civic Center Historic District, in conformance with the *Secretary of Interior's Standards for the Treatment of Historic Properties* and compatible with the character of the historic district as described in the Civic Center Historic District designating ordinance as called for by the San Francisco Planning Code.
- Marking the intersection of Van Ness Avenue and Market Street as a visual landmark and gateway to the city in design of the Market Street BRT station.

## **PLANNING DEPARTMENT RECOMMENDATION**

Planning Department staff recommends APPROVAL WITH CONDITIONS for the proposed project as it appears to meet the *Secretary of the Interior Standards for Rehabilitation*. Staff recommends the following conditions of approval:

1. The Project Sponsor shall install granite curbs both where new lengths of curb are proposed and where historic granite curbs are currently missing so that there is a consistent treatment at the street edge along the entire length of Van Ness Avenue within the boundaries of the Civic Center Landmark District, including at the sidewalk edge and at the station platform edge.
2. The Project Sponsor shall remove the McAllister station shelter from the current proposal and seek a separate Certificate of Appropriateness for the shelter installation within six months of this approval to allow the Project Sponsor additional time to develop a more appropriate design.
3. The Project Sponsor shall retain and restore the four historic trolley poles - two in front of City Hall and two in front of War Memorial Court – and prepare a maintenance plan for their long-term care and operation.
4. The Project Sponsor shall install signage at the McAllister Station that communicates a brief description of the landmark district and includes historic images of the Van Ness Avenue corridor.
5. The Project Sponsor shall entirely replace the poured concrete paving at the sidewalks along the Van Ness Avenue corridor within the boundaries of the Civic Center Landmark District.

## ATTACHMENTS

- A. Draft Motion
- B. General Plan Referral Letter
- C. Contributing Features Maps
- D. Plans and Renderings

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# **ATTACHMENT A**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Historic Preservation Commission Motion No. #####

HEARING DATE: NOVEMBER 18, 2015

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*Project Address:* Van Ness Avenue Corridor  
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**ADOPTING FINDINGS FOR A CERTIFICATE OF APPROPRIATENESS FOR PROPOSED WORK DETERMINED TO BE APPROPRIATE FOR AND CONSISTENT WITH THE PURPOSES OF ARTICLE 10, TO MEET THE STANDARDS OF ARTICLE 10 AND TO MEET THE SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION, FOR THE SEGMENT OF THE VAN NESS AVENUE BUS RAPID TRANSIT PROJECT LOCATED WITHIN THE CIVIC CENTER LANDMARK DISTRICT.**

### PREAMBLE

WHEREAS, on August 26, 2015, Peter Gabancho, Project Manager, SFMTA, (Project Sponsor) filed an application with the San Francisco Planning Department (hereinafter "Department") for a Certificate of Appropriateness to convert two center traffic lanes of Van Ness Avenue between Golden Gate Avenue and Fell Street to dedicated bus rapid transit lanes. Proposed new features along the avenue within the district include: a bus station at McAllister Street; street lighting; paving; street trees and sidewalk planting; and, traffic medians.

WHEREAS, on December 20, 2013 the Federal Transit Administration issued a Record of Decision (ROD) for the Van Ness Avenue Bus Rapid Transit (BRT) Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process.

WHEREAS, on November 18, 2015, the Commission conducted a duly noticed public hearing on the current project, Case No. 2009.0634COA (“Project”) for its appropriateness.

WHEREAS, in reviewing the Application, the Commission has had available for its review and consideration case reports, plans, and other materials pertaining to the Project contained in the Department’s case files, has reviewed and heard testimony and received materials from interested parties during the public hearing on the Project.

**MOVED**, that the Commission hereby grants the Certificate of Appropriateness, in conformance with the architectural plans labeled Exhibit A on file in the docket for Case No. 2009.0634COA based on the following conditions of approval and findings:

### **CONDITIONS OF APPROVAL**

1. The Project Sponsor shall install granite curbs both where new lengths of curb are proposed and where historic granite curbs are currently missing so that there is a consistent treatment at the street edge along the entire length of Van Ness Avenue within the boundaries of the Civic Center Landmark District, including at the sidewalk edge and at the station platform edge.
2. The Project Sponsor shall remove the McAllister station shelter from the current proposal and seek a separate Certificate of Appropriateness for the shelter installation within six months of this approval to allow the Project Sponsor additional time to develop a more appropriate design.
3. The Project Sponsor shall retain and restore the four historic trolley poles - two in front of City Hall and two in front of War Memorial Court – and prepare a maintenance plan for their long-term care and operation.
4. The Project Sponsor shall install signage at the McAllister Station that communicates a brief description of the landmark district and includes historic images of the Van Ness Avenue corridor.
5. The Project Sponsor shall entirely replace the poured concrete paving at the sidewalks along the Van Ness Avenue corridor within the boundaries of the Civic Center Landmark District.

### **FINDINGS**

Having reviewed all the materials identified in the recitals above and having heard oral testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and also constitute findings of the Commission.
2. Findings pursuant to Article 10:

The Historical Preservation Commission has determined that the proposed work is compatible with the character of the landmark district as described in the designation report.

- The Project would not alter the historic use of Van Ness Avenue as a primary North-South transit corridor within the City and a significant street within the Civic Center Landmark

- District. The Van Ness Avenue corridor has served as a public transit line throughout most of its history and this use would be enhanced by the BRT Project.
- The historic character of the Civic Center Landmark District would be largely retained and preserved by keeping the majority of its contributing features or replacing features in-kind.
  - Due to the structural requirements of the new BRT and the desire for improved lighting along the corridor, the historic trolley cannot be wholly avoided.
  - The proposed new elements, such as the bus station, street lighting, and paving, would share a contemporary aesthetic that does not mimic historic features of the landmark district.
  - The Project would maintain the overall plan of the streetscape, including the axial relationship between City Hall and War Memorial Court and the planted median dividing the north and south lanes of the avenue.
  - The proposed trees and planting would enhance the park-like character of the district.
  - The proposed station platform and its associated features, not including the shelter, would be composed of compatible materials and designed in a contemporary manner that identifies it as a new element within the district.
  - A consistent granite curb and concrete sidewalk paving reflect the importance of the landmark district..
  - The proposed project meets the requirements of Article 10, Appendix J of the Planning Code.
  - The proposed project meets the following *Secretary of the Interior's Standards for Rehabilitation*:
    - Standard 1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.*
    - Standard 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.*
    - Standard 3. Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.*
    - Standard 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.*
    - Standard 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.*

*Standard 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.*

*Standard 9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

*Standard 10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

3. **General Plan Compliance.** The proposed Certificate of Appropriateness is, on balance, consistent with the Objectives and Policies of the General Plan, as cited in the attached General Plan Referral, dated October 8, 2015.
4. For these reasons, the proposal overall, is appropriate for and consistent with the purposes of Article 10, meets the standards of Article 10, and the Secretary of Interior's Standards for Rehabilitation, General Plan and Prop M findings of the Planning Code.



**DECISION**

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby **GRANTS a Certificate of Appropriateness** for the segment of the Van Ness Avenue Bus Rapid Transit Project located within the Civic Center Landmark District for proposed work in conformance with the renderings and architectural plans labeled Exhibit A on file in the docket for Case No. 2009.0634COA.

**APPEAL AND EFFECTIVE DATE OF MOTION:** The Commission's decision on a Certificate of Appropriateness shall be final unless appealed within thirty (30) days. Any appeal shall be made to the Board of Appeals, unless the proposed project requires Board of Supervisors approval or is appealed to the Board of Supervisors as a conditional use, in which case any appeal shall be made to the Board of Supervisors (see Charter Section 4.135).

**Duration of this Certificate of Appropriateness:** This Certificate of Appropriateness is issued pursuant to Article 10 of the Planning Code and is valid for a period of three (3) years from the effective date of approval by the Historic Preservation Commission. The authorization and right vested by virtue of this action shall be deemed void and canceled if, within 3 years of the date of this Motion, a site permit or building permit for the Project has not been secured by Project Sponsor.

**THIS IS NOT A PERMIT TO COMMENCE ANY WORK OR CHANGE OF OCCUPANCY UNLESS NO BUILDING PERMIT IS REQUIRED. PERMITS FROM THE DEPARTMENT OF BUILDING INSPECTION (and any other appropriate agencies) MUST BE SECURED BEFORE WORK IS STARTED OR OCCUPANCY IS CHANGED.**

I hereby certify that the Historical Preservation Commission ADOPTED the foregoing Motion on November 18, 2015.

Jonas P. Ionin  
Acting Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED:

## **ATTACHMENT B**



# SAN FRANCISCO PLANNING DEPARTMENT

## General Plan Referral

1650 Mission St.  
Suite 400  
San Francisco,  
CA 94103-2479

*Date:* October 8, 2015  
*Case No.* Case No. 2014-001204GPR  
**Van Ness Corridor Transit Project Bulb-outs**

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

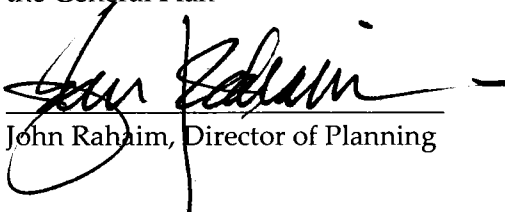
*Block/Lot No.:* Various  
*Project Sponsor:* Javier Rivera  
San Francisco Public Works  
1155 Market Street, 3<sup>rd</sup> Floor  
San Francisco, CA 94103

Planning  
Information:  
**415.558.6377**

*Applicant:* Peter Gabacho  
SFMTA  
Capital Projects and Construction  
1 South Van Ness Avenue  
San Francisco, CA 94102

*Staff Contact:* Paul Chasan – (415) 575-9065  
[paul.chasan@sfgov.org](mailto:paul.chasan@sfgov.org)

*Recommendation:* Finding the project, on balance, is **in conformity** with  
the General Plan

*Recommended*  
*By:*   
John Rahaim, Director of Planning

### PROJECT DESCRIPTION

Van Ness Bus Rapid Transit – This project will implement a comprehensive redesign of Van Ness Avenue between Mission Street and Lombard Street where mixed traffic lanes are reduced from three in each direction to two in each direction with two exclusive bus lanes in the center of the ROW. Changes will also be made to landscaping, parking and light fixtures.

### SITE DESCRIPTION AND PRESENT USE

As one of San Francisco’s most important streets, Van Ness Avenue has a long history of being more than an important thoroughfare; it has been a character defining feature of San Francisco’s cityscape through the years - one of our “Great Streets” - an urban space defined by and giving definition to its specific context in the city. The street has evolved from being one of the city’s most expensive addresses with grand mansions dynamited as a firebreak in the 1906

earthquake, a formal parade route envisioned as a grand boulevard and gateway to the 1915 Panama-Pacific Exposition, and later as a six lane highway stretch of US 101; the street's character has continually been redefined.

Van Ness Avenue – even in its current form retains many of the fundamental qualities that make it a “great street”. It is a major transect through multiple neighborhoods, including the civic center; it is anchored by the major transit hub at Market Street, (which is currently transforming into a center of tech businesses and high rises) and at the opposite end by Aquatic Park and the bay. Most importantly are its proportions and scale combined with a grand median; a linear urban forest working in conjunction with the sidewalk trees and urban lighting infrastructure reinforcing the identity of the street as a grand urban boulevard.

The street's current configuration poses some significant design challenges that need to be addressed, principally the fact that it is hostile to the pedestrian both in terms of comfort (wind/noise/traffic safety) as well as past development that was designed to reflect the street as a highway artery. Van Ness Ave is also one of the City's primary transit corridors, serving both Muni and Golden Gate Transit busses. Yet lack of a dedicated transit ROW on Van Ness causes significant transit vehicle delay.

Although Van Ness Avenue is a surface street, it is part of the US Route 101 and thus falls under Caltrans' jurisdiction. In addition to moving a high volume of transit vehicles, Van Ness is also an important freight corridor.

## ENVIRONMENTAL REVIEW

The project was fully evaluated in the Van Ness Bus Rapid Transit Project EIS/EIR, certified by the San Francisco County Transportation Authority on September 10, 2013.

## GENERAL PLAN COMPLIANCE AND BASIS FOR RECOMMENDATION

The project is to conduct a comprehensive redesign of Van Ness Avenue to create a bus rapid transit system (BRT) in exclusive ROW between Mission Street and Lombard Street. If the project is approved, the Department of Public Works will reconstruct Van Ness Avenue to accommodate the BRT system improvements. As designed, the project will necessitate a significant reconfiguration of the ROW that will involve numerous curb alignment changes, utility relocations and new landscaping, trees and street furniture.

The scope, complexity and ambition of this project exceed typical city streetscape improvements projects. Van Ness is one of the City's primary civic arteries playing an important role in the transportation system as well as the urban design and identity of the City. Van Ness passes directly in front of City Hall. It also passes through the Civic Center Landmark District one of the few historic districts in San Francisco where the landscape is considered significant. As a “complete street” project, the Van Ness BRT will update and relocate underground utilities; add

street furniture, plantings and special paving; change vehicular circulation patterns; improve pedestrian safety; and as the City's first implementation of a bus rapid transit system (BRT) significantly improve Muni operations and performance throughout the corridor.

The broad project scope ensures that numerous objectives and policies in the City's General Plan bear relevance to the project. Indeed, several policies explicitly support high capacity transit on the Van Ness corridor, and many more indirectly support aspects or principles in overall design like prioritizing transit and increasing pedestrian safety.

**On balance, the Van Ness BRT project is in compliance with the General Plan. As the vast majority of the policies that apply to the project are supportive of building a complete street with a BRT line on Van Ness Avenue.** The Planning Department supports this project and recognizes the net positive impact it will have on the neighborhoods it passes through and the City as a whole.

However **some aspects of the project may be contrary to specific policies within the General Plan.** In these instances, the Planning Department recommends that 1) features of the BRT design may be modified to improve the overall design of the street before the project is built or 2) if the design cannot be altered at this time, the City and more specifically SFMTA (the project lead) will commit to rectify and improve upon the design issues raised in this document in the future.

The Planning Department has identified the following issues that we recommend be addressed prior to construction or during project implementation.

The following section of this document outlines these issues and articulates related objectives and polies from the General Plan. The issues section below is followed by a list of objectives and policies that generally support the Van Ness BRT Project as a whole.

## ISSUES TO BE RESOLVED

### Transit Shelters

One of the internationally recognized defining features of bus rapid transit systems is unique and distinguishable stations and shelter structures of a high-quality. The SFMTA currently has a contract with Clear Channel to service and maintain transit shelters throughout the City. These existing "Seismic Wave" Muni shelters are aesthetically lacking and will provide a limited sense of protection for pedestrians waiting on the transit platforms. SFMTA's contract with Clear Channel prohibits the agency from adding a new shelter design into the City's design pallet without renegotiating the contract which expires in 2022. The Planning Department recommends that SFMTA revisit the shelter design when the Clear Channel contract expires and create a distinguished shelter to be installed on BRT lines throughout the City. This will

necessitate replacing the Clear Channel shelters throughout the Van Ness BRT system at a later date.

*Urban Design Element*

**OBJECTIVE 4: IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY**

**Fundamental Principles for Neighborhood Environment**

**Objective #7.** Interesting details in the design of street furniture, paving and other features in pedestrian area can increase the amenity and character of streets.

**POLICY 4.13**

Improve pedestrian areas by providing human scale and interest.

**POLICY 24.3**

Install pedestrian-serving street furniture where appropriate.

**Sidewalk Paving**

The existing sidewalk paving on Van Ness Ave is uneven and narrow. The majority of the sidewalk paving existing on today's will be upgraded due to construction work to install: curb extensions, special paving in the sidewalk furniture zone, utility trenching tree pits etc. As a cost cutting measure, the project is proposing to leave a 6-foot wide section of existing sidewalk paving sidewalk on the EAST Side of the street and an 3-foot wide section of sidewalk on the WEST side. The result will be a patchwork of old and new concrete sidewalk. According to estimates by the department of Public Works, replacing the full sidewalk would add an additional \$740,000 to the cost of the project. The Van Ness BRT system represents a once in 50+ year opportunity to enhance the sidewalks on Van Ness. The additional paving represent 0.5% percent of the overall project cost of \$130 million. This relatively low-cost investment would greatly enhance the aesthetics of the sidewalk and is one of the most visible and tangible improvements the City can make to improve the pedestrian experience for people walking on Van Ness Ave.

*Transportation Element*

**OBJECTIVE 23**

IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

**POLICY 23.1**

Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

**POLICY 23.5**

Establish and enforce a set of sidewalk zones that provides guidance for the location of all

pedestrian and streetscape elements, maintains sufficient unobstructed width for passage of people, strollers and wheelchairs, consolidates raised elements in distinct areas to activate the pedestrian environment, and allows sufficient access to buildings, vehicles, and streetscape amenities.

**OBJECTIVE 24**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**Quick Curb**

The current design specifies a vertical separator between the busway and adjacent general purpose lanes to dissuade drivers from entering into the busway. The project is proposing using Quick Kurb, an off-the-shelf product approved by Caltrans for use on highways. The Planning Department is concerned that the product won't age well and will become an eyesore as well as a maintenance issue. The department's preference is for a thick white strip to be painted on the roadway or for a mountable concrete curb or cobble curb imbedded into the busway. In other locations where



vertical soft-hit posts have been installed in San Francisco such as Market Street, the soft-hit posts are frequently flattened, missing or damaged.

*Urban Design Element*

**POLICY 1.9**

Increase the clarity of routes for travelers.

**South Van Ness and Mission/Otis Street Intersection**

The Southern Terminus of the BRT route ends at a complex intersection at Mission and Otis Streets. The Market and Octavia Plan calls on the City to develop a plan to improve safety for all users of this intersection. Three of the six streets that pass thorough this intersection are on the City's Vision Zero Network (Van Ness Ave, South Van Ness Ave and Mission Street). The intersection saw **eleven pedestrian injures, one pedestrian fatality and nine bicycle injuries** between 2005 and 2012.

The City is currently engaged in a planning exercise to improve safety at the intersection for all users. The Van Ness BRT project should not preclude any future investments in the intersection from happening. This will require careful consideration of elements such as locating utility

poles for the overhead catenary system that powers many of the busses moving through the intersection.

*Market and Octavia Plan*

**POLICY 7.2.7**

Embark on a study to reconfigure major intersections to make them safer for vehicles and pedestrians alike, to facilitate traffic movement, and to take advantage of opportunities to create public spaces.

**South Van Ness Avenue and Mission/Otis Streets**

Six streets come together at this intersection. There is a vast paved area that is without relief and is daunting for pedestrians, transit riders, and drivers alike.

During the community planning process the following idea was discussed but not yet studied: the 12th Street intersection could be reconfigured with South Van Ness Avenue to create space for a new, corner plaza. Reorganizing vehicular travel lanes and the creation of the transitway north of the intersection could permit much wider sidewalks at all the corners, as well as refuges for pedestrians crossing the street. In all, this could be a much safer, less daunting intersection than is the case currently.

**Civic Center Landmark District**

The Van Ness BRT route runs through the Civic Center Landmark District which includes the stretch of Van Ness Avenue between Fell and Golden Gate. Prominent destinations on this stretch of Van Ness include the War Memorial and Performing Arts Center, the San Francisco Opera House, The San Francisco Symphony, The High School of Commerce building and City Hall. This is one of the few historic districts in San Francisco where the landscape (streets, sidewalks and open spaces) is considered historically significant and under the jurisdiction of the Historic Preservation Commission.

Per the project's EIR, the Van Ness BRT Project is required to get a Certificate of Appropriateness from the San Francisco Historic Preservation Commission (HPC) before construction can begin on the project. At the time of this writing, the Van Ness BRT has not had its official hearing with the HPC. It has however had several informal meetings with HPC members and HPC staff who have raised several issues with the project:

*Granite Curbs.* The existing curbs along Van Ness Ave in the Civic Center Landmark District are predominantly made of granite. However, some stretches of concrete curb also exist.

The Van Ness BRT Project is proposing that existing granite curbs along the sidewalks would be salvaged or replaced in-kind in most locations. The paving treatment would be compatible with the district in terms of color, material, and texture; and, the removal of the historic granite curbs should be avoided.



The Architectural Review Committee of the Historic Preservation Commission recommended the use of granite curbs throughout the district as they are an important character-defining feature.

Planning Department staff recommends that new granite curbs are incorporated into the project where new curved segments are proposed and where historic granite curbs are currently missing so that there is a consistent treatment at the street edge.

*Transit Shelter at McAllister.* The busy design language of the standard “Seismic Wave” shelter proposed for the McAllister stop is incompatible with the Civic Center Landmark District, and distracts from views of City Hall. The Van Ness BRT project team has committed to installing either a standard Clear-Channel shelter with a custom roof or an off the shelf bus shelter at this location. This shelter will need to be approved by the HPC. To date neither the off-the-shelf shelters nor the modified Clear Channel shelter proposed by the SFMTA are compatible with the Civic Center Historic District. A unique shelter design (such as a custom shelter at the McAllister stop) should be considered. A unique shelter can also serve as a template for replacing all of the shelters along the corridor when the Clear Channel contract with SFMTA expires. See *Transit Shelters* above

*Informational Panels v. Advertising at McAllister Station.* The McAllister station shall not have advertising panels. Clear Channel advertising panels shall not be installed in the Civic Center Landmark District.

*Informational Panels /Signage.* The HPC requested that the Van Ness BRT team create informational signage identifying and articulating historic features of the Civic Center Landmark District. The project team will need to propose a design for the signage and content for the signs.

*Fulton Street Axis.* The Fulton Street axis runs in the Fulton Street right-of-way from Franklin Street, between the Opera House and War Memorial Building, through City Hall, across Civic Center Plaza, through Fulton Street between the Asian Art Museum and the Central Library and through UN Plaza to Market Street. The Van Ness crossing was previously closed to pedestrians but a gate/fence in the median currently exists that allows the crossing to be opened for ceremonial occasions. The new design will need to retain this function and not preclude reopening the pedestrian crossing in the future. The gate/fencing used in the median will need to be compatible with the historic district and be opened for ceremonial functions. This will likely necessitate pedestrian ramps in granite curbs along the median.

*Historic Trolley Poles on Van Ness.* The Van Ness BRT project is going to replace the existing street lights on Van Ness Ave with new modern lights. The HPC has requested the project salvage some existing lights and incorporate them into the landscape as an artifact to remind the public of the historic lights that formerly adorned the corridor. The SFMTA will need to address which lights will be salvaged, where they intended to locate them and how

they intend to maintain them. One suggestion that has been floated is to retain four street lights along the historic Fulton Street Axis

*Transportation Element*

**POLICY 24.1**

Preserve existing historic features such as streetlights and encourage the incorporation of such historic elements in all future streetscape projects.

*Housing Element Policies*

**POLICY 11.7**

Respect San Francisco's historic fabric, by preserving landmark buildings and ensuring consistency with historic districts.

**POLICY 11.9**

Foster development that strengthens local culture sense of place and history.

*Urban Design Element*

**POLICY 2.4**

Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

**POLICY 2.6**

Respect the character of older development nearby in the design of new buildings.

**POLICY 2.7**

Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.

**OBJECTIVES & POLICIES DEMONSTRATING COMPLIANCE FOR THE VAN NESS BRT PROJECT**

The following objectives and policies demonstrate basic compliance for of Van Ness BRT project in the city's general plan.

These polies typically relate to

- Improving the Muni system and building high-capacity transit on Van Ness
- Improving pedestrian safety
- Improving the public realm and pedestrian environment
- Accommodating freight vehicles

*Transportation Element*

**OBJECTIVE 18**

Establish a street hierarchy system in which the function and design of each street are consistent with the character and use of adjacent land.

**OBJECTIVE 20**

Give first priority to improving transit service throughout the city, providing a convenient and efficient system as a preferable alternative to automobile use.

**OBJECTIVE 21**

Develop transit as the primary mode of travel to and from downtown and all major activity centers within the region.

Map 10: rail transit plan: [http://www.sf-planning.org/ftp/general\\_plan/images/i4.transportation/map10.gif](http://www.sf-planning.org/ftp/general_plan/images/i4.transportation/map10.gif)

**POLICY 21.1**

Provide transit service from residential areas to major employment centers outside the downtown area.

**POLICY 21.2**

Where a high level of transit ridership or potential ridership exists along a corridor, existing transit service or technology should be upgraded to attract and accommodate riders.

**POLICY 21.4**

Provide for improved connectivity and potential facility expansion where any two fixed-guideway transit corridors connect.

**POLICY 21.7**

Make convenient transfers between transit lines, systems and modes possible by establishing common or closely located terminals for local and regional transit systems by coordinating fares and schedules, and by providing bicycle access and secure bicycle parking.

**POLICY 21.8**

Bridges and freeways should have exclusive transit lanes where significant transit service is provided by transit.

**POLICY 21.9**

Improve pedestrian and bicycle access to transit facilities.

**POLICY 21.10**

Ensure passenger and operator safety in the design and operation of transit vehicles and station facilities.

**Pedestrian Circulation**

**POLICY 23.6**

Ensure convenient and safe pedestrian crossings by minimizing the distance pedestrians must walk to cross a street.

**POLICY 23.7**

Ensure safe pedestrian crossings at signaled intersections by providing sufficient time for pedestrians to cross streets at a moderate pace.

**POLICY 23.8**

Support pedestrian needs by incorporating them into regular short-range and long-range planning activities for all city and regional agencies and include pedestrian facility funding in all appropriate funding requests.

**POLICY 23.9**

Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.

**OBJECTIVE 24**

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

**POLICY 24.2**

Maintain and expand the planting of street trees and the infrastructure to support them.

**POLICY 24.3**

Install pedestrian-serving street furniture where appropriate.

Map: Citywide Pedestrian Network: [http://www.sf-planning.org/ftp/General\\_Plan/images/I4.transportation/tra\\_map11.pdf](http://www.sf-planning.org/ftp/General_Plan/images/I4.transportation/tra_map11.pdf)

Map: Neighborhood Pedestrian Streets: [http://www.sf-planning.org/ftp/General\\_Plan/images/I4.transportation/tra\\_map12.pdf](http://www.sf-planning.org/ftp/General_Plan/images/I4.transportation/tra_map12.pdf)

**Freight Movement**

**OBJECTIVE 39**

MAKE FREEWAY AND MAJOR SURFACE STREET IMPROVEMENTS TO ACCOMMODATE AND ENCOURAGE TRUCK/SERVICE VEHICLE TRAFFIC IN INDUSTRIAL AREAS AWAY FROM RESIDENTIAL NEIGHBORHOODS.

**POLICY 39.1**

Establish and maintain advisory truck routes, with clear signage, between industrial areas and freeway interchanges to enhance truck access and to clearly and visibly attract truck traffic away from residential neighborhoods.

**POLICY 39.2**

Accommodate heavy vehicles with extra-legal loads on major truck routes by ensuring vertical clearances, appropriate intersection design for maneuvering and providing signal timing to allow smooth truck progression.

**POLICY 39.3**

Implement measures to reduce adverse effects from trucks/service vehicles and rail traffic by enforcing restrictions on certain routes, specific areas or times of day.

*Van Ness Avenue Plan*

**Transit Service**

**POLICY 9.1**

Reduce conflicts between transit vehicles and other moving and parked vehicles. Aggressively enforce no parking regulations in bus zones.

**POLICY 9.2**

Provide clearly visible and readable street signs and bus stop signs to improve the legibility of bus stops for riders within the bus and for pedestrians. Such signage, however, should not overwhelm the design of the landscape/streetscape system. Provide safe and comfortable waiting areas for patrons by using well-directed street lighting and bus shelters.

**POLICY 9.4**

Investigate the feasibility and desirability of creating a MUNI Metro line along the Van Ness Corridor which would connect with a proposed light rail line along the northeastern waterfront.

**Pedestrian Circulation**

**POLICY 9.10**

Improve the efficient and free flowing use of sidewalk space in new development.

**POLICY 9.12**

Unify the design of trash bins, benches, news racks, street lighting fixtures, sidewalk surface treatment, canopies, awnings and bus shelters throughout the length of the street.

*Market And Octavia Plan*

**POLICY 1.2.5**

Mark the intersection of Van Ness Avenue and Market Street as a visual landmark.

**POLICY 4.3.3**

Mark the intersections of Market Street with Van Ness Avenue, Octavia Boulevard, and Dolores Street with streetscape elements that celebrate their particular significance.

**Market Street and Van Ness Avenue**

The Van Ness Avenue intersection will be provided with pedestrian-oriented additions on the north side and major improvements on the south, associated with the introduction of the Van Ness Avenue Transitway, described in this plan. The intersection should be designed with prominent streetscape elements that signify the crossing of two important streets. This will break up the width of the street into three separate sections, thereby humanizing it and providing pedestrian refuges for people crossing Van

Ness Avenue. Widened sidewalks can do the same at the corners, as can extended streetcar platforms on Market Street.

**POLICY 5.1.1**

Implement transit improvements on streets designated as “Transit Preferential Streets” in this plan.

**Van Ness Avenue**

Along with Market, Mission, Geary and Stockton Streets, Van Ness Avenue is one of the most critical links in the City and regional transit system. Besides the core Muni lines that run the length of it, it is also served by seven Golden Gate Transit lines, connecting San Francisco to points throughout Marin and Sonoma counties. It is also U.S. 101, a state highway and major auto route. As a result, it experiences severe peak period congestion, which in turn creates equally severe reliability problems and travel time impacts for the transit routes that serve it.

Van Ness should be thought of as part of the core Muni Metro system. While it is not a candidate for light rail at this time because of its lack of connectivity to the rest of the system, the high number of buses in this transit corridor suggest that it would be better developed with “bus rapid transit” (BRT): an at-grade, rubber-tire version of a subway line. Such systems have been highly successful all over the world. In North America, Ottawa has a network of high-quality buses that operate as subways, Los Angeles has implemented Phase 1 of such a program on the Wilshire/Whittier corridor, and AC Transit has recently decided to implement such a system on the Telegraph/Broadway/International Boulevard corridor in Berkeley and Oakland.

San Francisco is now in the process of investigating the feasibility of bus rapid transit on Van Ness Avenue. The illustration at right shows a possible solution, however the specifics of the project are yet to be determined and would require further study.

**POLICY 5.1.4**

Support innovative transit solutions that improve service, reliability, and overall quality of the transit rider’s experience.

In addition to improvements to individual MUNI lines, system-wide improvements could improve transit service and should be considered. Improvements that increase transit running speeds, real-time passenger information systems, “proof-of-payment” policies that expedite ticketing and boarding, and other innovations should be explored and applied in the plan area.

Ideas for future study to improve transit service include but are not limited to the following:

- dedicated bus lanes, including the possibility of bus rapid transit, on Van Ness Avenue. (MTA, Muni, Caltrans).
- ...

***Civic Center Area Plan***

**OBJECTIVE 1**

Maintain and reinforce the civic center as the symbolic and ceremonial focus of community government and culture.

**POLICY 1.4**

Provide a sense of identity and cohesiveness through unifying street and Plaza design treatments.

## PROPOSITION M FINDINGS – PLANNING CODE SECTION 101.1

Planning Code Section 101.1 establishes Eight Priority Policies and requires review of discretionary approvals and permits for consistency with said policies. The Project, demolition and replacement of the Chinese Recreation Center, is found to be consistent with the Eight Priority Policies as set forth in Planning Code Section 101.1 for the following reasons:

### Eight Priority Policies Findings

The subject project is found to be consistent with the Eight Priority Policies of Planning Code Section 101.1 in that:

The proposed project is found to be consistent with the eight priority policies of Planning Code Section 101.1 in that:

1. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced.

*The Project would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.*

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood.

*The Project would have no adverse effect on the City's housing stock or on neighborhood character. The existing housing and neighborhood character will be not be negatively affected*

3. That the City's supply of affordable housing be preserved and enhanced.

*The Project would have no adverse effect on the City's supply of affordable housing.*

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

*The Project would not result in commuter traffic impeding MUNI's transit service, overburdening the streets or altering current neighborhood parking.*

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for residential employment and ownership in these sectors be enhanced.

*The Project would not affect the existing economic base in this area.*

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The Project would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. It would improve the City's ability to respond to injuries caused by earthquakes and other emergencies.*

7. That landmarks and historic buildings be preserved.

*The proposed project is generally in conformance with Article 10 of the Planning Code and the Secretary of the Interior's Standards.*

8. That our parks and open space and their access to sunlight and vistas be protected from development.

*The Project would have no adverse effect on parks and open space or their access to sunlight and vista. If the City purchases or leases the site for use by the Department of Technology, no new structures would be added to the site*

<b>RECOMMENDATION:</b>	<b>Finding the Project, on balance, in-conformity with the General Plan</b>
------------------------	---

CC: Oscar Gee, Tim Frye, Shelley Caltagirone

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# **ATTACHMENT C**



Metrosideros excelsa/Pohutukawa trees along Redwood St



Square metal grate, Franklin St



Van Ness trolley pole with single pendant



Phoenix canariensis/Canary Island Date Palm in the courtyard of the Barbara Apartments



Corymbia ficifolia/Red Flowering Gum trees along Franklin St



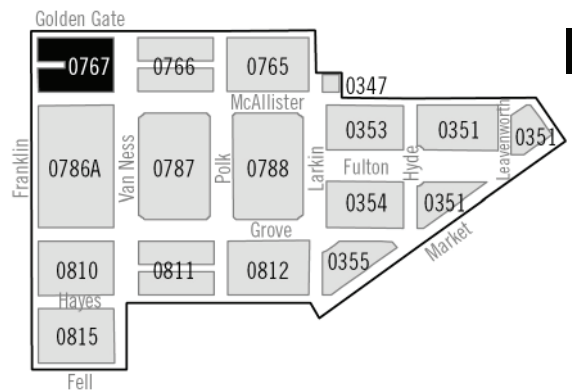
Newspaper box, Van Ness Ave



6" granite curb at McAllister St



State of California Building\*



San Francisco Civic Center Historic District  
Planning Department, San Francisco, California

## Cultural Landscape Report

### BLOCK #0767

As the north bookend to the War Memorial Complex, block #0767 has few landscape elements that date to the period of significance. Elements that remain on this block include Van Ness trolley poles, fire hydrants and granite curbs.

The California State Building, home of the California Public Utilities Commission, was constructed in 1986. This development cleared existing buildings on publicly owned property, though an historic apartment building remains along Franklin Street.



Planter box with camelia shrubs and Acacia melanoxylon/Black Acacia trees along Van Ness Ave



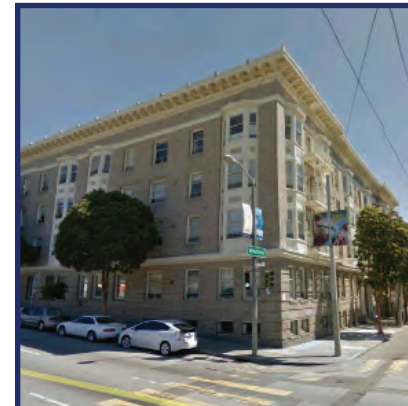
Circular metal grate, Van Ness Ave



Single cobra street light on Redwood St



Curb ramp at McAllister St and Van Ness Ave



Barbara Apartments at Franklin St\*



Lophostemon confertus/Brisbane Box trees, Franklin St



High pressure auxiliary water supply hydrant, Golden Gate Ave

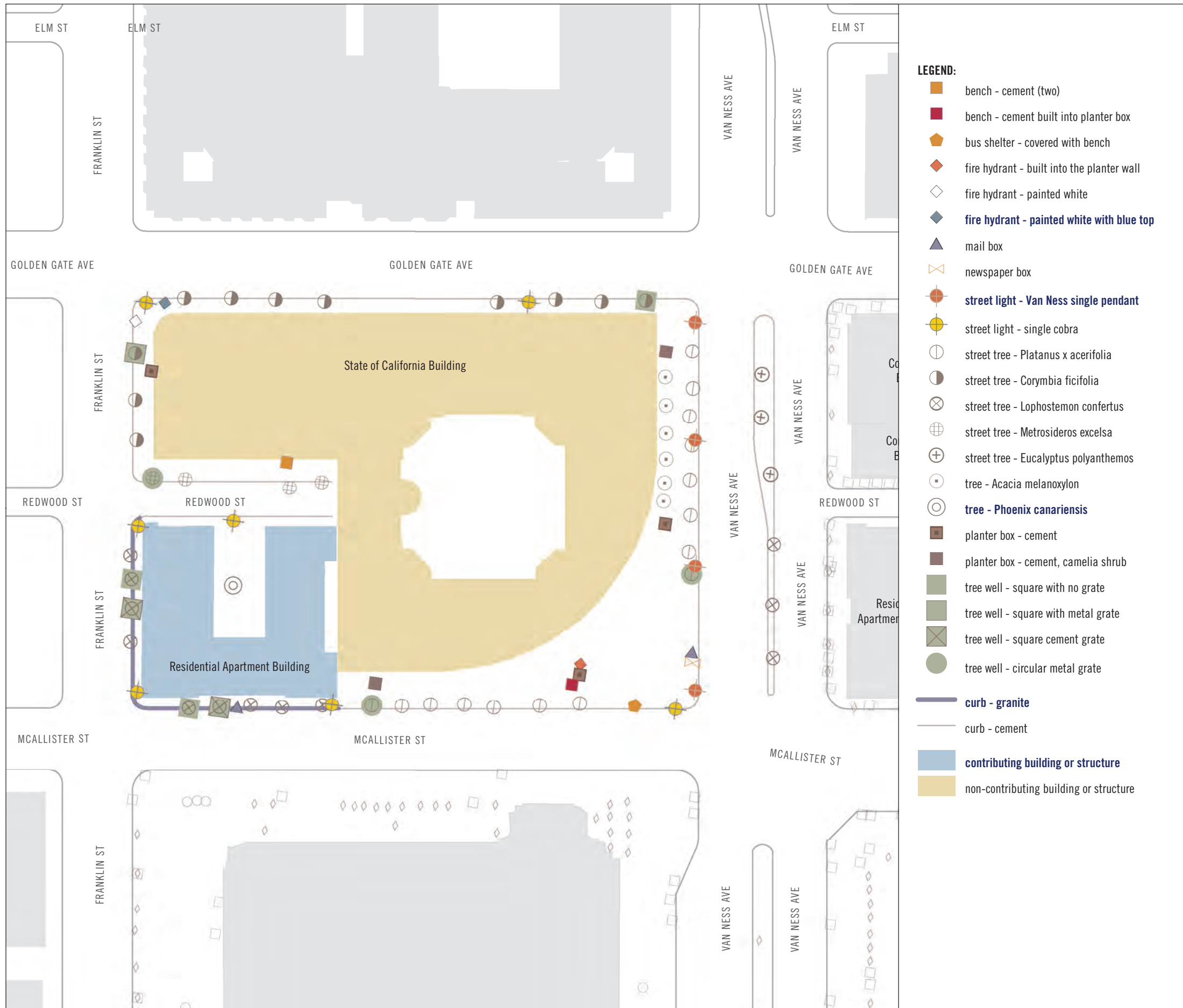
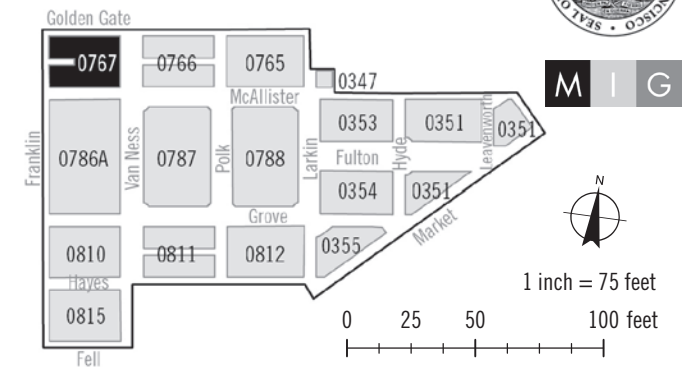


Lophostemon confertus/Brisbane Box and Eucalyptus polyanthemos/Silver Dollar Gum trees in Van Ness Ave median

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0767



- LEGEND:**
- bench - cement (two)
  - bench - cement built into planter box
  - bus shelter - covered with bench
  - fire hydrant - built into the planter wall
  - fire hydrant - painted white
  - fire hydrant - painted white with blue top
  - mail box
  - newspaper box
  - street light - Van Ness single pendant
  - street light - single cobra
  - street tree - Platanus x acerifolia
  - street tree - Corymbia ficifolia
  - street tree - Lophostemon confertus
  - street tree - Metrosideros excelsa
  - street tree - Eucalyptus polyanthemos
  - tree - Acacia melanoxylon
  - tree - Phoenix canariensis
  - planter box - cement
  - planter box - cement, camelia shrub
  - tree well - square with no grate
  - tree well - square with metal grate
  - tree well - square cement grate
  - tree well - circular metal grate
  - curb - granite
  - curb - cement
  - contributing building or structure
  - non-contributing building or structure

**SOURCES:**

1. MIG field work, September 10-14, 2012
2. Hand drawn inventory field maps, September 2012
3. Bing aerial imagery online for ArcGIS, 2012
4. San Francisco Utility Commission light pole data, 2012
5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**

MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**

March 2013, updated Septemeber 2013

**LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**

- vegetation
- small scale feature
- circulation
- circulation - curb
- building or structure

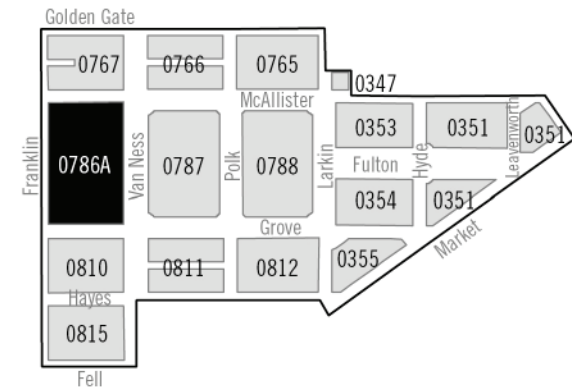
BLOCK #0767 - STATE OF CALIFORNIA BUILDING								
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING
buildings & structures	1	Residential apartment building	Barbara Apartments	580 McAllister	1912	1994 SFLD	private	C
buildings & structures	1	State of California Building	State of California Building - California Public Utilities Commission Building (Edmund G. Brown State Office Building)	505 Van Ness	1986	1994 SFLD	State of CA	NC
circulation	6	curb	6" cement curb	Block #0767 on Franklin, McAllister, Redwood, Van Ness		site visit	DPW	NC
circulation	2	curb	6" granite curb	Block #0767 on Franklin, McAllister	1915-1919	site visit	DPW	C
small scale feature	1	bench	bench - cement (two)	Block #0767 on Redwood	1986	site visit	-	NC
small scale feature	1	bench	bench - cement built into planter box	Block #0767 on McAllister	1986	site visit	-	NC
small scale feature	1	bus stop	bus shelter - covered with bench	Block #0767 on McAllister	2010	site visit	MUNI	NC
small scale feature	1	fire hydrant	fire hydrant - four valves built into the planter wall	Block #0767 on McAllister	1986	site visit	SFFD	NC
small scale feature	1	fire hydrant	fire hydrant - painted white	Block #0767 on Franklin	-	site visit	SFFD	-
small scale feature	1	fire hydrant	fire hydrant - painted white with blue top	Block #0767 on Golden Gate	1909c	site visit	BEWS	C*
small scale feature	2	mail box	mail box	Block #0767 on McAllister, Van Ness	-	site visit	USPS	NC
small scale feature	1	newspaper box	newspaper box	Block #0767 on Van Ness	2006	site visit	DPW	NC
small scale feature	3	tree well	tree well - circular metal grate	Block #0767 on McAllister, Redwood, Van Ness	-	site visit	DPW	-
small scale feature	2	tree well	tree well - square cement grate	Block #0767 on Franklin, McAllister	-	site visit	DPW	-
small scale feature	1	tree well	tree well - square with metal grate	Block #0767 on Franklin	-	site visit	DPW	-
small scale feature	3	tree well	tree well - square with no grate	Block #0767 on Franklin, McAllister, Golden Gate	-	site visit	DPW	-
small scale feature	7	street light	street light - single cobra	Block #0767 on Franklin, Redwood, McAllister, Golden Gate	-	SF PUC	SF PUC	-
small scale feature	4	street light	street light - Van Ness single pendant	Block #0767 on Van Ness	1915-1936	site visit, 1915 SFPL image	SF PUC	C*
vegetation	3	planter box	planter box - cement	Block #0767 on Franklin, McAllister, Van Ness	1986	site visit	State of CA	NC
vegetation	2	planter box	planter box - cement, camelia shrub	Block #0767 on McAllister, Van Ness	1986	site visit	State of CA	NC
vegetation	15	tree	street tree - 1 of 15 with same metal grate; Platanus x acerifolia, London Plane	Block #0767 on McAllister, Van Ness	1986c	site visit	DPW	NC
vegetation	14	tree	street tree - Corymbia ficifolia, Red Flowering Gum	Block #0767 on Franklin, Golden Gate, Van Ness	1986c	site visit	DPW	NC
vegetation	9	tree	street tree - Lophostemon confertus, Brisbane Box	Block #0767 on Franklin, McAllister	-	site visit	DPW	-
vegetation	4	tree	street tree - Metrosideros excelsa, New Zealand Christmas Tree	Block #0767 on Redwood	1986c	site visit	DPW	NC
vegetation	6	tree	tree - in elevated planting box with double row of camelia shrubs; Acacia melanoxylon, Black Acacia	Block #0767 on Van Ness	1986	site visit	State of CA	NC
vegetation	1	tree	tree - located in courtyard - Phoenix canariensis, Canary Island Date Palm	Block #0767 on Redwood	1912c	site visit	private	C
vegetation	3	tree	street tree - Eucalyptus polyanthemos, Silver Dollar Gum	Block #ROW on Van Ness	1950	2009 HRIER Van Ness BRT Project	DPW	C
vegetation	3	tree	street tree - Lophostemon confertus, Brisbane Box	Block #ROW on Van Ness	-	site visit	DPW	-

\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0786A



Pittosporum undulatum/Victorian Box trees at the War Memorial Court's Van Ness Ave entrance



War Memorial Court lawn edged with Buxus sempervirens/Boxwood hedge



Van Ness trolley pole with single pendant



Accessible ramp to Opera House and Memorial Court with granite curbs at Van Ness Ave



Combination police box and fire box at Van Ness Ave with planted median in background



Pollarded Platanus x acerifolia/London Plane trees at southeast corner of Opera House



Sunken path at Memorial Court with pollarded Platanus x acerifolia/London Plane trees



Veterans Building parking lot with bollards, chains and stall dividers along Franklin St



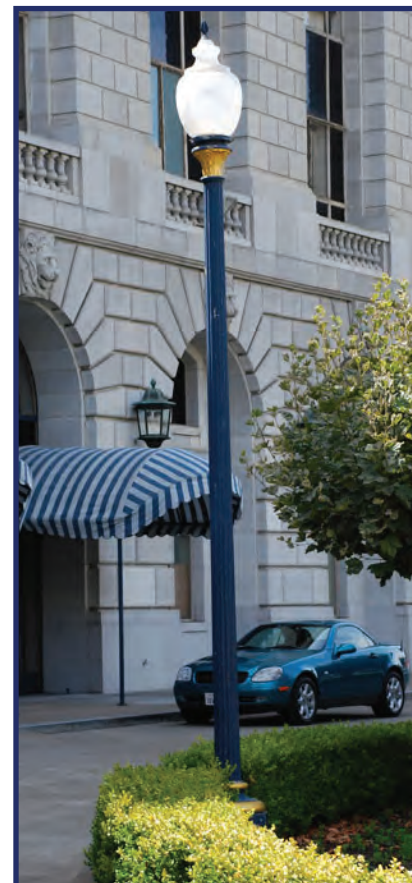
Opera House at Van Ness Ave\*



Taxus baccata 'Stricta'/Irish Yew, Buxus sempervirens/Boxwood and roses at Opera House, Grove St



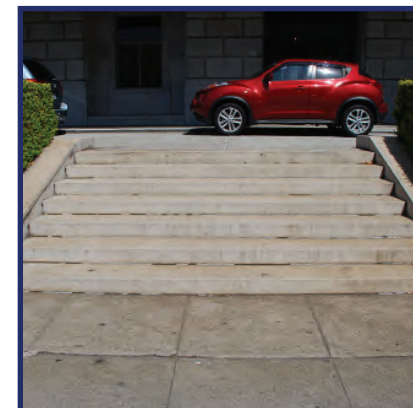
Taxus baccata 'Stricta'/Irish Yew and Buxus sempervirens/Boxwood at east Court entrance



War Memorial Court acorn light painted blue



Driveway to Opera House with textured paving along Grove St



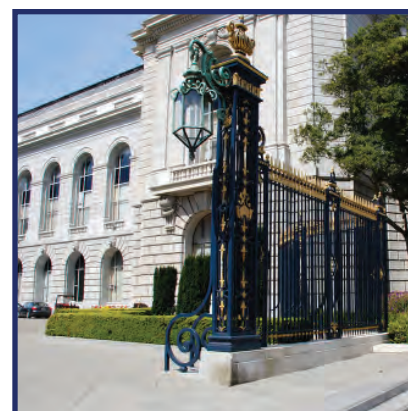
Granite steps at south entrance to Opera House on Grove St



Patina tube metal fence at parking lot, Franklin St



Detail of brick and aggregate path and lawn area at War Memorial Court



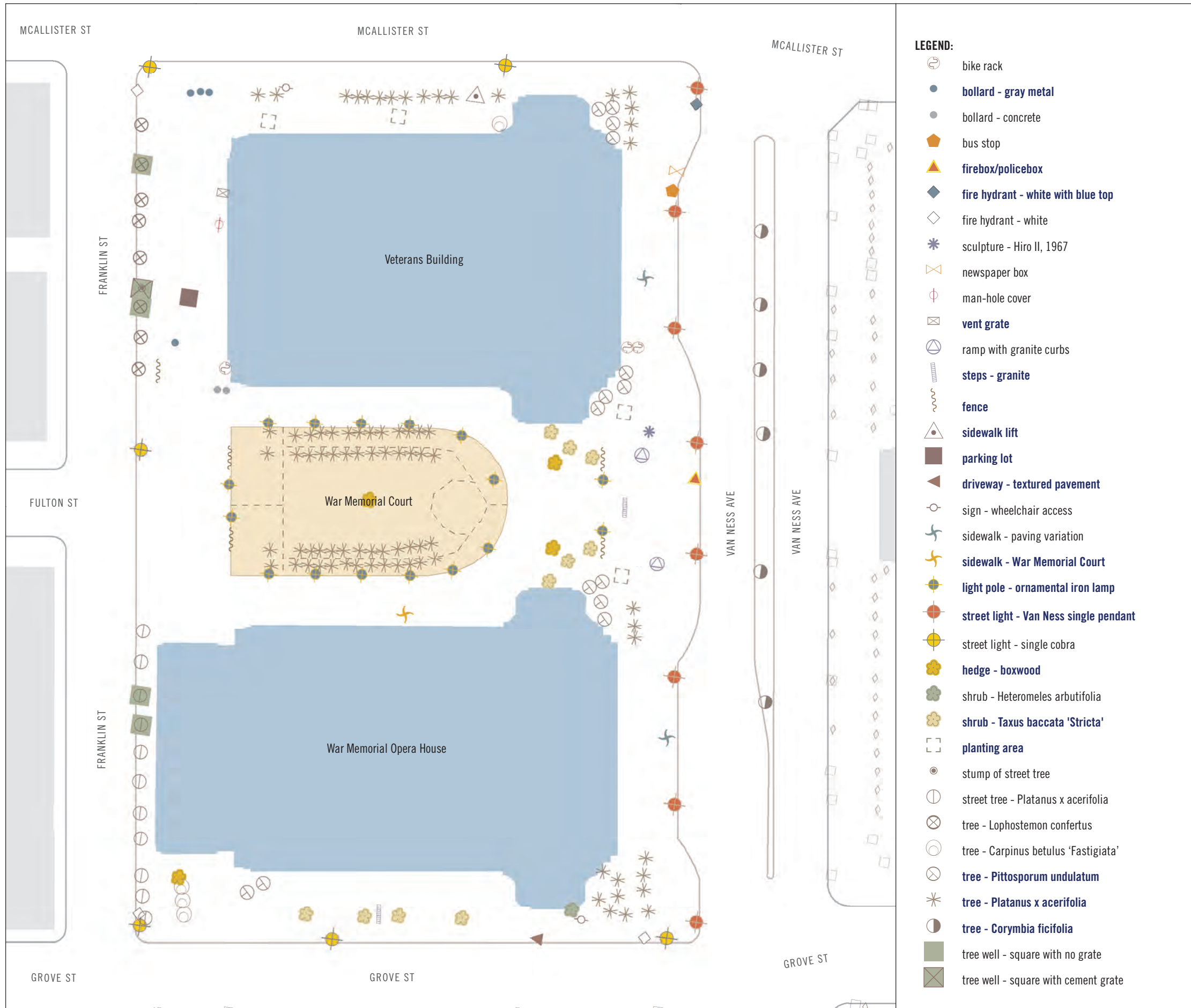
Blue and gold ornamental iron lamp and fence at Memorial Court east entrance, Van Ness Ave



Veterans Building at Van Ness Ave\*

Block #0786A is the home to San Francisco's Opera House, Veterans Building, and the War Memorial Court, collectively known as the War Memorial Complex. The Van Ness frontage still features trolley poles installed as early as 1914, but most landscape features date from between 1932-1936. Thomas Church, landscape architect of the War Memorial Court, advised on plantings for the block's streetscape, building entrances, and other interstitial spaces.

Completed in 1936, the War Memorial Court features a palette of trimmed evergreen shrubs, deciduous pollarded London Plane trees, lawn panels and walkways constructed of aggregate pavement, concrete, red brick and black unit pavers. Since construction, much of the original planting material has been replaced with the same or similar species. Groupings of Victorian Box trees (*Pittosporum undulatum*) at building corners along Van Ness are originals from Church's design but are overgrown and shadow the building façades. Boxwood shrubs were added by 1955 at the Franklin entrance to prevent foot traffic across the lawn. Groundcover along the paved walkways has periodically been replaced with species including low-growing junipers, English ivy and, most recently, creeping raspberry.

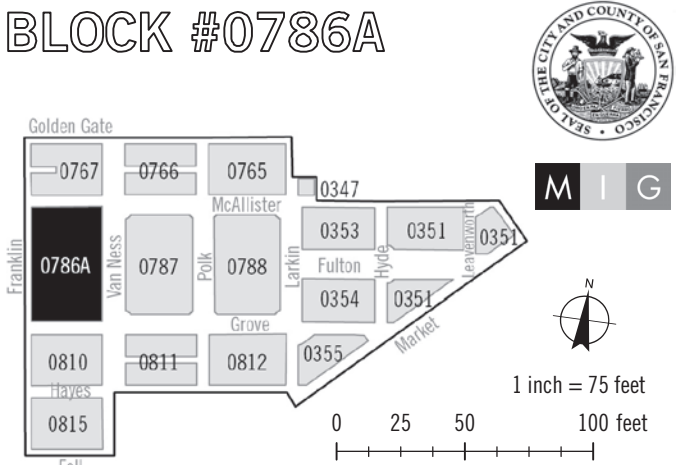


- LEGEND:**
- bike rack
  - bollard - gray metal
  - bollard - concrete
  - bus stop
  - firebox/policebox
  - fire hydrant - white with blue top
  - fire hydrant - white
  - sculpture - Hiro II, 1967
  - newspaper box
  - man-hole cover
  - vent grate
  - ramp with granite curbs
  - steps - granite
  - fence
  - sidewalk lift
  - parking lot
  - driveway - textured pavement
  - sign - wheelchair access
  - sidewalk - paving variation
  - sidewalk - War Memorial Court
  - light pole - ornamental iron lamp
  - street light - Van Ness single pendant
  - street light - single cobra
  - hedge - boxwood
  - shrub - Heteromeles arbutifolia
  - shrub - Taxus baccata 'Stricta'
  - planting area
  - stump of street tree
  - street tree - Platanus x acerifolia
  - tree - Lophostemon confertus
  - tree - Carpinus betulus 'Fastigiata'
  - tree - Pittosporum undulatum
  - tree - Platanus x acerifolia
  - tree - Corymbia ficifolia
  - tree well - square with no grate
  - tree well - square with cement grate

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0786A



- SOURCES:**
1. MIG field work, September 10-14, 2012
  2. Hand drawn inventory field maps, September 2012
  3. Bing aerial imagery online for ArcGIS, 2012
  4. San Francisco Utility Commission light pole data, 2012
  5. San Francisco publicly available GIS city lot, block and curb data, 2012
- DRAWN BY:**  
 MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**  
 March 2013, updated September 2013

- LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**
- pathway
  - curb - cement
  - contributing building or structure
  - spatial organization
  - vegetation
  - small scale feature
  - circulation
  - circulation - curb
  - building or structure

BLOCK #0786A - WAR MEMORIAL COMPLEX									
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING	
buildings & structures	1	War Memorial Veterans Building	Veterans Building; similar in appearance to Opera House with long stairway approach	401 Van Ness	1932	1978 NR, 1987 NHL, 1994 SFLD	WAR	C	
buildings & structures	1	War Memorial Opera House	Opera House; similar in appearance to Veterans Building	301 Van Ness	1932	1978 NR, 1987 NHL, 1994 SFLD	WAR	C	
circulation	4	curb	6" cement curb	Block #0786A on Franklin, Grove, McAllister, Van Ness	1932	site visit	DPW	C	
circulation	3	bollard	bollard - gray metal; one in a set of three	Block #0786A on McAllister	1932c	site visit	WAR	C	
circulation	1	bollard	bollard - gray metal; one of many with chain for closing off parking spots	Block #0786A on Franklin	1932c	site visit	WAR	C	
circulation	2	bollard	bollard - concrete, painted light grey; pair	Block #0786A on Franklin	-	site visit	WAR	-	
circulation	1	driveway	driveway - south entry to building, textured paving	Block #0786A on Grove	1932c	site visit	WAR	C	
circulation	1	pathway	pathway - Memorial Court pathway of brick, aggregate concrete, black unit pavers	War Memorial Court	1936	site visit	WAR	C	
circulation	1	parking lot	parking lot - with bollards and chains	Block #0786A on Franklin	1932c	site visit	WAR	C	
circulation	2	ramp	ramp - at entrance with granite curbs and ornate edge treatment	Block #0786A on Van Ness	1990c	site visit	WAR	-	
circulation	1	sidewalk	sidewalk - three paving treatments	Block #0786A on Van Ness	-	site visit	-	-	
circulation	1	sidewalk	sidewalk - adjacent to driveway and edged by boxwood hedge	War Memorial Court	1932c	site visit	WAR	C	
circulation	1	sidewalk	sidewalk - variation in paving treatment and evidence of repair patching	Block #0786A on Van Ness	-	site visit	-	-	
circulation	1	steps	steps - granite leading up to central courtyard	War Memorial Court	1932	1987 NHL	WAR	C	
circulation	1	steps	steps - located in the middle of hedge row	Block #0786A on Grove	1932	site visit	WAR	C	
small scale feature	3	bike rack	bike rack - gray metal 3 loop wave	Block #0786A on Franklin, Van Ness	-	site visit	WAR	NC	
small scale feature	1	bus stop	bus stop - covered with bench	Block #0786A on Van Ness	2010	site visit	WAR	NC	
small scale feature	4	fence	fence - ornate iron fence painted blue w/gold trim, lantern on end post	War Memorial Court	1932	1987 NHL	WAR	C	
small scale feature	1	fence	fence - patina steel tube fencing with 3 rails separating sidewalk from parking area	Block #0786A on Franklin	1932c	site visit	-	C	
small scale feature	1	fire box	firebox/policebox - red/blue with gold trim, metal	Block #0786A on Van Ness	1899c	site visit	-	C*	
small scale feature	1	fire hydrant	fire hydrant - painted white	Block #0786A on Franklin	-	site visit	SFFD	-	
small scale feature	1	fire hydrant	fire hydrant - painted white with blue top; embossed 1909	Block #0786A on Van Ness	1909	site visit	BEWS	C*	
small scale feature	1	fire hydrant	fire hydrant - painted white; embossed 1980	Block #0786A on Grove	1980	site visit	SFFD	NC	
small scale feature	1	fire hydrant	fire hydrant - painted white; embossed 1998	Block #0786A on Franklin	1998	site visit	SFFD	NC	
small scale feature	1	manhole cover	manhole cover for utility located in pathway	Block #0786A on Franklin	-	site visit	DPW	-	
small scale feature	1	newspaper box	newspaper box	Block #0786A on Van Ness	2006	site visit	DPW	NC	
small scale feature	1	sculpture	sculpture - SE corner of Veterans Building - bronze, Hiro II by Peter Voulkos, 1967; acquired by SF MoMa in 1971; installed in front of Veterans Building in 1981	Block #0786A on Van Ness	1981	site visit	SF Museum of Modern Art	-	
small scale feature	1	sidewalk lift	sidewalk lift - exterior basement access next to sidewalk with bollard barrier	Block #0786A on McAllister	1932	site visit	WAR	C	
small scale feature	2	sign	sign - wheelchair access	Block #0786A on Grove, McAllister	1990c	site visit	WAR	NC	
small scale feature	4	tree well	tree well - square no grate	Block #0786A on Franklin	-	site visit	DPW	-	
small scale feature	1	tree well	tree well - square with cement grate	Block #0786A on Franklin	-	site visit	DPW	-	
small scale feature	1	vent grate	vent grate along sidewalk adj. to buiding	Block #0786A on Franklin	1932	site visit	WAR	C	
small scale feature	4	light pole	light pole - ornamental iron lamp located on fence	War Memorial Court	1932	1987 NHL	WAR	C	
small scale feature	12	light pole	light pole - ornate iron lamp post with single globe, blue with gold trim	War Memorial Court	1932	site visit	WAR	C	
small scale feature	6	street light	street light - single cobra	Block #0786A on Franklin, Grove, McAllister	-	SF PUC	SF PUC	-	
small scale feature	8	street light	street light - Van Ness single pendant	Block #0786A on Van Ness	1915-1936	site visit, 1915 SFPL image	SF PUC	C*	
spatial organization	1	War Memorial Court	War Memorial Court; central lawn encircled by sidewalk with box hedges and sycamore trees, ornamental iron lamps and fencing	301-401 Van Ness	1932-36	1987 NHL	WAR	C	
vegetation	4	hedge	hedge - boxwood hedge lining tree walkways and perimeter planting areas	Block #0786A on Grove, War Memorial Court	1936	1987 NHL	WAR	C	
vegetation	2	planting area	planting area - entry trees at War Memorial Court	Block #0786A on Van Ness	1932	site visit	WAR	C	
vegetation	1	planting area	planting area - granite edging with grass and wood chips	Block #0786A on McAllister	1932	site visit	WAR	C	
vegetation	1	planting area	planting area with wood chips, grass and trees with wood edging	Block #0786A on McAllister	1932	site visit	WAR	C	
vegetation	1	stump	stump of street tree	Block #0786A on Franklin	-	site visit	-	-	
vegetation	1	hedge	shrub - Heteromeles arbutifolia, Toyon, 5'- 10' tall	Block #0786A on Grove	-	site visit	WAR	-	
vegetation	4	shrub	shrub - in row of boxwood hedges; Taxus baccata 'Stricta', Irish Yew	Block #0786A on Grove	1936	Church planting plan	WAR	C	
vegetation	6	shrub	shrub - Taxus baccata 'Stricta', Irish Yew	War Memorial Court	1936	Church planting plan	WAR	C	
vegetation	8	tree	street tree - Lophostemon confertus, Brisbane Box	Block #0786A on Franklin	-	site visit	DPW	-	
vegetation	11	tree	street tree - Platanus x acerifolia, London Plane	Block #0786A on Franklin	-	site visit	DPW	-	
vegetation	4	tree	tree - adjacent to building in planting area; Carpinus betulus Fastigiata, Pyramidal European Hornbeam	Block #0786A on McAllister, Grove	-	site visit	WAR	NC	
vegetation	14	tree	tree - adjacent to building and courtyard entry; Pittosporum undulatum, Victorian Box	Block #0786A on Grove, Van Ness	1936	Church planting plan	WAR	C	
vegetation	82	tree	tree - Platanus x acerifolia, pollarded London Plane	Block #0786A on Grove, McAllister, Van Ness	1936	Church planting plan	WAR	C	
vegetation	6	tree	tree - street median - Corymbia ficifolia - Red Flowering Gum	Block #ROW on Van Ness	1950	2009 HRIER Van Ness BRT Project	DPW	C	

\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.



Metrosideros excelsa/Pohutukawa trees along Franklin St in square tree wells



Tree well along Hayes St - semicircle, no grate, filled with decomposed granite



Van Ness trolley pole with single pendant and high pressure auxiliary water supply hydrant



Metal signs with symphony advertising along Grove St



Wide granite curb along Van Ness Ave



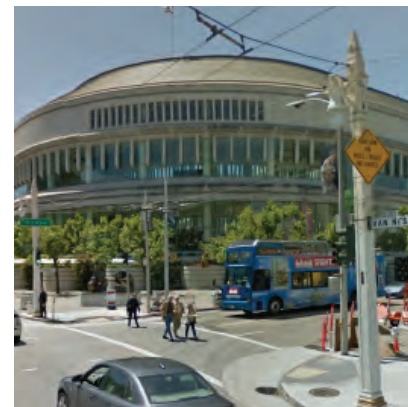
Platanus x acerifolia/London Plane trees along Grove St in decomposed granite-filled tree wells



Nerium oleander/Oleander in building planter at Van Ness Ave and Grove St



Concrete bollards with domed tops along Grove St

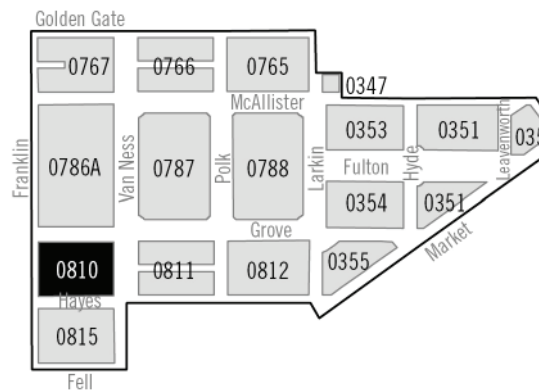


Louise M. Davies Symphony Hall\*

San Francisco Civic Center Historic District  
Planning Department, San Francisco, California

## Cultural Landscape Report

### BLOCK #0810



As the south bookend to the War Memorial Complex, block #0810, bounded by Van Ness Avenue, Hayes, Franklin and Grove Streets existed as a sports field for the San Francisco Unified School District between 1924 and 1952. In 1980, the Louise M. Davies Symphony Hall was built, and in 1981 the Harold L. Zellerbach Rehearsal Hall was built. These new buildings added a new palette of landscape features including new sidewalks, street trees, tree grates, access drives, public artwork, signage, etc.

Landscape elements that remain from the historic period of significance include Van Ness trolley poles and granite curbs of varying widths. Newest additions to the block include fenced landscape planters installed as part of the Van Ness greening project through the Department of Public Works.



Established Platanus x acerifolia/London Plane tree on Grove St



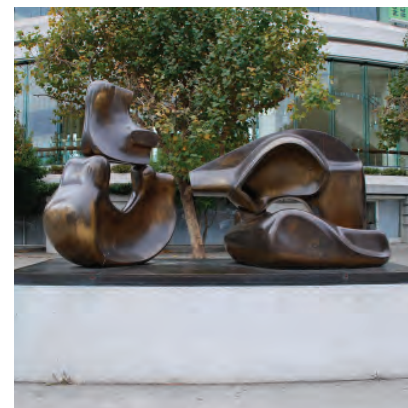
Tree well along Van Ness Ave - circular, metal edging, filled with decomposed granite



Single cobra street light with banners



Bike rack - metal staple style, installed incorrectly along Grove St



Sculpture - Large Four Piece Reclining at Grove St and Van Ness Ave



Platanus x acerifolia/London Plane trees, Hayes St



Fenced planter box along Van Ness Ave



MUNI bus shelter with domed glass roof along Hayes St



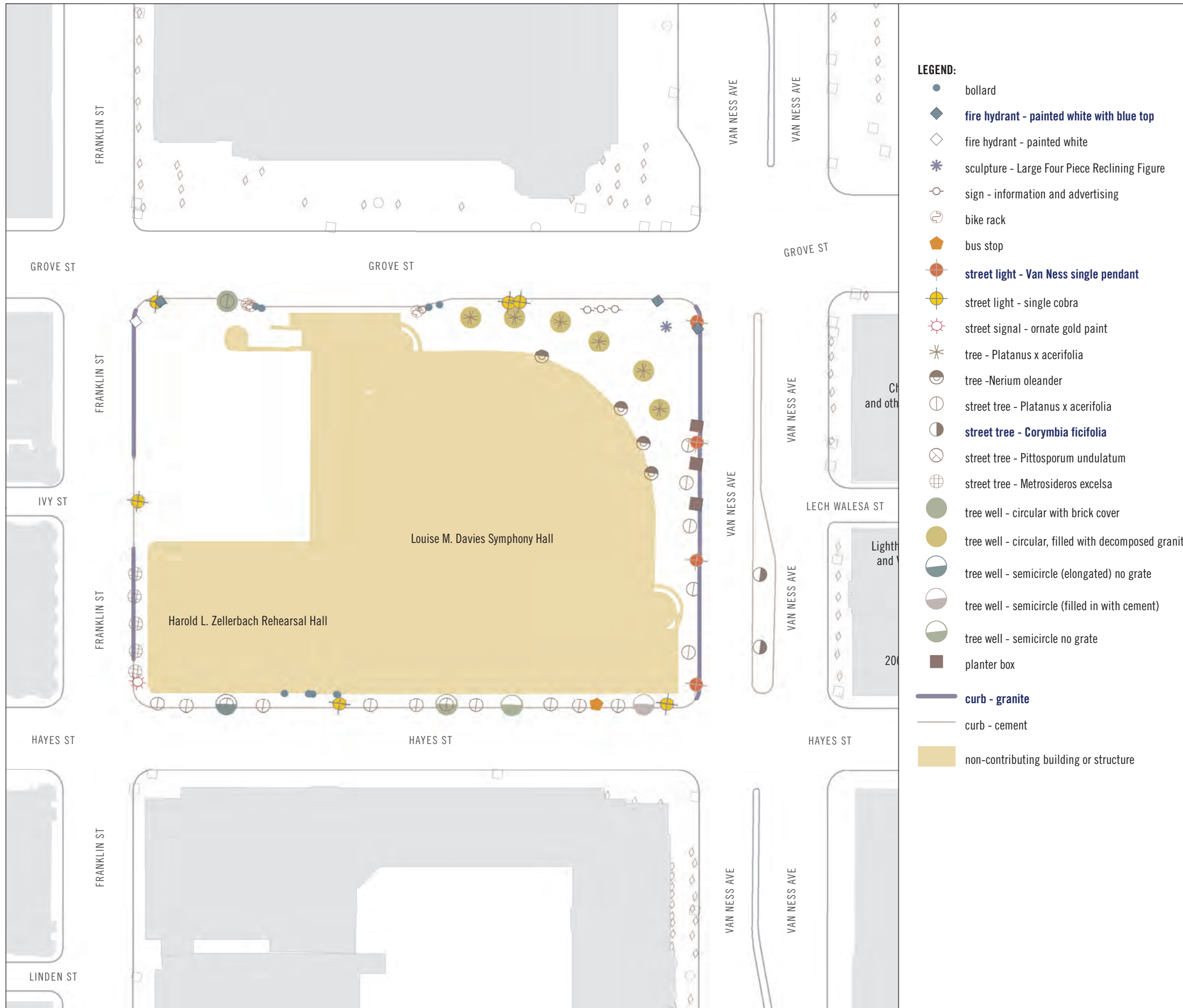
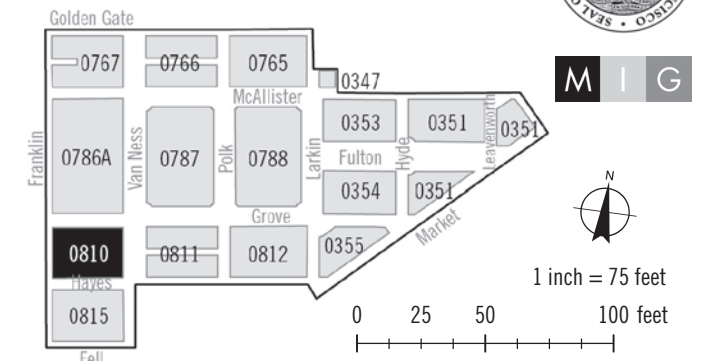
Granite curb along Franklin St



San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0810



- LEGEND:**
- bollard
  - ◆ fire hydrant - painted white with blue top
  - ◇ fire hydrant - painted white
  - \* sculpture - Large Four Piece Reclining Figure
  - sign - information and advertising
  - bike rack
  - ◆ bus stop
  - street light - Van Ness single pendant
  - street light - single cobra
  - ☀ street signal - ornate gold paint
  - \* tree - Platanus x acerifolia
  - tree - Nerium oleander
  - street tree - Platanus x acerifolia
  - ◐ street tree - *Corymbia ficifolia*
  - ⊗ street tree - *Pittosporum undulatum*
  - ⊕ street tree - *Metrosideros excelsa*
  - tree well - circular with brick cover
  - tree well - circular, filled with decomposed granite
  - ◐ tree well - semicircle (elongated) no grate
  - ◑ tree well - semicircle (filled in with cement)
  - ◒ tree well - semicircle no grate
  - planter box
  - curb - granite
  - curb - cement
  - non-contributing building or structure

**SOURCES:**

1. MIG field work, September 10-14, 2012
2. Hand drawn inventory field maps, September 2012
3. Bing aerial imagery online for ArcGIS, 2012
4. San Francisco Utility Commission light pole data, 2012
5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**

MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**

March 2013, updated September 2013

**LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**

- ◇ vegetation
- small scale feature
- circulation
- circulation - curb
- building or structure

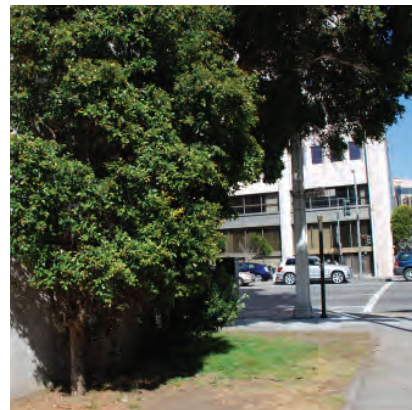
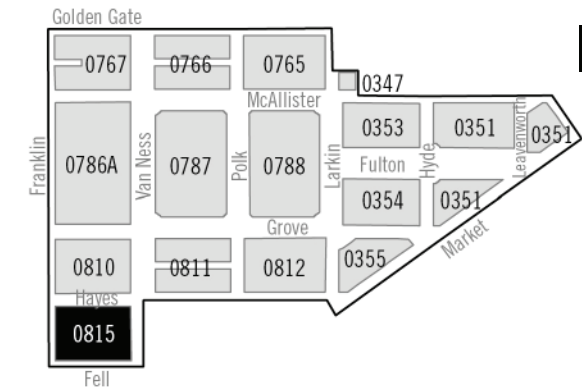
BLOCK #0810 - DAVIES SYMPHONY HALL								
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING
buildings & structures	1	Louise M. Davies Symphony Hall	Louise M. Davies Symphony Hall	201 Van Ness	1980	1994 SFLD	WAR	NC
buildings & structures	1	Harold L. Zellerbach Rehearsal Hall	Harold L. Zellerbach Rehearsal Hall	300 Franklin	1981	site visit	WAR	NC
circulation	4	curb	6" cement curb	Block #0810 on Franklin, Grove, Hayes	-	site visit	DPW	-
<b>circulation</b>	<b>3</b>	<b>curb</b>	<b>6" granite curb</b>	<b>Block #0810 on Franklin, Van Ness</b>	<b>1915c</b>	<b>site visit</b>	<b>DPW</b>	<b>C</b>
small scale feature	3	bike rack	bike rack - metal staple type	Block #0810 on Grove	-	site visit	WAR	NC
small scale feature	4	bollard	bollard - metal adjacent to garage door	Block #0810 on Hayes	1980c	site visit	WAR	NC
small scale feature	4	bollard	bollard - cement with domed top	Block #0810 on Grove	1980c	site visit	WAR	NC
small scale feature	1	bus stop	bus stop - covered	Block #0810 on Hayes	1980c	site visit	MUNI	NC
<b>small scale feature</b>	<b>3</b>	<b>fire hydrant</b>	<b>fire hydrant - painted white with blue top; embossed 1909</b>	<b>Block #0810 on Grove, Van Ness</b>	<b>1909</b>	<b>site visit</b>	<b>BEWS</b>	<b>C*</b>
small scale feature	1	fire hydrant	fire hydrant - painted white; embossed 1998	Block #0810 on Franklin	1998	site visit	SFFD	NC
small scale feature	1	sculpture	sculpture - southeast corner of Davies Hall, bronze, "Large Four Piece Reclining Figure" by Henry Moore, 1973	Block #0810 on Van Ness	1980	site visit	WAR	NC
small scale feature	3	sign	sign - advertising Louise M. Davies Symphony Hall	Block #0810 on Grove	-	site visit	WAR	NC
small scale feature	1	sign	sign - information	Block #0810 on Grove	-	site visit	WAR	NC
small scale feature	1	tree well	tree well - circular with brick cover	Block #0810 on Grove	-	site visit	DPW	-
small scale feature	1	tree well	tree well - semicircle (elongated) no grate	Block #0810 on Hayes	1980c	site visit	DPW	NC
small scale feature	1	tree well	tree well - semicircle with smaller semicircle (filled in with cement)	Block #0810 on Hayes	-	site visit	DPW	-
small scale feature	1	tree well	tree well - semicircle with smaller semicircle and no grate	Block #0810 on Hayes	1980c	site visit	DPW	NC
small scale feature	1	tree well	tree well - semicircle with smaller semicircle and no grate (no tree)	Block #0810 on Hayes	1980c	site visit	DPW	NC
small scale feature	6	tree well	tree well - circular with metal edging, filled with decomposed granite	Block #0810 on Van Ness	1980c	site visit	-	NC
small scale feature	6	street light	street light - single cobra	Block #0810 on Franklin, Grove, Hayes	-	SF PUC	SF PUC	-
<b>small scale feature</b>	<b>4</b>	<b>street light</b>	<b>street light - Van Ness single pendant</b>	<b>Block #0810 on Van Ness</b>	<b>1915-1936</b>	<b>site visit, 1915 SFPL image</b>	<b>SF PUC</b>	<b>C*</b>
small scale feature	1	street signal	street signal - ornate gold paint on base of pole	Block #0810 on Franklin	-	SF PUC	SF PUC	-
vegetation	3	planter box	planter box - east side of the building - black iron decorative fencing	Block #0810 on Van Ness	2010	site visit	DPW	NC
vegetation	5	tree	street tree - Metrosideros excelsa, New Zealand Christmas Tree	Block #0810 on Franklin	1980c	site visit	DPW	NC
vegetation	17	tree	street tree - Platanus x acerifolia, London Plane	Block #0810 on Grove, Hayes, Van Ness	1980c	site visit	DPW	NC
vegetation	4	tree	tree - adjacent to building in planting area - Nerium oleander, Oleander	Block #0810 on Grove, Van Ness	1980c	site visit	WAR	NC
vegetation	6	tree	tree - northeast edge of building - Platanus x acerifolia, London Plane	Block #0810 on Grove, Van Ness	1980c	site visit	DPW	NC
<b>vegetation</b>	<b>2</b>	<b>tree</b>	<b>tree in median - Corymbia ficifolia, Red Flowering Gum</b>	<b>Block #ROW on Van Ness</b>	<b>1950</b>	<b>2009 HRIER Van Ness BRT Project</b>	<b>DPW</b>	<b>C</b>

\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0815



Syzygium paniculatum shrubs at southeast corner of SFUSD administration building along Fell St



Staked Lophostemon confertus trees in square tree wells along Fell St



Taxus baccata 'Stricta' / Irish Yew trees and Rhampholepis indica / Indian Hawthorn shrubs along Van Ness Ave



Single cobra street light along Franklin St



Brick paving pattern along Van Ness Ave



San Francisco Unified School District Administration Building from Van Ness Ave\*



Established Lophostemon confertus tree along Fell St



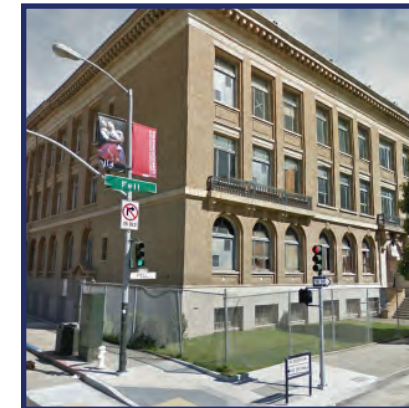
Low pressure hydrant along Franklin St



Van Ness trolley pole with single pendant



Concrete sidewalk with granite curbs along Van Ness Ave



Newton Tharp Commercial High School from Fell St\*



Fenced planter box along Van Ness Ave



US Postal Service mail boxes along Van Ness Ave



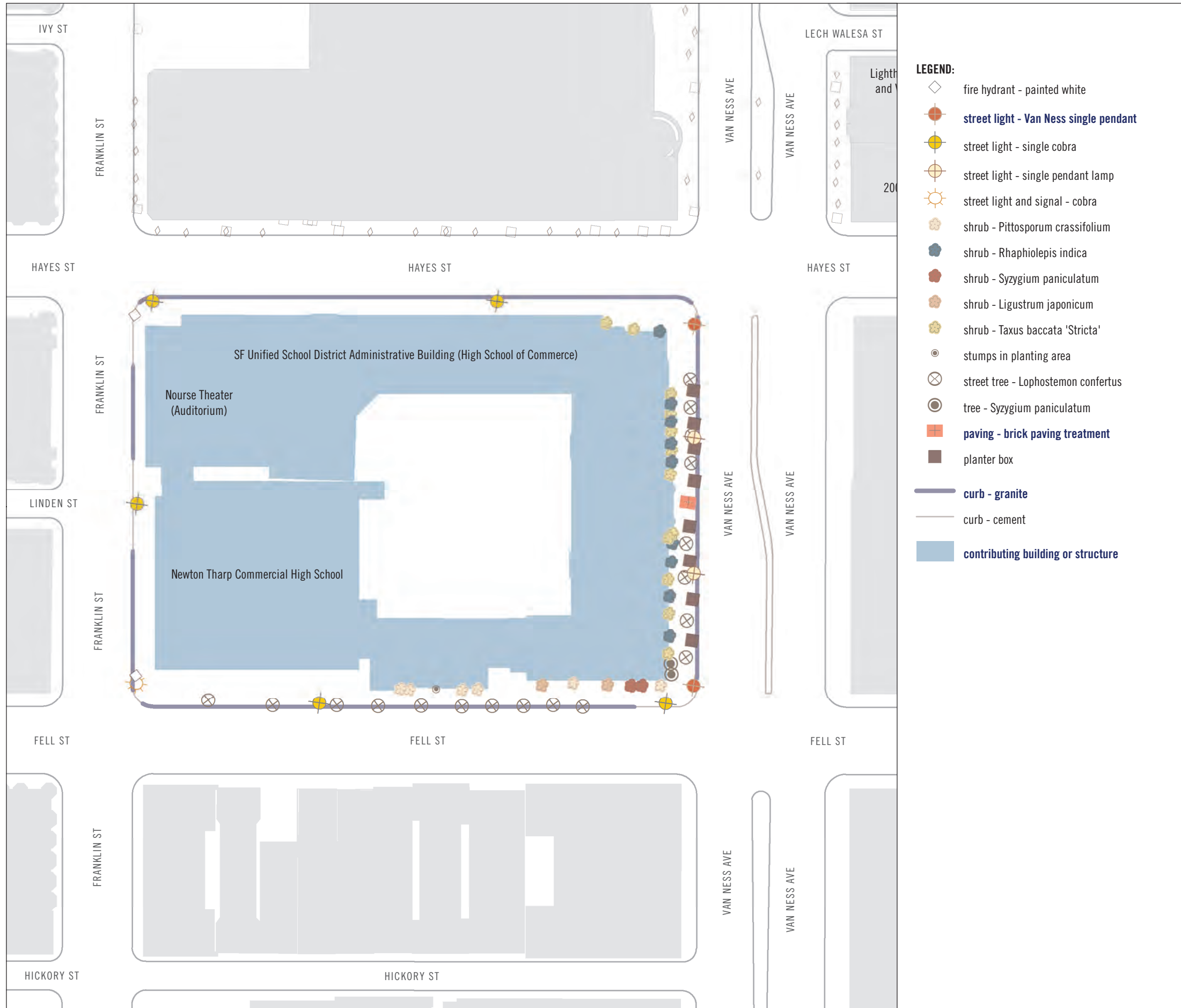
Concrete sidewalk paving pattern along Hayes St



6" granite curb along Fell St

The San Francisco Unified School District (SFUSD) has maintained presence on the block bound by Hayes, Van Ness, Fell and Franklin since 1913. That year, the Newton J. Tharp Commercial High School ( b. 1910) was moved from its original location along Grove Street (between Polk and Larkin Streets) to its present location at the northeast corner of Franklin and Fell Streets. Moving the building allowed construction of Civic Center Plaza for the 1915 Panama Pacific International Exposition. In 1926, the High School of Commerce and Nourse Theater (Auditorium) was built in the Spanish colonial revival style at 135 Van Ness Street. These three SFUSD buildings on block #0815 date to the period of significance.

Landscape elements that remain from the period of significance include Van Ness trolley poles, brick paving treatment along Van Ness and granite curbs. Newest additions to the block include fenced landscape planters installed as part of the Van Ness greening project through the Department of Public Works.

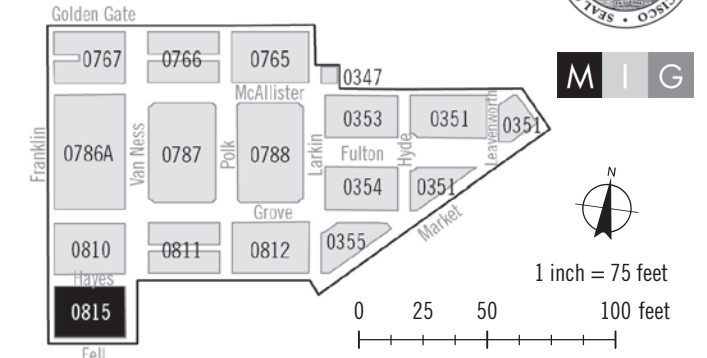


- LEGEND:**
- fire hydrant - painted white
  - street light - Van Ness single pendant
  - street light - single cobra
  - street light - single pendant lamp
  - street light and signal - cobra
  - shrub - Pittosporum crassifolium
  - shrub - Rhapsiolepis indica
  - shrub - Syzygium paniculatum
  - shrub - Ligustrum japonicum
  - shrub - Taxus baccata 'Stricta'
  - stumps in planting area
  - street tree - Lophostemon confertus
  - tree - Syzygium paniculatum
  - paving - brick paving treatment
  - planter box
  - curb - granite
  - curb - cement
  - contributing building or structure

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0815



**SOURCES:**

1. MIG field work, September 10-14, 2012
2. Hand drawn inventory field maps, September 2012
3. Bing aerial imagery online for ArcGIS, 2012
4. San Francisco Utility Commission light pole data, 2012
5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**

MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**

March 2013, updated September 2013

**LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**

- vegetation
- small scale feature
- circulation
- circulation - curb
- building or structure

BLOCK #0815 - SAN FRANCISCO UNIFIED SCHOOL DISTRICT								
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING
buildings & structures	1	Newton Tharp Commercial High School	Newton Tharp Commercial High School	170 Fell	1910	1994 SFLD	SFUSD	C
buildings & structures	1	SF Unified School District Administrative Building	SF Unified School District Administrative Building (High School of Commerce)	135 Van Ness	1926	1994 SFLD	SFUSD	C
circulation	6	curb	6" cement curb	Block #0815 on Fell, Franklin, Van Ness	-	site visit	DPW	-
circulation	5	curb	6" granite curb	Block #0815 on Fell, Franklin, Hayes, Van Ness	1915c	site visit	DPW	C
circulation	1	paving	paving - brick paving treatment	Block #0815 on Van Ness	1926c	site visit	SFUSD	C
small scale feature	2	fire hydrant	fire hydrant - painted white; embossed 2002 and 2007	Block #0815 on Franklin	2002	site visit	SFFD	NC
small scale feature	5	street light	street light - single cobra	Block #0815 on Fell , Franklin, Hayes	-	SF PUC	SF PUC	NC
small scale feature	2	street light	street light - single pendant lamp	Block #0815 on Van Ness	-	SF PUC	SF PUC	-
small scale feature	2	street light	street light - Van Ness single pendant	Block #0815 on Van Ness	1915-1936	site visit, 1915 SFPL image	SF PUC	C*
small scale feature	1	street light	street light and signal - cobra	Block #0815 on Franklin	-	SF PUC	SF PUC	-
vegetation	8	planter box	planter box - faux granite curb edges with black metal fencing	Block #0815 on Van Ness	2010	site visit	DPW	NC
vegetation	2	shrub	shrub - Ligustrum japonicum, Japanese Privet	Block #0815 on Fell	-	site visit	SFUSD	-
vegetation	6	shrub	shrub - Pittosporum crassifolium, Karo Pittosporum	Block #0815 on Fell	-	site visit	SFUSD	-
vegetation	1	shrub	shrub - Rhamphiolepis indica, Indian Hawthorn	Block #0815 on Hayes	-	site visit	SFUSD	-
vegetation	8	shrub	shrub - Rhamphiolepis indica, Indian Hawthorn	Block #0815 on Van Ness	-	site visit	SFUSD	-
vegetation	2	shrub	shrub - Syzygium paniculatum, Brush cherry	Block #0815 on Fell	-	site visit	SFUSD	-
vegetation	12	shrub	shrub - Taxus baccata 'Stricta', Irish Yew	Block #0815 on Hayes, Van Ness	-	site visit	SFUSD	-
vegetation	1	stump	stumps in planting area	Block #0815 on Fell	-	site visit	SFUSD	-
vegetation	18	tree	street tree - Lophostemon confertus, Brisbane Box	Block #0815 on Fell , Van Ness	2010c	site visit	DPW	-
vegetation	2	tree	tree - Syzygium paniculatum, Brush cherry (diseased)	Block #0815 on Van Ness	-	site visit	SFUSD	-

\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.



Platanus x acerifolia/London Plane trees along McAllister St



Van Ness trolley pole with single pendant



Fire box at Polk and McAllister Streets

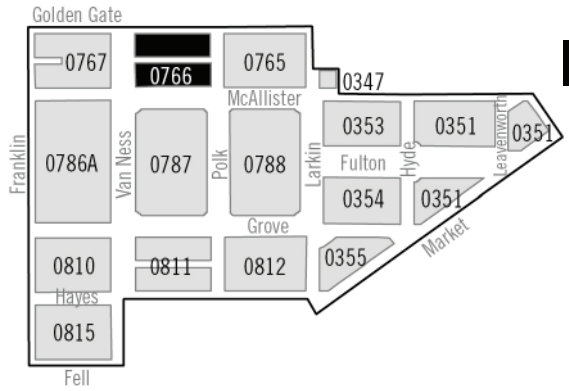


Former Standard Motor Car Company showroom at Van Ness and Golden Gate Ave

San Francisco Civic Center Historic District  
Planning Department, San Francisco, California

## Cultural Landscape Report

### BLOCK #0766



Block #0766, bounded by Polk and McAllister Streets and Golden Gate and Van Ness Avenues, is home to San Francisco's Superior Court, several commercial buildings, a residential apartment building and the newly constructed San Francisco Public Utilities Commission building. Before 1995, a corner gas station and surface parking lot occupied the location of the courthouse. The northern half of this block is included in the project study area, but not within the 1994 San Francisco Landmark District.

Landscape elements that remain from the historic period of significance include Van Ness trolley poles, fire utilities, and granite curbs along Van Ness Avenue. The northern half of this block is included in the project study area, but not within the 1994 San Francisco Landmark District.



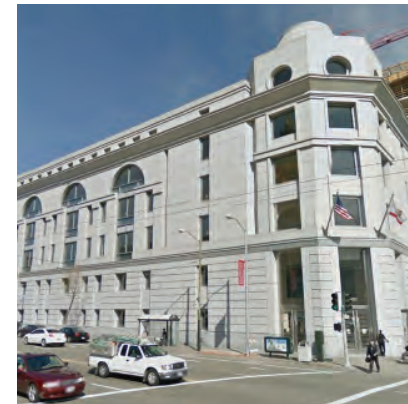
Platanus x acerifolia/London Plane trees along Polk St with staple style bike racks



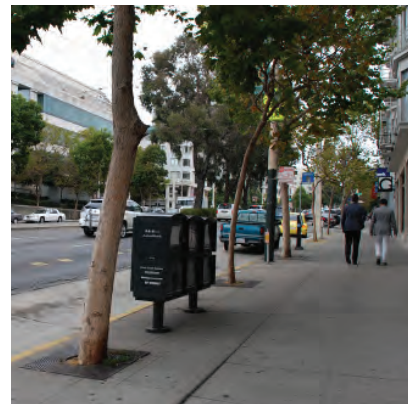
Square tree well with metal grate along Polk St



6" granite curb detail along Van Ness Ave



San Francisco Superior Court, McAllister St\*



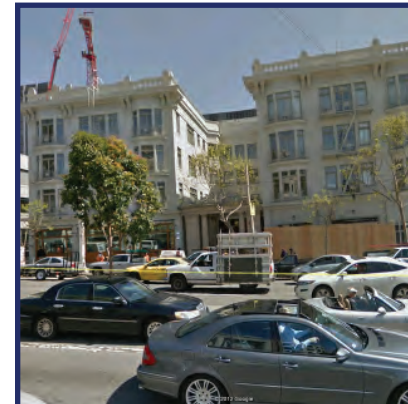
Platanus x acerifolia/London Plane trees in square tree wells with metal grates along Van Ness Ave



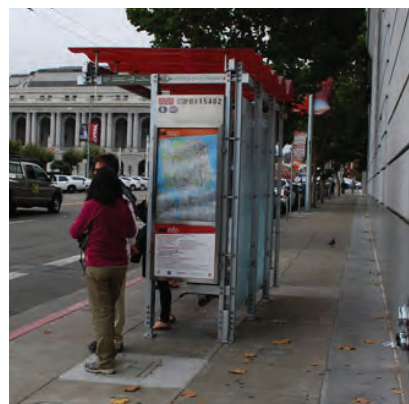
Square tree well with DG fill and ring and post style bike rack along Van Ness Ave



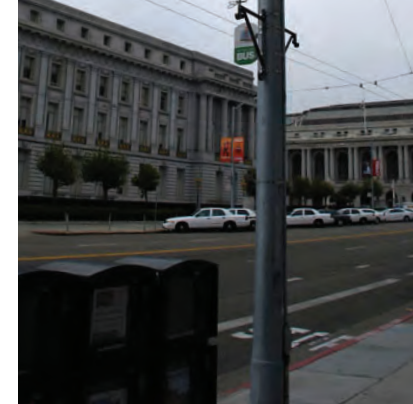
Low pressure hydrant at Redwood St



Residential apartment building at Van Ness Ave\*



MUNI bus shelter with wavy red roof on McAllister St



Single cobra street light



Bike rack - metal staple style, installed along Polk St

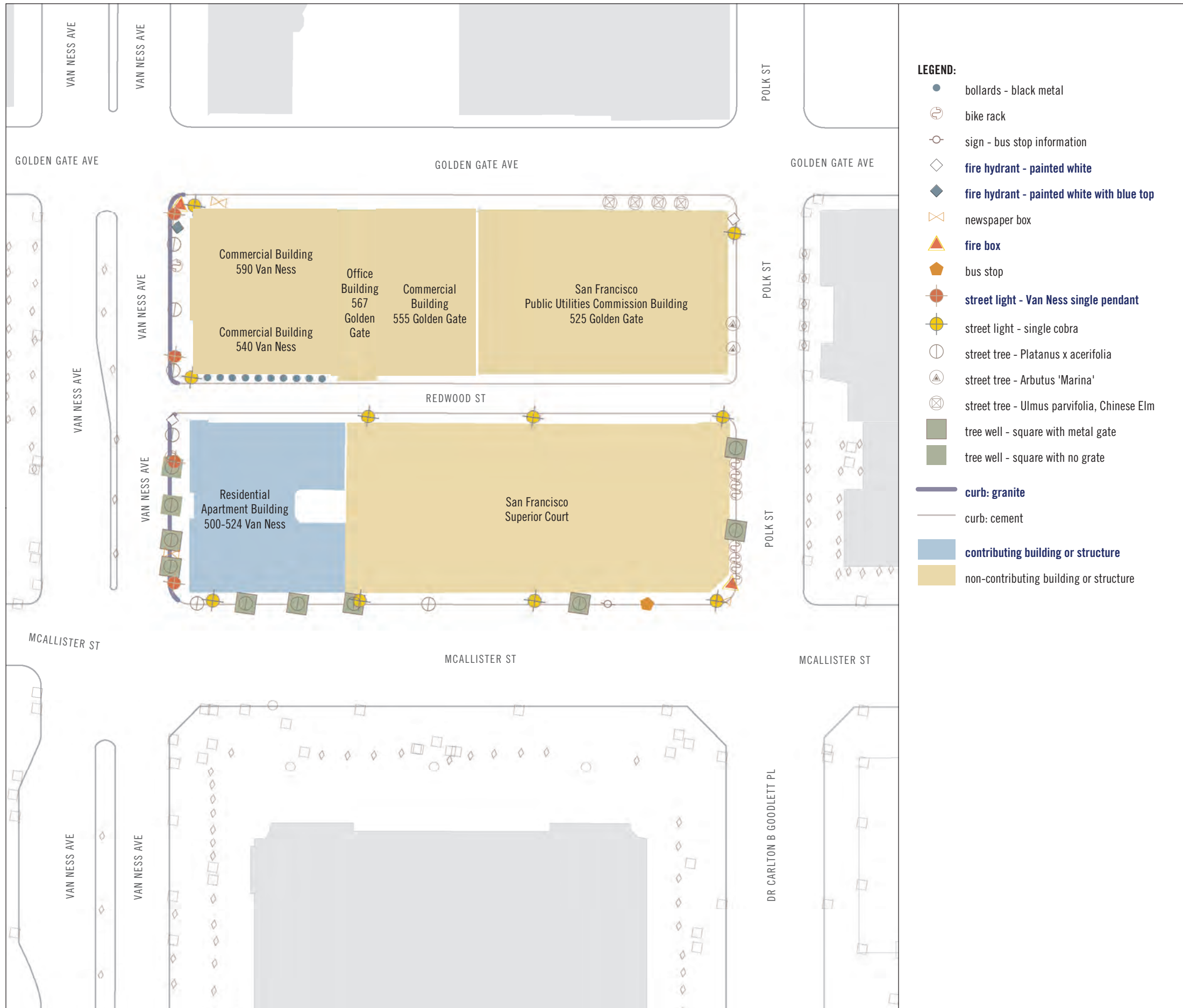
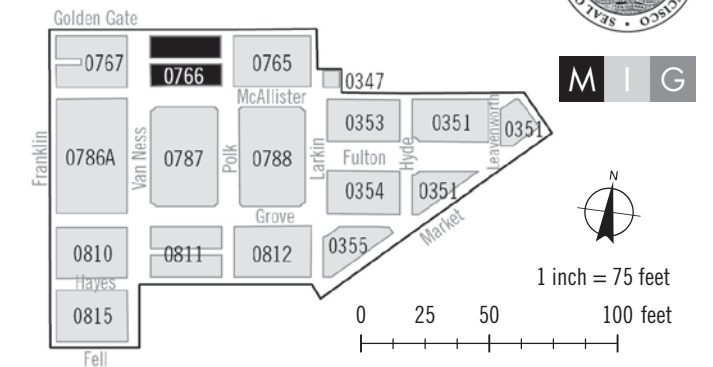


Former Trader Vic's building at 555 Golden Gate Ave

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0766



- LEGEND:**
- bollards - black metal
  - ⊗ bike rack
  - ⊕ sign - bus stop information
  - ◇ fire hydrant - painted white
  - ◆ fire hydrant - painted white with blue top
  - ⊗ newspaper box
  - ▲ fire box
  - ⬢ bus stop
  - street light - Van Ness single pendant
  - street light - single cobra
  - street tree - Platanus x acerifolia
  - ⊗ street tree - Arbutus 'Marina'
  - ⊗ street tree - Ulmus parvifolia, Chinese Elm
  - tree well - square with metal grate
  - tree well - square with no grate
  - curb: granite
  - curb: cement
  - contributing building or structure
  - non-contributing building or structure

**SOURCES:**

1. MIG field work, September 10-14, 2012
2. Hand drawn inventory field maps, September 2012
3. Bing aerial imagery online for ArcGIS, 2012
4. San Francisco Utility Commission light pole data, 2012
5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**

MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**

March 2013, updated September 2013

**LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**

- ◇ vegetation
- small scale feature
- circulation
- circulation - curb
- building or structure

BLOCK #0766 - SAN FRANCISCO SUPERIOR COURT								
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING
buildings & structures	1	San Francisco Superior Court	San Francisco Superior Court Building	400 McAllister (450 McAllister)	1995c	1994 SFLD	City/County	NC
buildings & structures	1	San Francisco Public Utilities Building	San Francisco Public Utilities Commission Building	525 Golden Gate	2012	site visit	City/County	NC
buildings & structures	1	Commercial building	Commercial building - formerly Trader Vic's	555 Golden Gate	1909	SF Assessor's Office	private	NC
buildings & structures	1	Office building	Office building	567 Golden Gate	-	SF Assessor's Office	private	NC
buildings & structures	1	Commercial building	US Bank Building	540 Van Ness	1909	SF Assessor's Office	private	NC
buildings & structures	1	Commercial building	Commercial building - formerly William Hughson's Standard Motor Car Company	590 Van Ness	1909	SF Assessor's Office	private	NC
<b>buildings &amp; structures</b>	<b>1</b>	<b>Residential apartment building</b>	<b>Corinthian Court Apartments</b>	<b>500-524 Van Ness</b>	<b>1915</b>	<b>1994 SFLD</b>	<b>private</b>	<b>C</b>
circulation	6	curb	6" cement curb	Block #0766 on McAllister, Polk, Redwood, Golden Gate	-	site visit	DPW	-
<b>circulation</b>	<b>2</b>	<b>curb</b>	<b>6" granite curb</b>	<b>Block #0766 on Van Ness</b>	<b>1915c</b>	<b>site visit</b>	<b>DPW</b>	<b>C</b>
small scale feature	1	bike rack	bike rack - inverted U-style	Block #0766 on Polk	-	site visit	DPW	NC
small scale feature	1	bike rack	bike rack - ring and post style	Block #0766 on Van Ness	-	site visit	DPW	NC
small scale feature	8	bike rack	bike rack - single staple-style	Block #0766 on Polk, Van Ness	-	site visit	DPW	NC
small scale feature	10	bollard	bollards - black metal	Block #0766 on Redwood	-	site visit	private	NC
small scale feature	1	bus stop	bus stop with cover and bench	Block #0766 on McAllister	2010	site visit	MUNI	NC
<b>small scale feature</b>	<b>2</b>	<b>fire box</b>	<b>fire box</b>	<b>Block #0766 on Polk, Van Ness</b>	<b>1899</b>	<b>site visit</b>	<b>SFDT</b>	<b>C*</b>
<b>small scale feature</b>	<b>1</b>	<b>fire hydrant</b>	<b>fire hydrant - painted white with blue top: embossed 1909</b>	<b>Block #0766 on Van Ness</b>	<b>1909</b>	<b>site visit</b>	<b>BEWS</b>	<b>C*</b>
small scale feature	2	fire hydrant	fire hydrant - painted white	Block #0766 on Van Ness, Polk	-	site visit	SFFD	NC
small scale feature	3	newspaper box	newspaper box	Block #0766 on McAllister, Van Ness, Golden Gate	2006	site visit	DPW	NC
small scale feature	1	sign	sign - bus stop information	Block #0766 on McAllister	-	site visit	Golden Gate Transit	NC
small scale feature	10	street light	street light - single cobra	Block #0766 on McAllister, Redwood, Golden Gate, Polk	-	SF PUC	SF PUC	-
<b>small scale feature</b>	<b>4</b>	<b>street light</b>	<b>street light - Van Ness single pendant</b>	<b>Block #0766 on Van Ness</b>	<b>1915-1936</b>	<b>site visit, 1915 SFPL image</b>	<b>SF PUC</b>	<b>C*</b>
small scale feature	8	tree well	tree well - square with metal grate	Block #0766 on McAllister, Polk, Van Ness	-	site visit	DPW	NC
small scale feature	2	tree well	tree well - square with no grate	Block #0766 on Van Ness	-	site visit	DPW	NC
vegetation	4	tree	street tree - Arbutus 'Marina', Strawberry Tree	Block #0766 on Polk	2012	site visit	DPW	NC
vegetation	2	tree	street tree - Ulmus parvifolia, Chinese Elm	Block #0766 on Golden Gate	2012	site visit	DPW	NC
vegetation	16	tree	street tree - Platanus x acerifolia, London Plane	Block #0766 on McAllister, Polk, Van Ness	-	site visit	DPW	-

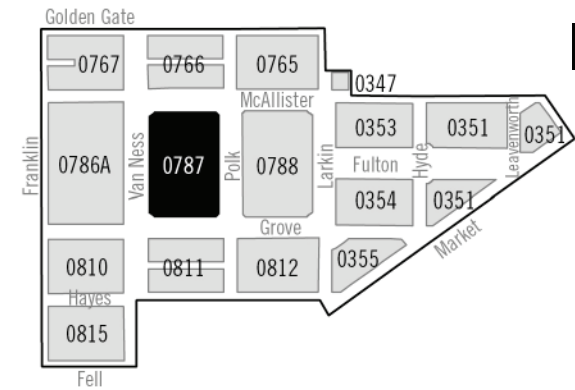
\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.



San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0787



As the defining architectural feature of the Civic Center, City Hall is both the seat of the City's political and administrative function and also the iconic image of San Francisco that prevails in the public consciousness. It occupies block #0787.

Until the postwar period, trees and plantings were sparse around City Hall, concentrated mainly at building corners and entrances. Historic photos show evidence of London Plane trees at the building's perimeter by 1957.

Landscape elements that date to the historic period of significance include the Van Ness trolley poles, building perimeter statuary, granite and brick curbs, fire utilities, ornamental lighting fixtures, and pollarded London Plane trees - the characteristic vegetation that defines the building's exterior.

New additions to the block include fenced landscape planters installed as part of the Van Ness greening project and updated MUNI bus shelters.



Pollarded Platanus x acerifolia/London Plane trees in granite edged turf planting area along Van Ness Ave



Pollarded Platanus x acerifolia/London Plane trees in granite edged turf planting area along Polk St



Single pollarded Platanus x acerifolia/London Plane tree in planting area at Grove St driveways



Ligustrum japonicum/Japanese Privet shrub lining metal fence at playground on McAllister St; pollarded Platanus x acerifolia/London Plane trees behind fence



Fenced planter box along Van Ness Ave with Platanus x acerifolia/London Plane tree



Fence detail of planter box along Van Ness Ave with Platanus x acerifolia/London Plane tree



Quercus lobata/Valley Oak tree at City Hall's Van Ness Ave entrance



Accessible granite ramp to City Hall's west entrance at Van Ness Ave



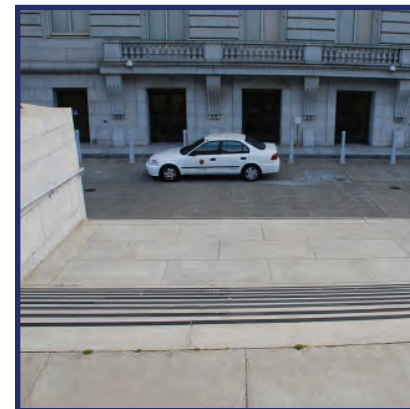
Street light - double pendant painted blue at McAllister St



Van Ness trolley pole with single pendant



Driveway at City Hall's south entrance along Grove St - combination brick and cement



Steps and driveway at City Hall's north entrance along McAllister St



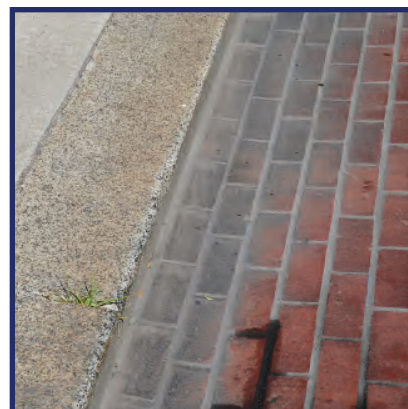
Aggregate concrete streetlight post with right angle pendant on Grove St



Low pressure fire hydrant and high pressure auxiliary water supply hydrant at Grove St



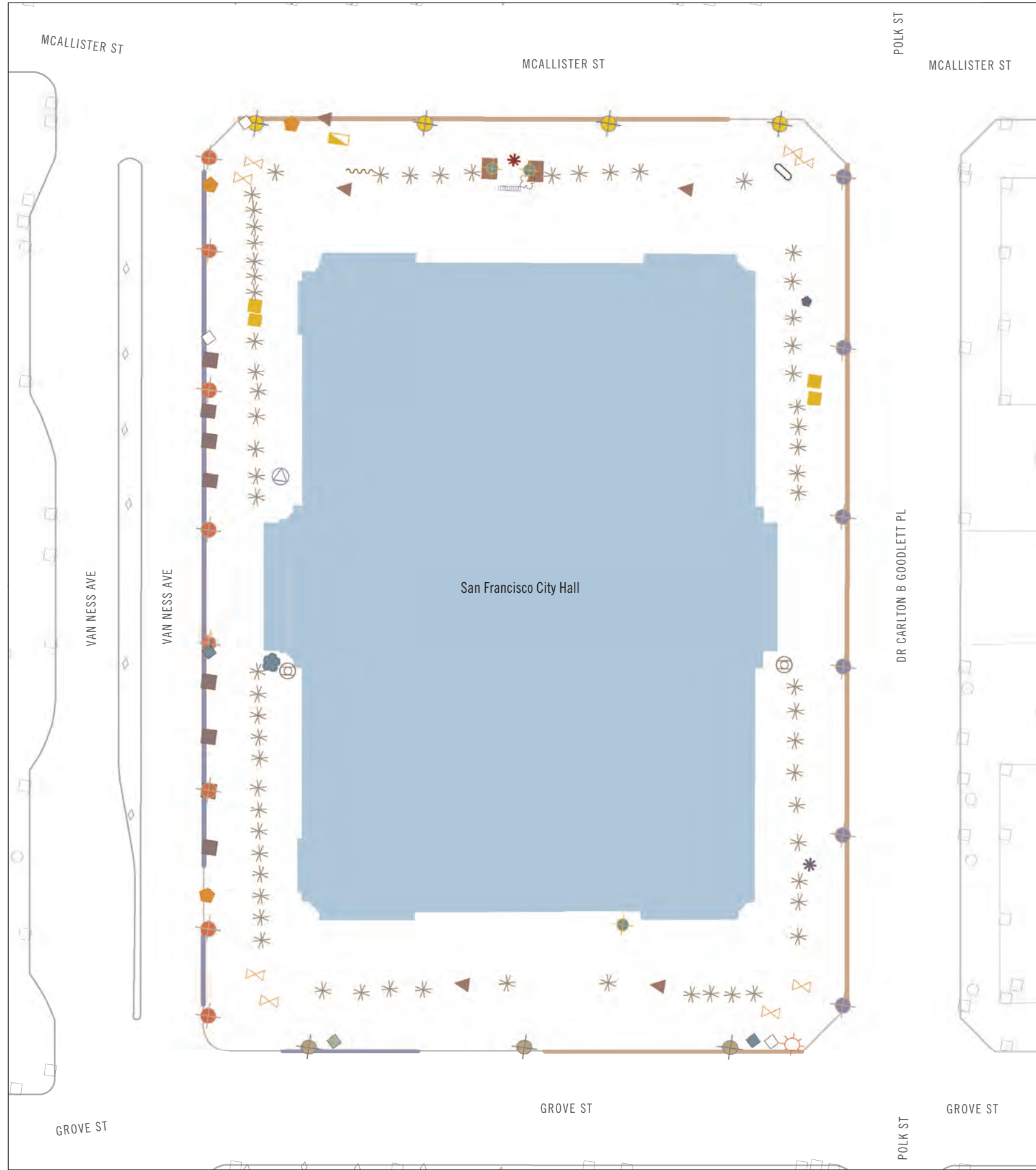
Bronze statue of Abraham Lincoln on granite pedestal along Dr. Carlton B Goodlett Place



Granite curb with brick gutter along Grove St



San Francisco City Hall from Grove St\*

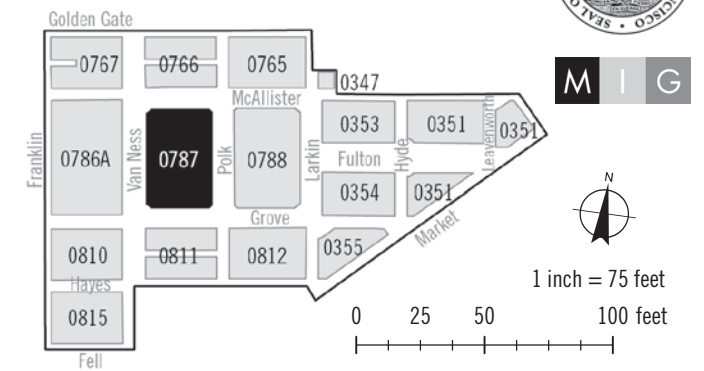


- LEGEND:**
- utility
  - ◆ fire hydrant - painted white with blue top
  - ◆ fire hydrant - painted white with green top
  - ◇ fire hydrant - painted white
  - cement block - square in planting area
  - ⊠ newspaper box
  - ⬠ bus stop
  - ▲ driveway
  - ⋈ fence - black metal fence
  - entry post - granite square block
  - ▤ vault doors
  - ⊙ ramp - granite edged
  - ▬ steps
  - \* sculpture - President Lincoln
  - \* sculpture - Hall McAllister
  - light pole - ornate metal painted blue
  - street light - Van Ness single pendant
  - street light - aggregate concrete
  - street light - double pendant
  - street light - single cobra
  - ☀ street signal - aggregate concrete post
  - ⊙ tree - Quercus lobata
  - \* tree - Platanus x acerifolia
  - ☼ shrub - unknown species
  - hedge - Griselinia lucida
  - planter box
  - gate - black metal fence
  - curb - granite and brick
  - curb - granite
  - curb - cement
  - contributing building or structure

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

## Cultural Landscape Report

### BLOCK #0787



- SOURCES:**
1. MIG field work, September 10-14, 2012
  2. Hand drawn inventory field maps, September 2012
  3. Bing aerial imagery online for ArcGIS, 2012
  4. San Francisco Utility Commission light pole data, 2012
  5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**  
 MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**  
 March 2013, updated September 2013, updated July 2014

- LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**
- ◇ vegetation
  - small scale feature
  - circulation
  - circulation - curb
  - building or structure

BLOCK #0787 - SAN FRANCISCO CITY HALL									
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING	
buildings & structures	1	San Francisco City Hall	San Francisco City Hall - structure with dome	1 Carlton B. Goodlett Place	1913-1915	1978 NR, 1987 NHL, 1994 SFLD	DPW	C	
circulation	10	curb	6" cement curb	Block #0787 on Dr. Carlton B. Goodlett Place, Grove, McAllister, Van Ness	1915	site visit	DPW	C	
circulation	3	curb	6" granite and brick curb	Block #0787 on Dr. Carlton B. Goodlett Place, Grove, McAllister	1915	site visit	DPW	C	
circulation	3	curb	6" granite curb	Block #0787 on Grove, Van Ness	1915	site visit	DPW	C	
circulation	2	driveway	driveway	Block #0787 on Grove	1915	site visit	-	C	
circulation	1	driveway	driveway - combination brick with cement	Block #0787 on McAllister	1915	site visit	-	C	
circulation	2	driveway	driveway flanked by walls to lower level of building	Block #0787 on McAllister	1915	site visit	-	C	
circulation	1	ramp	ramp - granite edged by hedges and railing	Block #0787 on Van Ness	1990c	site visit	-	NC	
circulation	1	steps	steps - leading to the lower level of the building	Block #0787 on McAllister	1915	site visit	-	C	
small scale feature	3	bus stop	bus stop - covered with bench	Block #0787 on McAllister, Van Ness	2010	site visit	MUNI	NC	
small scale feature	1	cement block	cement block - square pedestal in planting area	Block #0787 on Dr. Carlton B. Goodlett Place	-	site visit	-	-	
small scale feature	4	entry post	entry post - granite square block and wheelchair access sign	Block #0787 on Dr. Carlton B. Goodlett Place, Van Ness	1990c	site visit	-	NC	
small scale feature	1	fence	fence - black iron fence with mesh concealing children's play area	Block #0787 on McAllister	1999	site visit	SF Chronicle	NC	
small scale feature	2	fire hydrant	fire hydrant - painted white	Block #0787 on Grove, Van Ness	-	site visit	SFFD	-	
small scale feature	2	fire hydrant	fire hydrant - painted white with blue top; embossed 1909	Block #0787 on Grove, Van Ness	1909	site visit	BEWS	C*	
small scale feature	1	fire hydrant	fire hydrant - painted white with green top; embossed 1988	Block #0787 on Grove	1988	site visit	SFFD	NC	
small scale feature	1	fire hydrant	fire hydrant - painted white; embossed 1993	Block #0787 on McAllister	1993	site visit	SFFD	NC	
small scale feature	2	gate	gate - black metal fence	Block #0787 on McAllister	1999	site visit	SF Chronicle	NC	
small scale feature	8	newspaper box	newspaper box	Block #0787 on Dr. Carlton B. Goodlett Place, Grove, McAllister, Van Ness	2006	site visit	DPW	NC	
small scale feature	1	sculpture	sculpture - at north entry of the building, Hall McAllister, bronze statue by Robert Aitken on cylindrical stone/concrete pedestal base located on 400 block of McAllister St	Block #0787 on McAllister	1915	1978 HR	DPW	C	
small scale feature	1	sculpture	sculpture - President Lincoln, bronze statue by Haig Patigan on rectangular stone/concrete base located south of the Polk St entrance to City Hall overlooking Civic Center Plaza	Block #0787 on Dr. Carlton B. Goodlett Place	1927	1978 HR	DPW	C	
small scale feature	1	utility	utility	Block #0787 on Dr. Carlton B. Goodlett Place	-	site visit	-	-	
small scale feature	1	vault doors	vault doors in sidewalk	Block #0787 on McAllister	1915	site visit	-	-	
small scale feature	3	light pole	light pole - ornate metal painted blue with gold trimming	Block #0787 on Grove, McAllister	1915	site visit		C	
small scale feature	3	street light	street light - aggregate concrete post and single pendant lamp	Block #0787 on Grove	1945c	1945c aerial CED Archives	SF PUC	C	
small scale feature	6	street light	street light - double pendant on ornate blue iron post	Block #0787 on Dr. Carlton B. Goodlett Place	2000-2009	Pelosi Press Release, SF Chronicle	SF PUC	-	
small scale feature	4	street light	street light - single cobra	Block #0787 on McAllister	-	SF PUC	SF PUC	-	
small scale feature	8	street light	street light - Van Ness single pendant	Block #0787 on Van Ness	1915-1936	site visit, 1915 SFPL image	SF PUC	C*	
small scale feature	1	street signal	street signal - aggregate concrete post and post top	Block #0787 on Grove	pre 1945	1945c aerial CED Archives	-	C	
vegetation	1	hedge	hedge - Griselinia lucida, Akapuka	Block #0787 on Van Ness	-	site visit	-	-	
vegetation	8	planter box	planter box - faux granite curb edges with black metal fencing	Block #0787 on Van Ness	2010	site visit	DPW	NC	
vegetation	1	shrub	shrub - unknown species in space between fence and stairway wall	Block #0787 on McAllister	-	site visit	DPW	NC	
vegetation	2	tree	tree - older, Quercus lobata, Valley Oak	Block #0787 on Dr. Carlton B. Goodlett Place, Van Ness	-	site visit	DPW	NC	
vegetation	66	tree	tree - Platanus x acerifolia, pollarded London Plane	Block #0787 on Dr. Carlton B. Goodlett Place, Grove, McAllister, Van Ness	post 1957	SFPL image	DPW	U	

\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.



Platanus x acerifolia/London Plane trees along Grove St



Square tree well filled with decomposed granite at Grove St



Aggregate concrete streetlight post with right angle pendant at Grove St



Modified aggregate concrete post with traffic signal



Blue painted metal fence along Grove St

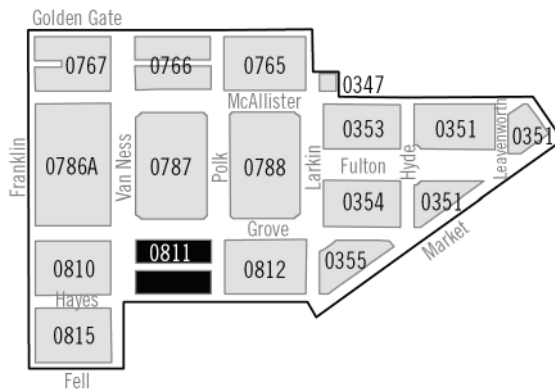


San Francisco Department of Public Health Building\*

San Francisco Civic Center Historic District  
Planning Department, San Francisco, California

## Cultural Landscape Report

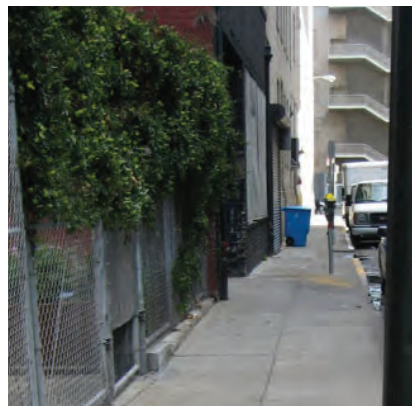
### BLOCK #0811



Fenced planter box along Van Ness Ave



Granite curb with brick gutter along Grove St



Vine growing over fence on Lech Walesa St



Granite curb along Polk St



Van Ness trolley pole with single pendant and signal



High pressure auxiliary water supply hydrant along Grove St



Church of Christ building\*

The block bounded by Grove, Polk, Hayes Streets and Van Ness Avenue is home to the Department of Public Health Building (b. 1926). The block is divided in half by Lech Walesa Street. While many of the buildings on block #0811 date to the period of significance, most have been altered over the years from their original form. The northern half block has more buildings that date to the period of significance than the south half block. The southern half of this block is included in the project study area, but not within the 1994 San Francisco Landmark District.

There are no street trees associated with the health building, but there are a number of mature London Plane trees facing the Church of Christ and San Francisco Arts Commission Gallery. Other landscape elements that date to the historic period of significance include the Van Ness trolley poles, aggregate base light poles, granite curbs and brick gutters.

New additions to the block include fenced landscape planters installed as part of the Van Ness greening project through Department of Public Works.



Concrete sidewalk at Lech Walesa St



Accessible ramp with truncated domes



Academy of Art University building with elevated pedestrian bridge over Hayes St

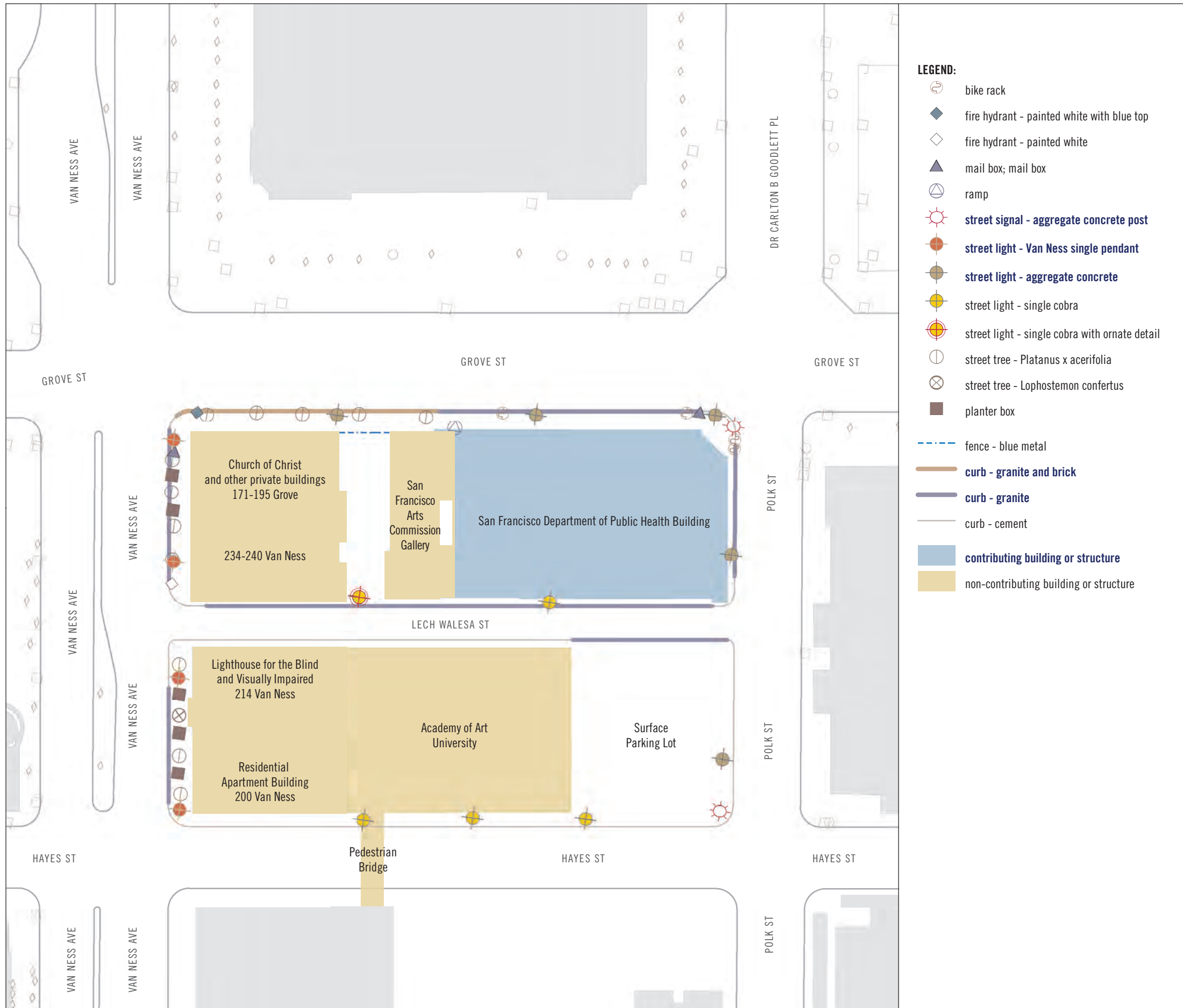
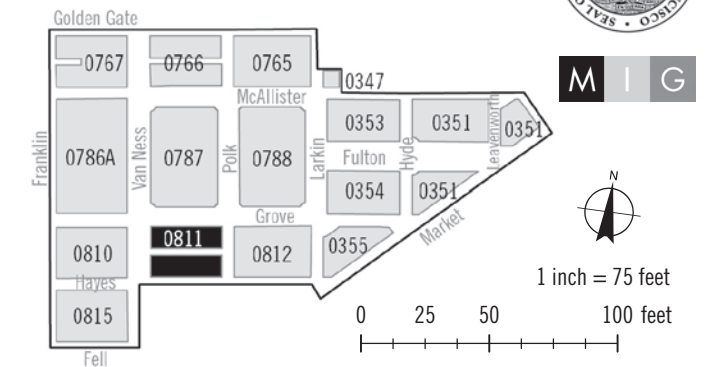


SF Arts Commission Gallery along Grove St\*

San Francisco Civic Center Historic District  
 Planning Department, San Francisco, California

# Cultural Landscape Report

## BLOCK #0811



- LEGEND:**
- bike rack
  - fire hydrant - painted white with blue top
  - fire hydrant - painted white
  - mail box; mail box
  - ramp
  - street signal - aggregate concrete post
  - street light - Van Ness single pendant
  - street light - aggregate concrete
  - street light - single cobra
  - street light - single cobra with ornate detail
  - street tree - Platanus x acerifolia
  - street tree - Lophostemon confertus
  - planter box
  - fence - blue metal
  - curb - granite and brick
  - curb - granite
  - curb - cement
  - contributing building or structure
  - non-contributing building or structure

**SOURCES:**

1. MIG field work, September 10-14, 2012
2. Hand drawn inventory field maps, September 2012
3. Bing aerial imagery online for ArcGIS, 2012
4. San Francisco Utility Commission light pole data, 2012
5. San Francisco publicly available GIS city lot, block and curb data, 2012

**DRAWN BY:**

MIG: Rachel Edmonds, Steve Leathers and Heather Buczek using Arc GIS 10.

**DRAWN DATE:**

March 2013, updated September 2013

**LEGEND FOR SURROUNDING LANDSCAPE FEATURES:**

- vegetation
- small scale feature
- circulation
- circulation - curb
- building or structure

BLOCK #0811 - SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH									
CHARACTERISTIC	QTY.	FEATURE	DESCRIPTION	ADDRESS/LOCATION	DATE BUILT	PRIMARY SOURCE	JURISDICTION	CHARACTER DEFINING	
buildings & structures	1	Church of Christ and other private buildings	Church of Christ Building and other private buildings	171-195 Grove St	1913	1994 SFLD	private	NC	
buildings & structures	2	buildings	buildings	234-240 Van Ness	-	1994 SFLD	-	NC	
buildings & structures	1	Pedestrian bridge	Elevated pedestrian bridge at 2nd floor connecting north and south sides of Hayes St	150 Hayes	1968	site visit	private	NC	
buildings & structures	1	Office building	Academy of Art University	150 Hayes	1968	SF Assessor's website	private	NC	
buildings & structures	1	Office building	Lighthouse for the Blind and Visually Impaired	214 Van Ness Ave	1917	SF Assessor's website	private	NC	
buildings & structures	1	<b>San Francisco Department of Public Health Building</b>	<b>San Francisco Department of Public Health Building</b>	<b>101 Grove</b>	<b>1932</b>	<b>1978 NR, 1987 NHL, 1994 SFLD</b>	<b>City/County</b>	<b>C</b>	
buildings & structures	1	San Francisco Arts Commission Gallery	San Francisco Arts Commission Gallery	155 Grove	1914	1994 SFLD	City/County	NC	
circulation	11	curb	6" cement curb	Block #0811 on Grove, Lech Walesa, Polk, Van Ness, Hayes	-	site visit	DPW	-	
circulation	1	<b>curb</b>	<b>6" granite and brick curb</b>	<b>Block #0811 on Grove</b>	<b>1915-1932</b>	<b>site visit</b>	<b>DPW</b>	<b>C</b>	
circulation	6	<b>curb</b>	<b>6" granite curb</b>	<b>Block #0811 on Grove, Lech Walesa, Polk, Van Ness</b>	<b>1915-1932</b>	<b>site visit</b>	<b>DPW</b>	<b>C</b>	
circulation	1	ramp	ramp - for building accessibility with ornat blue metal railings	Block #0811 on Grove	1990c	site visit	SFDPH	NC	
small scale feature	2	bike rack	bike rack - ring and post style	Block #0811 on Grove, Polk	-	site visit	DPW	NC	
small scale feature	2	bike rack	bike rack - single staple-style	Block #0811 on Grove, Polk	-	site visit	DPW	NC	
small scale feature	1	fire hydrant	fire hydrant - painted white with blue top; embossed 1958	Block #0811 on Grove	1958	site visit	BEWS	NC	
small scale feature	3	fire hydrant	fire hydrant - painted white; embossed 1968	Block #0811 on Van Ness, Hayes	1968c	site visit	SFFD	NC	
small scale feature	2	mail box	mail box - blue metal with USPS logo	Block #0811 on Grove, Van Ness	-	site visit	USPS	NC	
small scale feature	1	fence	fence - blue painted metal fence	Block #0811 on Grove	-	site visit	City/County	NC	
small scale feature	4	<b>street light</b>	<b>street light - aggregate concrete post and single pendant lamp</b>	<b>Block #0811 on Grove, Polk</b>	<b>pre 1945</b>	<b>1945c aerial CED Archives</b>	<b>SF PUC</b>	<b>C</b>	
small scale feature	1	<b>street light</b>	<b>street light - aggregate concrete post with single pendant arm style with cobra luminaire</b>	<b>Block #0811 on Polk</b>	<b>pre 1945</b>	<b>SF PUC</b>	<b>SF PUC</b>	<b>-</b>	
small scale feature	4	street light	street light - single cobra	Block #0811 on Lech Walesa, Hayes	-	SF PUC	SF PUC	-	
small scale feature	1	street light	street light - single cobra with ornate support detail	Block #0811 on Lech Walesa	-	SF PUC	SF PUC	-	
small scale feature	4	<b>street light</b>	<b>street light - Van Ness single pendant</b>	<b>Block #0811 on Van Ness</b>	<b>1915-1936</b>	<b>site visit, 1915 SFPL image</b>	<b>SF PUC</b>	<b>C**</b>	
small scale feature	2	<b>street signal</b>	<b>street signal - aggregate concrete post and post top</b>	<b>Block #0811 on Polk</b>	<b>pre 1945</b>	<b>site visit</b>	<b>-</b>	<b>-</b>	
spatial organization	1	parking lot	parking lot - asphalt	Block #0811 on Hayes, Van Ness, Lech Walesa	-	site visit	-	NC	
spatial organization	1	vacant lot	vacant lot	165 Grove	-	1994 SFLD	-	NC	
vegetation	5	planter box	planter box - faux granite curb edges with black metal fencing	Block #0811 on Van Ness	2010	site visit	DPW	NC	
vegetation	1	tree	street tree - Lophostemon confertus, Brisbane Box	Block #0811 on Van Ness	-	site visit	DPW	-	
vegetation	12	tree	street tree - Platanus x acerifolia, London Plane in square tree well	Block #0811 on Grove, Van Ness	-	site visit	DPW	-	

\*\*This feature has been determined to be a contributing feature of the Civic Center Historic District. Features similar to this one located outside the district boundaries were not evaluated as part of this project.

## **ATTACHMENT D**

SFMTA | VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

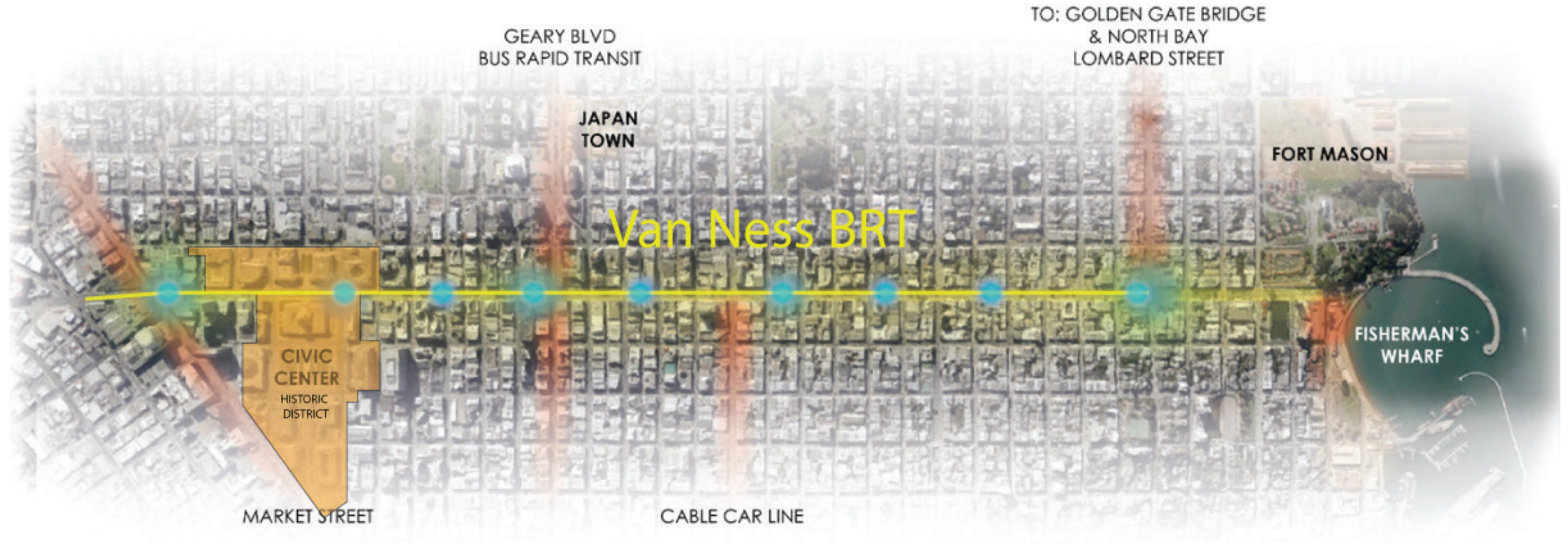
Historic Preservation Commission  
October, 2015



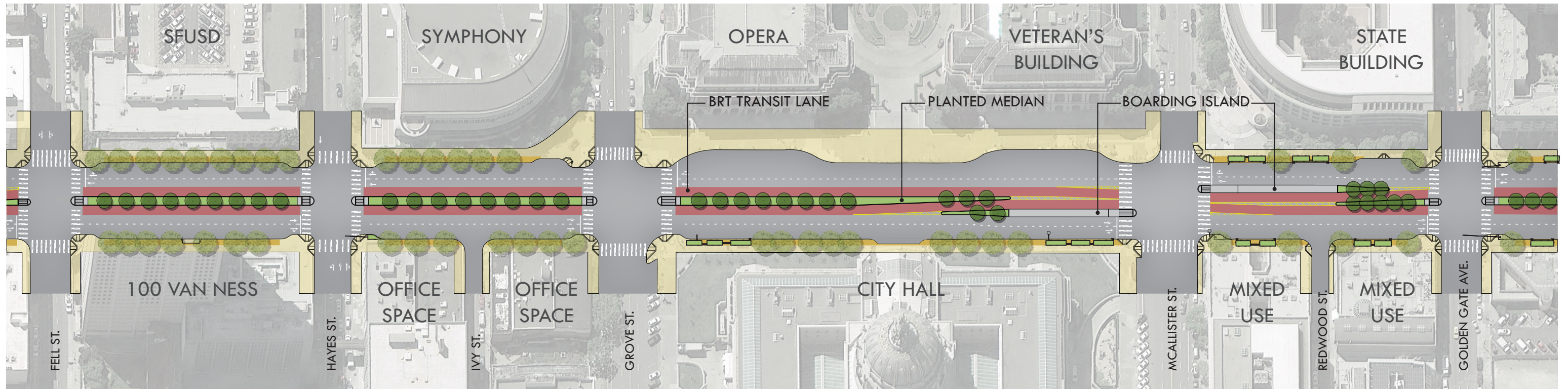
# Van Ness BRT



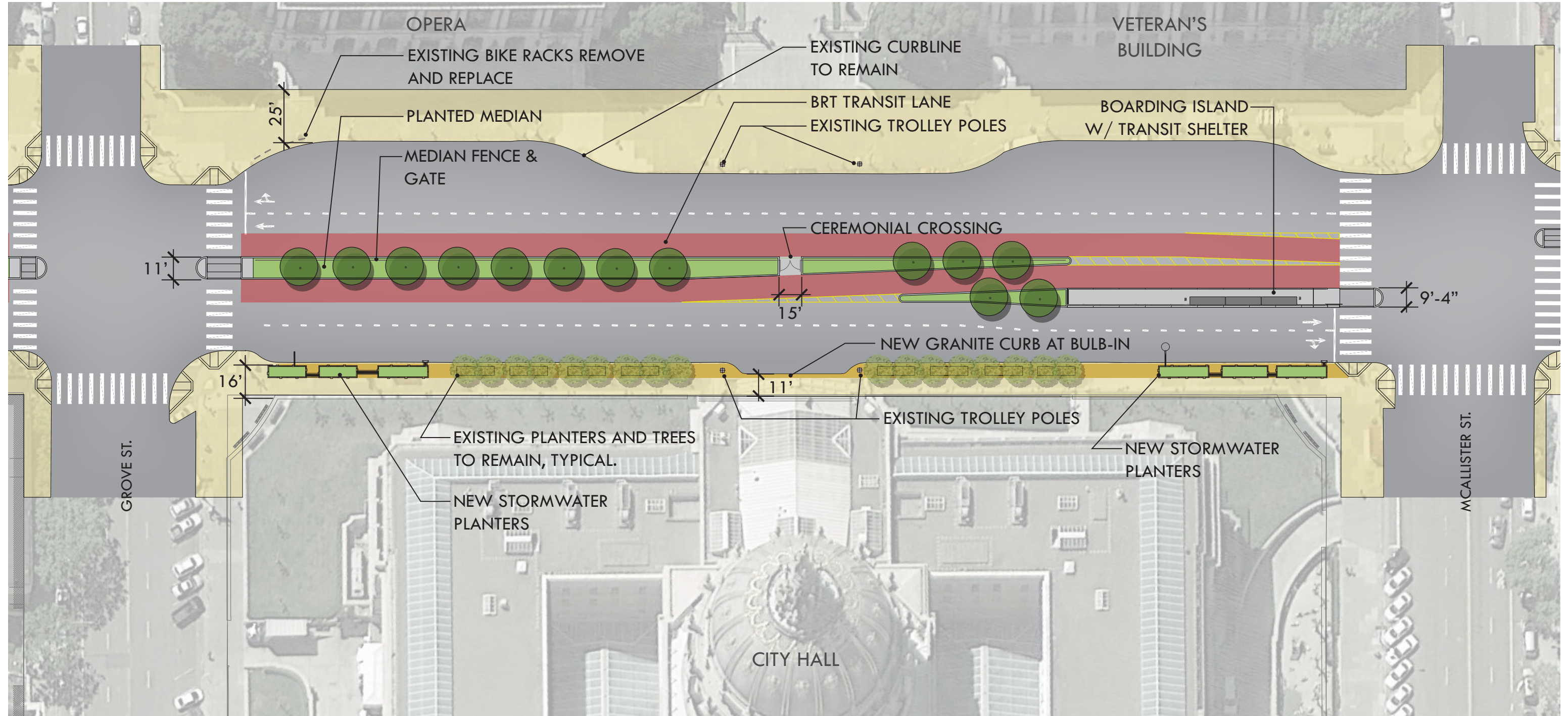
**BRT DIAGRAM**



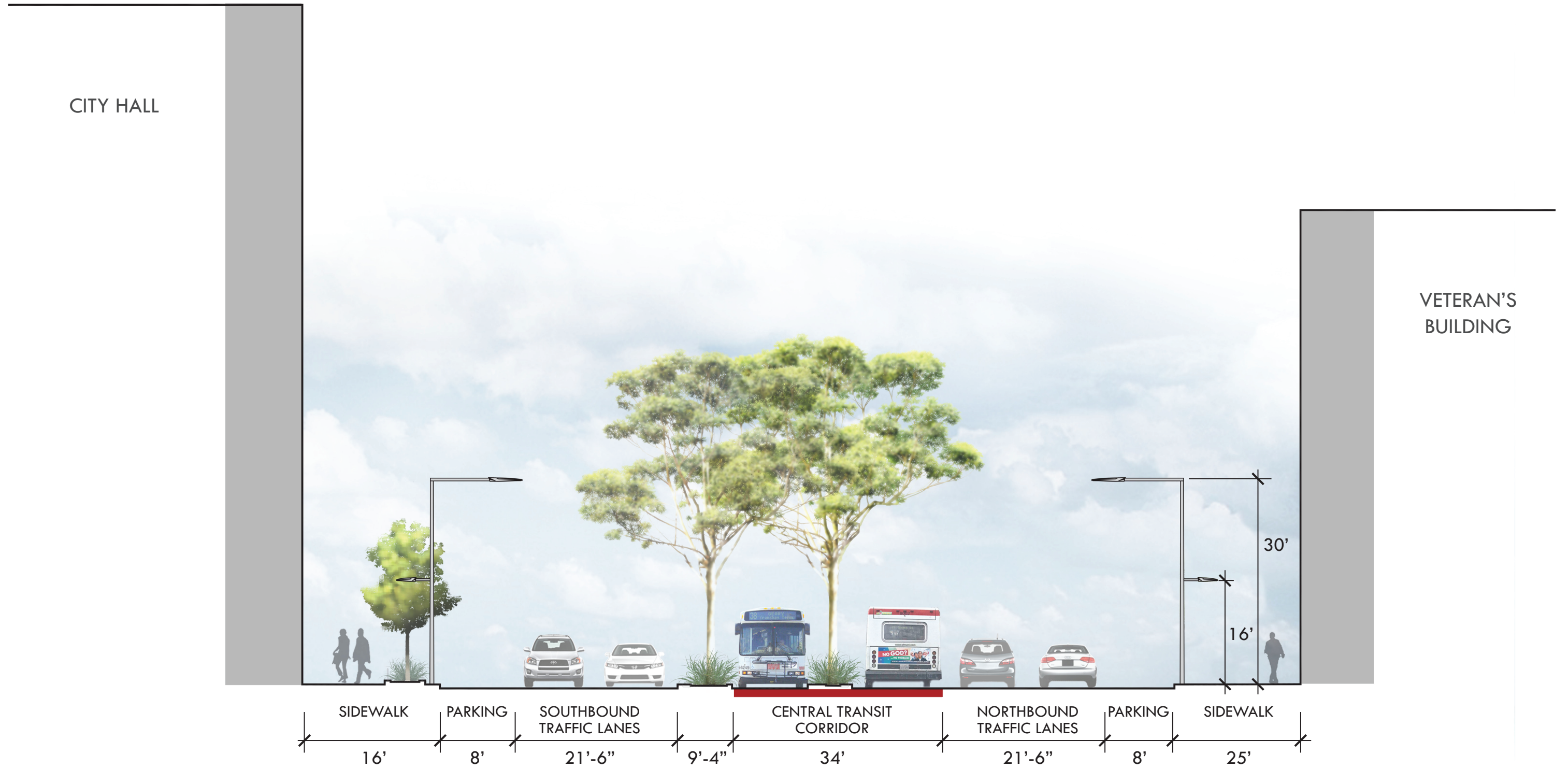
FELL ST. TO GOLDEN GATE ST.



**GROVE STR TO McALLISTER STR**



SECTION A-A



NEW BRT MEDIAN  
RAILING AND GATE  
TRANSIT ZONE  
NEW MEDIAN TREES



EXISTING LIGHTPOLE  
NEW LIGHTPOLE, TYP.  
EXISTING TREE TO REMAIN

EXISTING TREES  
TO REMAIN



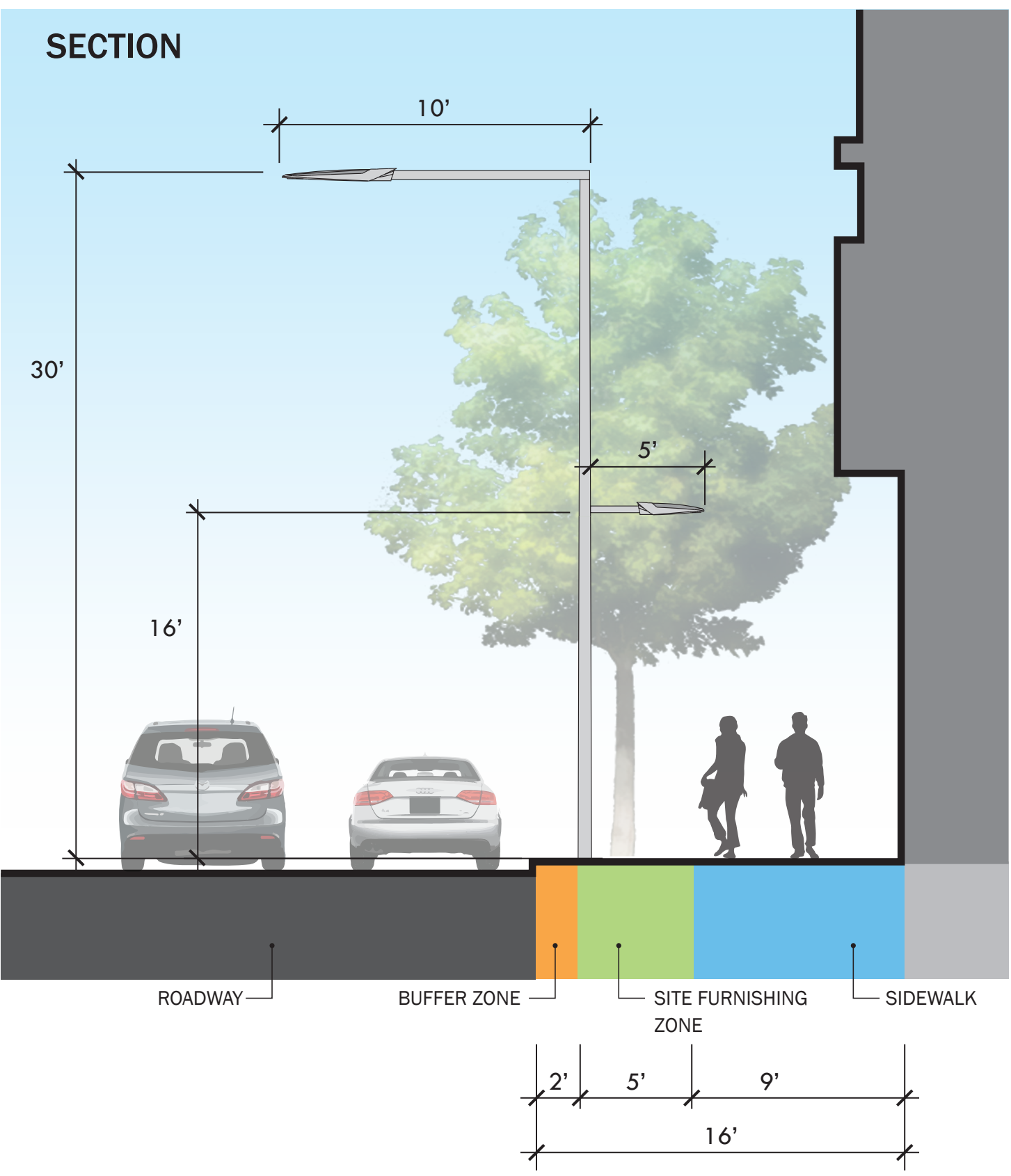
NEW LIGHTPOLE, TYP.

NEW MEDIAN TREES

NEW BRT MEDIAN  
RAILING AND GATE

TRANSIT ZONE

# SECTION



# DESIGN ELEMENTS



SPECIAL PAVING



STREET TREES



BIKE RACK

# LIGHT POLE EXISTING CONDITIONS:

CITY HALL, NORTH:



CITY HALL, SOUTH:



WAR MEMORIAL, NORTH:

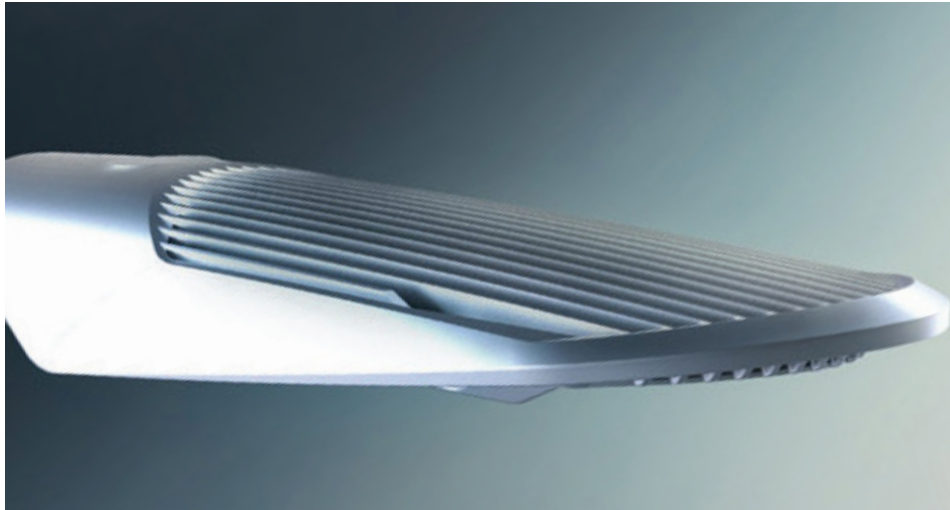
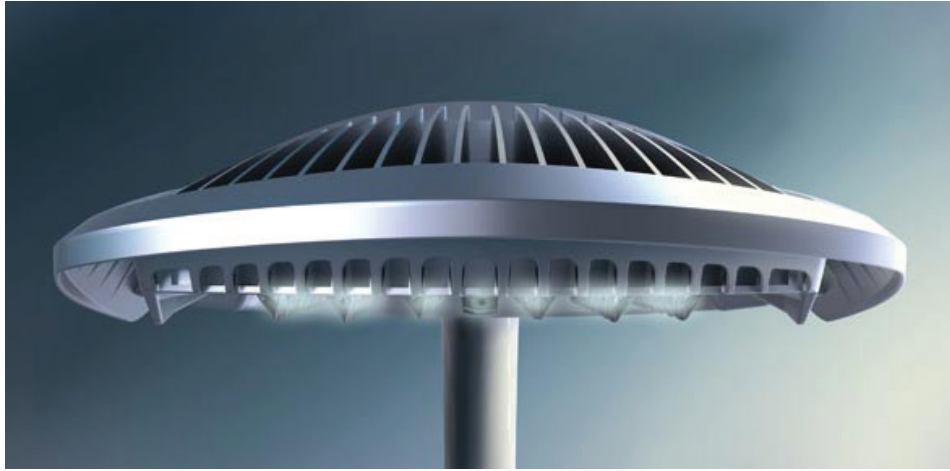
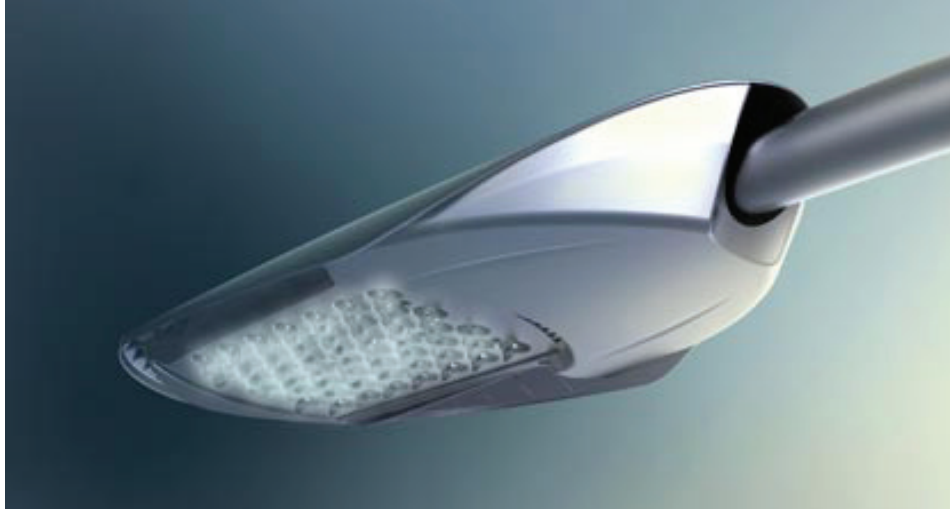


WAR MEMORIAL, SOUTH:

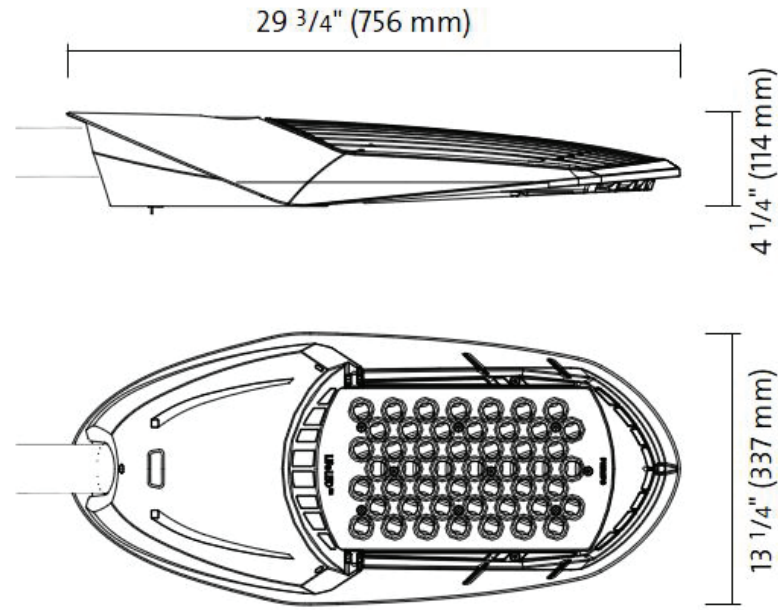


Photo Credit: SFMTA Photo | [sfmta.com/photo](http://sfmta.com/photo)

**STREETLIGHT DETAILS**



**PEDESTRIAN LIGHT DIMENSIONS:**

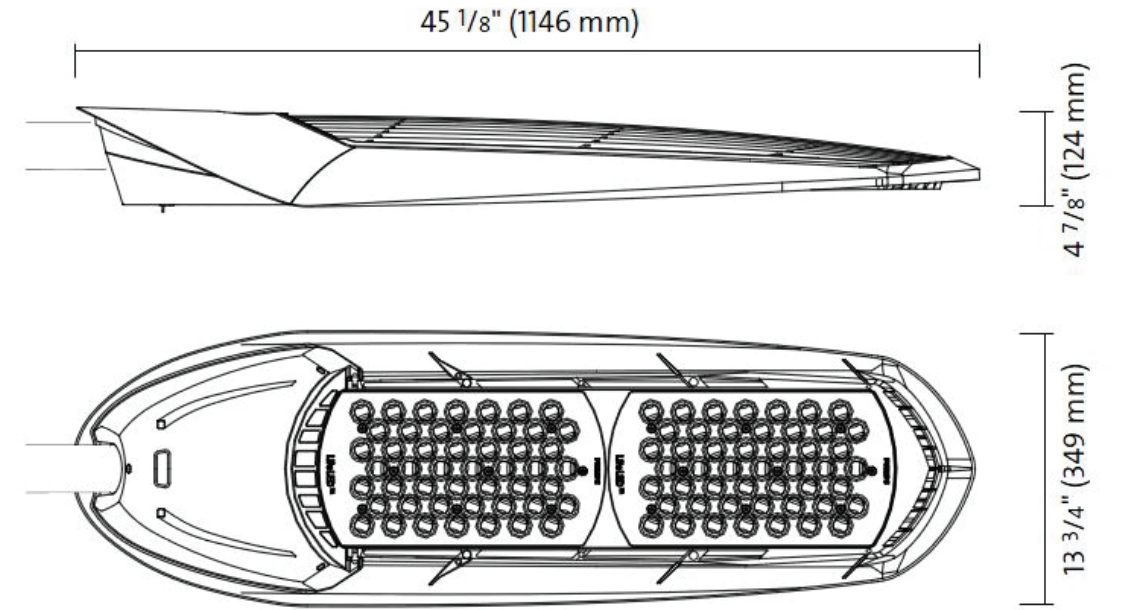


**GPLS**

EPA: 0.76 sq. ft.

Weight: 20 lbs (9.1 kg)

**STREET LIGHT DIMENSIONS:**



**GPLM**

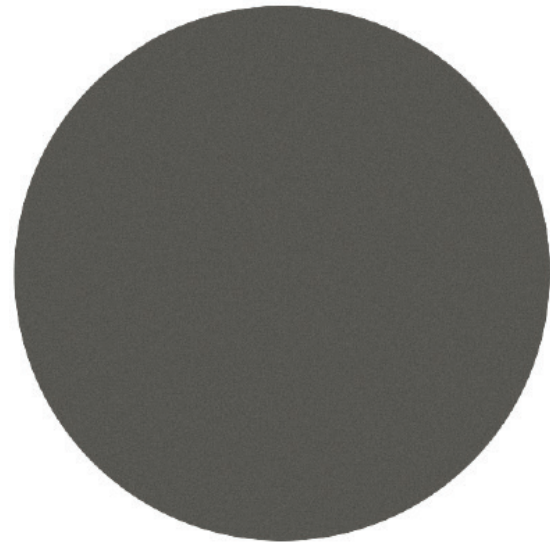
EPA: 1.10 sq. ft.

Weight: 31 lbs (14.1 kg)



**MATERIAL PALETTE**

**LIGHTPOLE FINISH:**  
TITANIUM



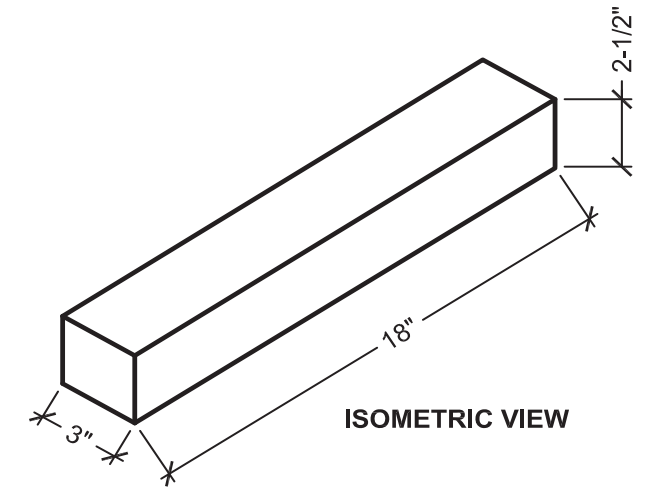
**SIDEWALK CONCRETE:**  
DAVIS COLOR PEWTER



**SIDEWALK PAVERS:**  
FRENCH GRAY



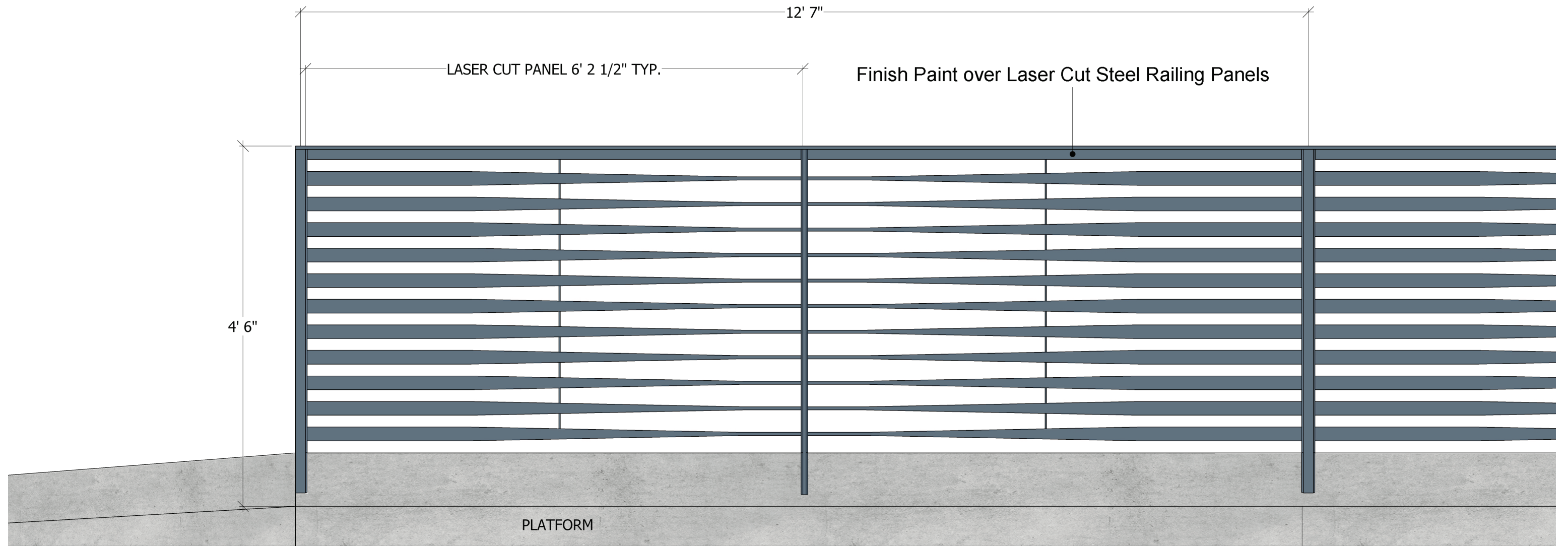
**CHARCOAL**



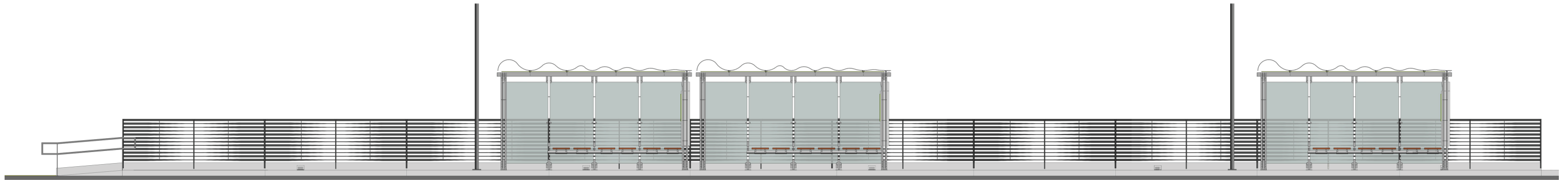
VISIBILITY STUDY



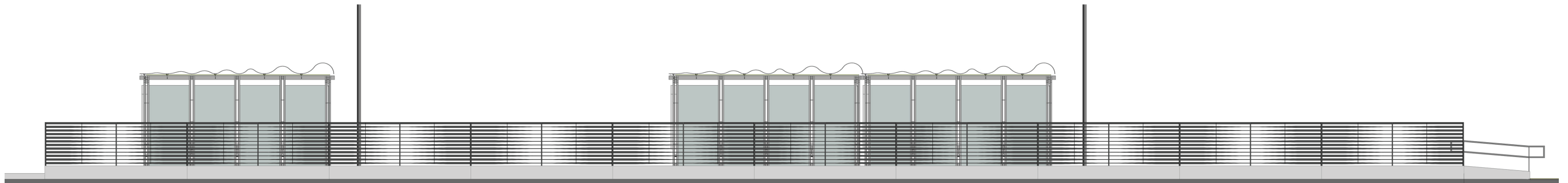
**RAIL PANEL ELEVATION**



Standard Platform Elevation for Stations Shared with Golden Gate Transit (typically north of historic district)

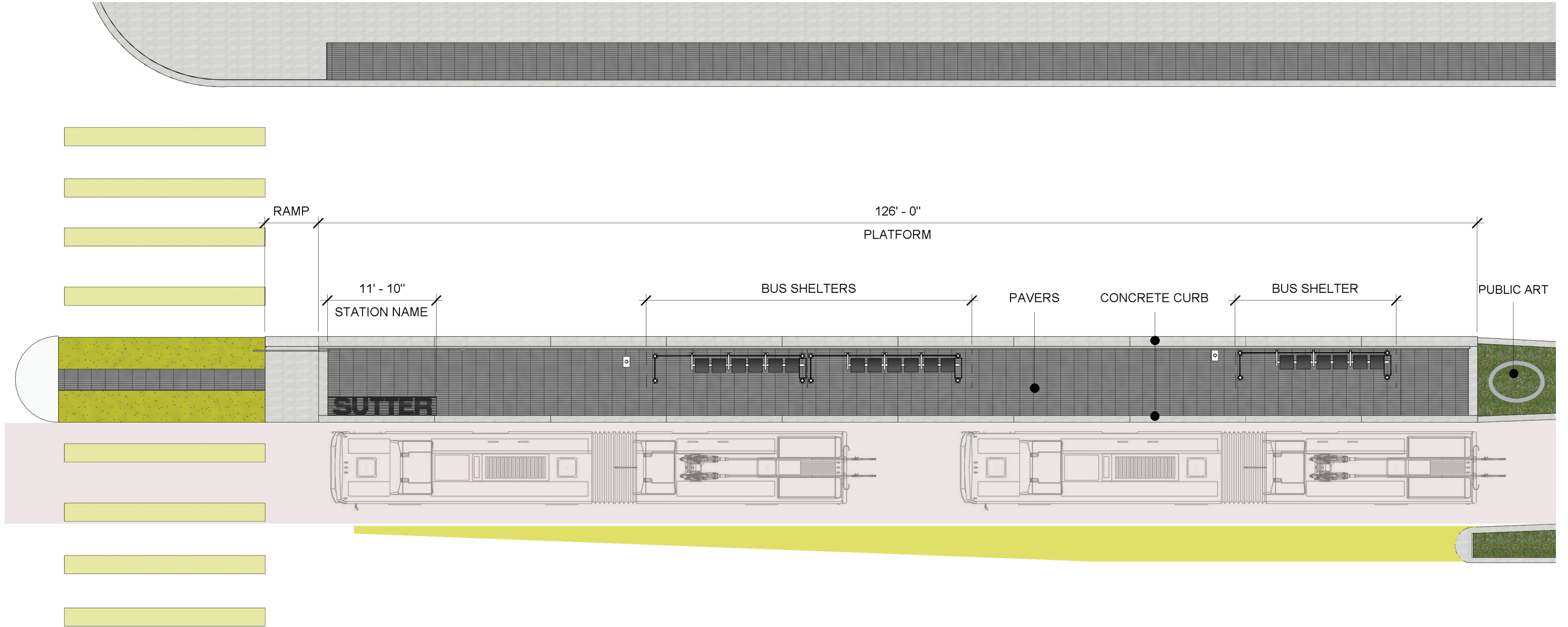


ELEVATION BUS SIDE

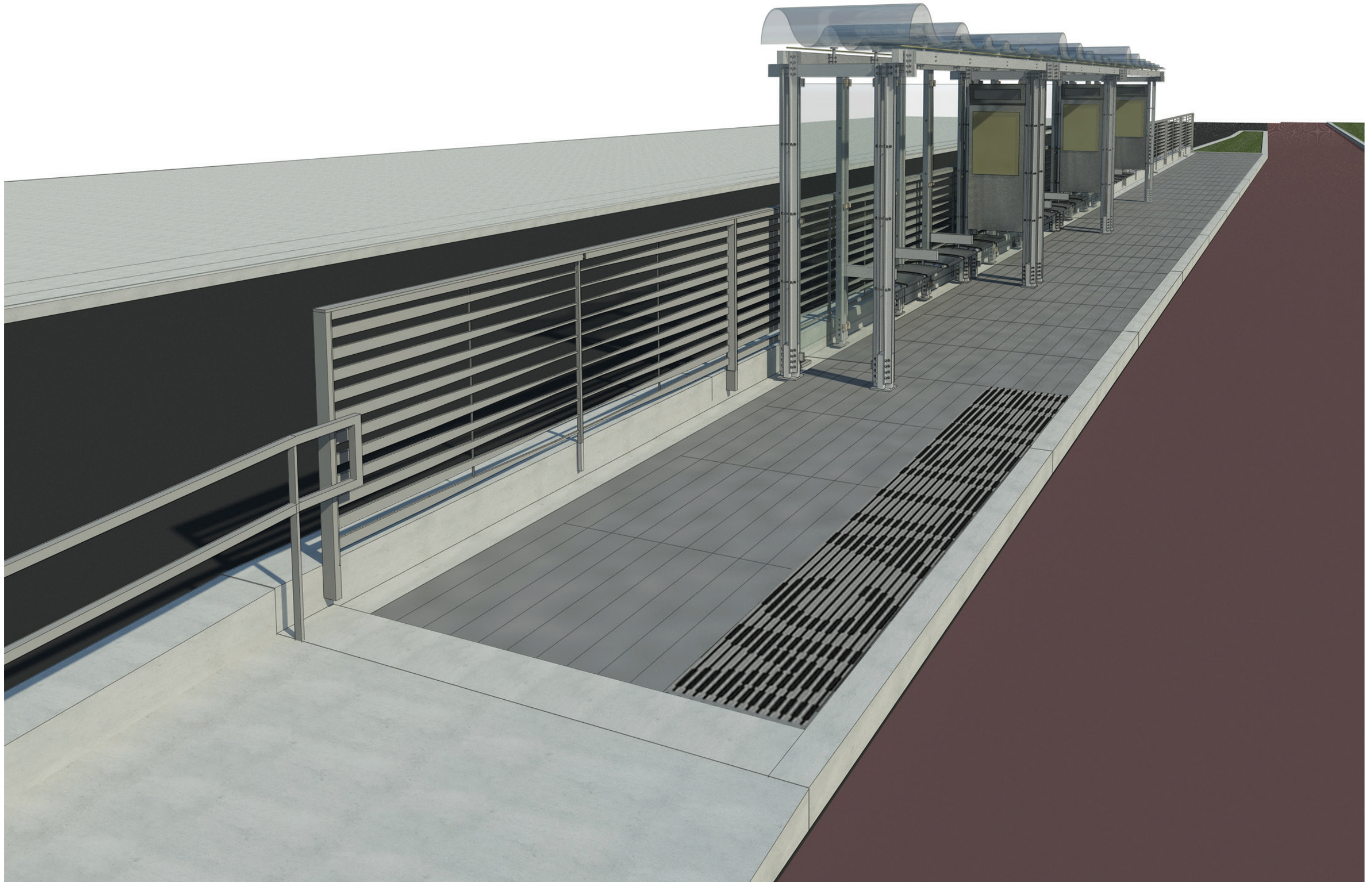


ELEVATION STREET SIDE

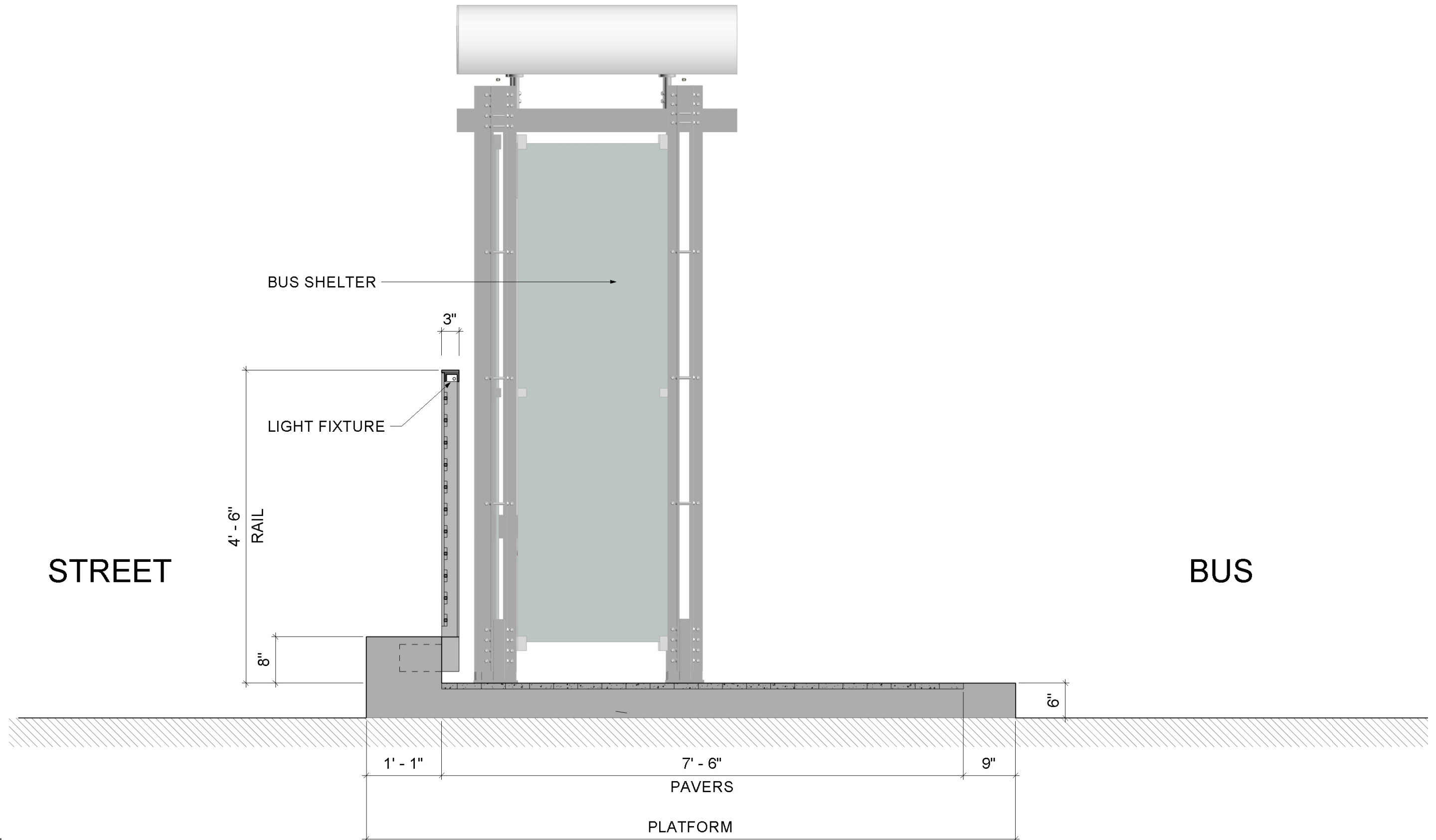
Standard Platform Plan for Stations Shared with Golden Gate Transit (typically north of historic district)



STATION NAME



PLATFORM SECTION



PERSPECTIVE VIEW AT MARKET STR\_ Station Located Outside of the Civic Center Historic District





PERSPECTIVE VIEW AT SUTTER STR\_ Station Located Outside of the Civic Center Historic District



SHELTERS AT CITY HALL \_ PREFERRED OPTION \_ maintenance by Clear Channel



SHELTERS AT CITY HALL \_ PREFERRED OPTION \_ Night rendering



SHELTERS AT CITY HALL \_ PREFERRED OPTION \_ maintenance by Clear Channel



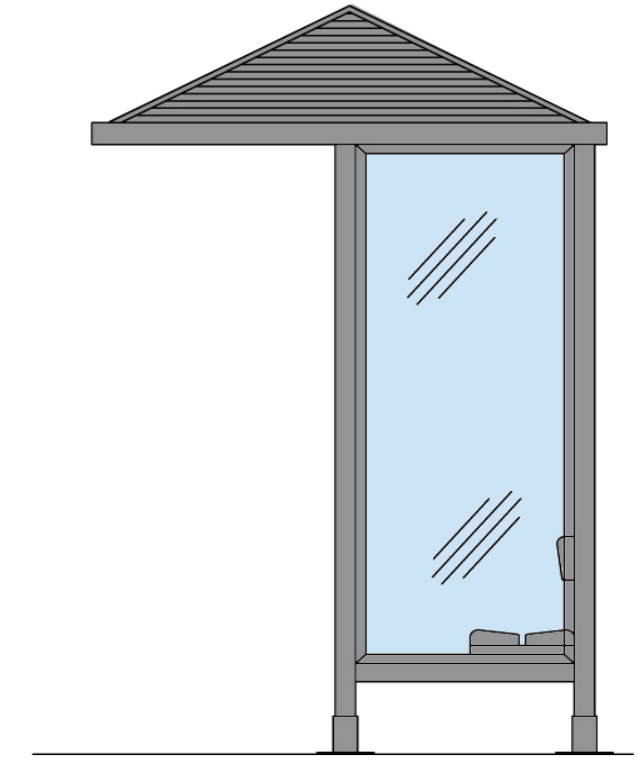
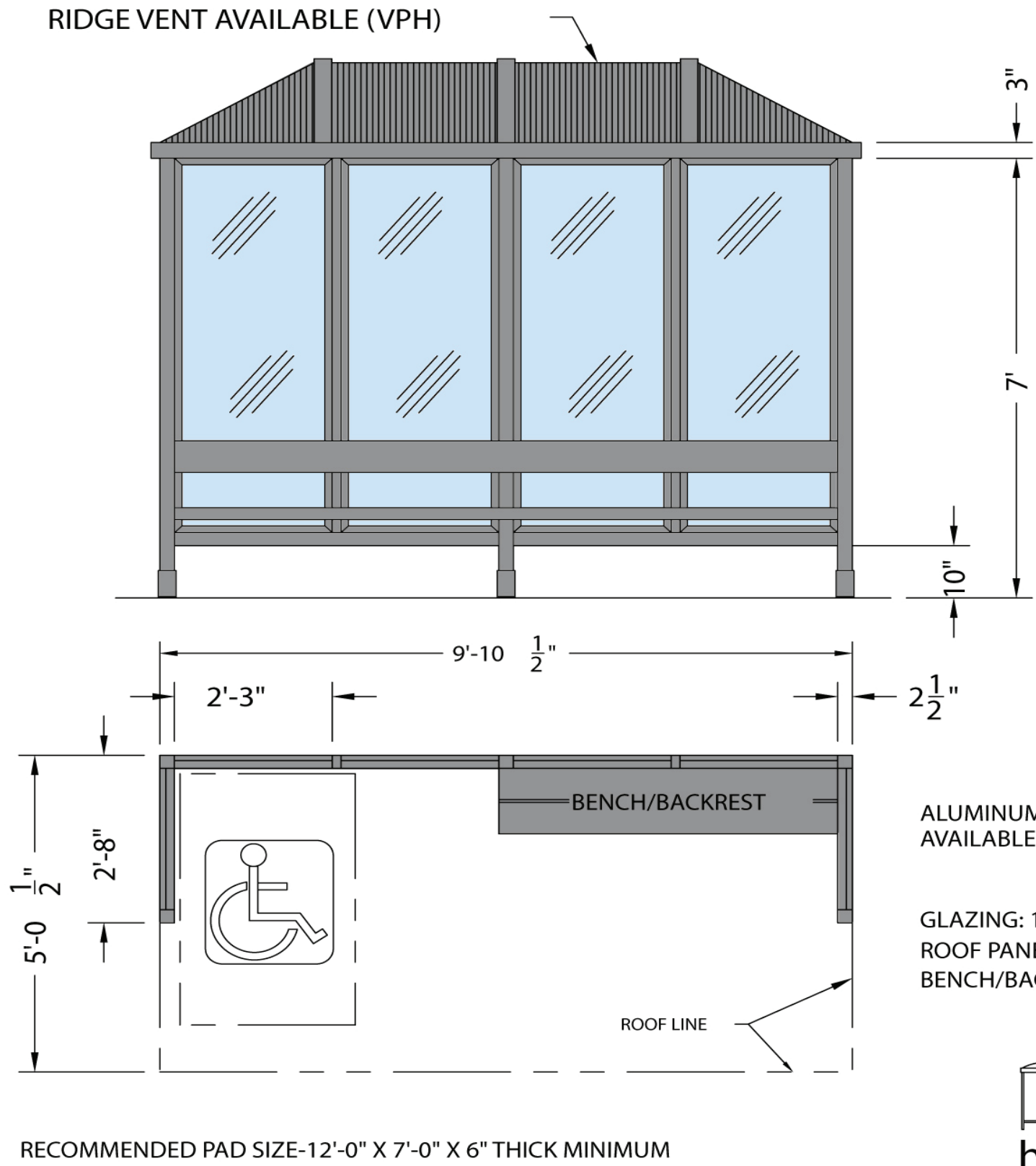
SHELTERS AT CITY HALL\_OPTION "B"\_FLAT GLASS CANOPIES\_city maintenance required



SHELTERS AT CITY HALL \_ OPTION "C" \_ PRE-MANUFACTURED SHELTERS \_ MUNI information panel & city maintenance required



SHELTERS AT CITY HALL \_ OPTION "C" \_ PRE-MANUFACTURED SHELTERS\_MUNI information panel&city maintenance required



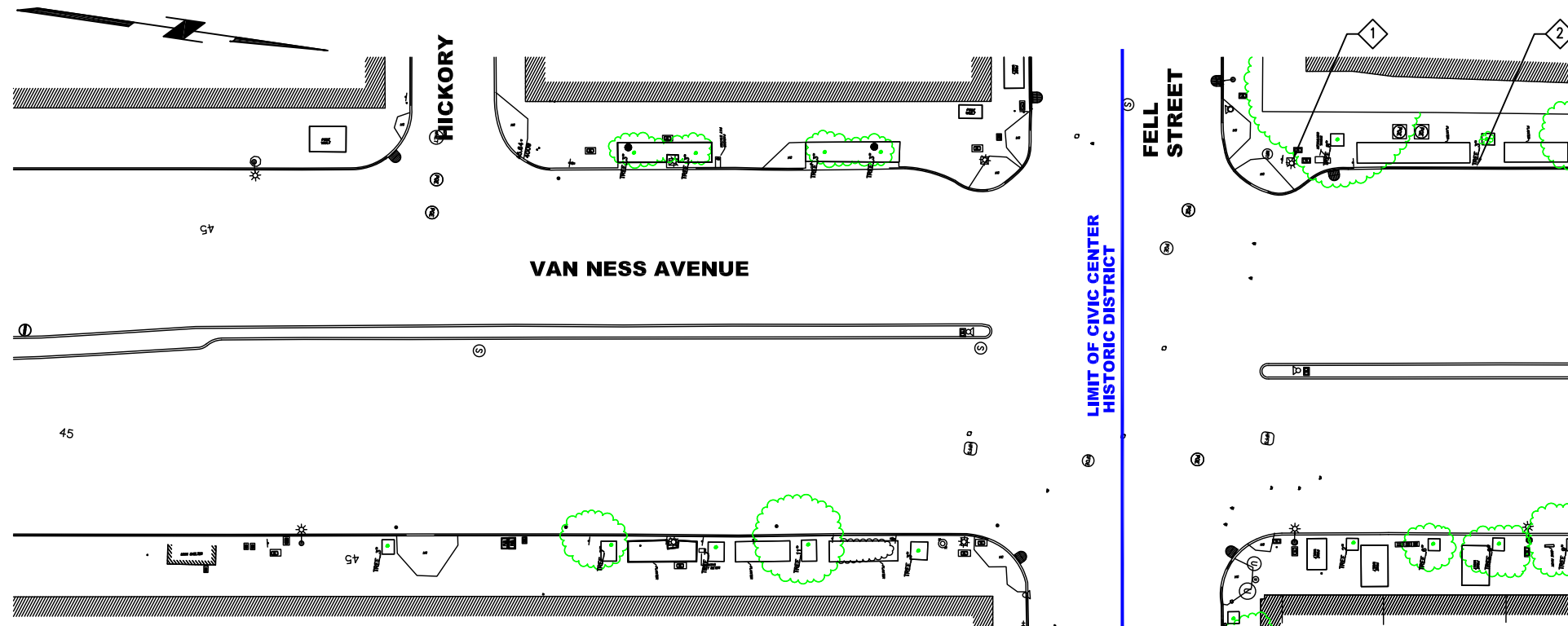
**MODEL #4-1PH**  
**ACCOMODATES 5-6**

- ALUMINUM: 6063-T52
- AVAILABLE FINISHES: DARK BRONZE ANODIZE
- CLEAR ANODIZE
- CUSTOM COLOR POWDER-COAT
- GLAZING: 1/4" CLEAR TEMPERED GLASS
- ROOF PANELS: 1/4" BRONZE TWIN WALL POLYCARBONATE
- BENCH/BACKREST: EXTRUDED ALUMINUM

10' X 5' CANTILEVER POLY-HIP ROOF  
PASSENGER/SMOKING SHELTER  
OPEN FRONT

**handi-hut inc.** PH: 800-603-6635

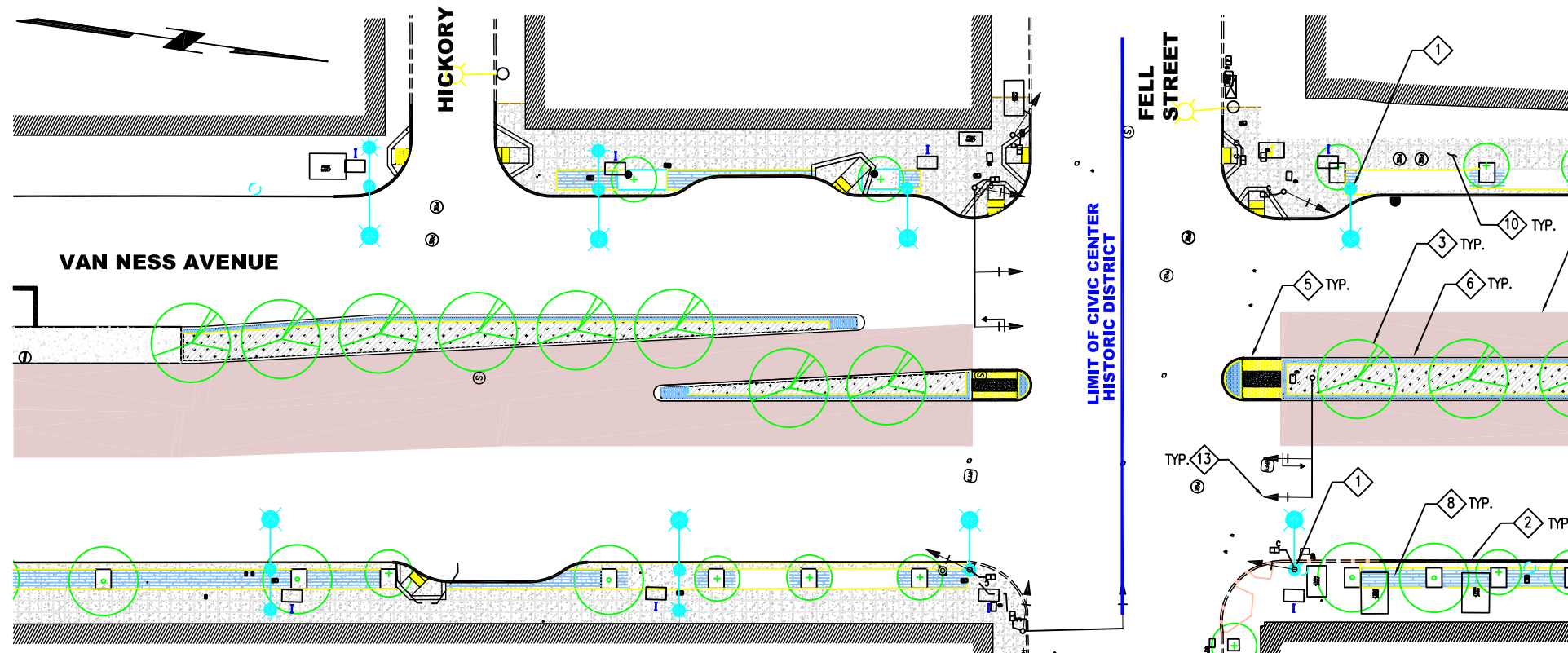
I:\CP16401\_Van Ness BRT\2\_CERA\500\_Design Components\501\_Drawings\07\_Civil\Exhibit Files\ CP16401E\CV\83.dwg prinson Mon Oct 06 2015 - 3:20 pm



**EXISTING CONDITION WITH CONTRIBUTING FEATURES**

**CONTRIBUTING FEATURES:**

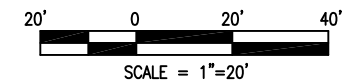
1. (E) STREET LIGHT - VAN NESS SINGLE PENDANT (TO BE REPLACED)
2. (E) CURB - GRANITE (TO BE REPLACED WITH CONCRETE CURB)
3. (E) STREET TREE - CORYMBIA FICIFOLIA (TO BE REMOVED)
4. (E) PAVING - BRICK PAVING TREATMENT (TO BE REPLACED IN KIND)
5. (E) FIRE HYDRANT - PAINTED WHITE WITH BLUE TOP (TO REMAIN)



**PROPOSED CONDITION**

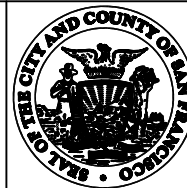
**PROPOSED FEATURES:**

1. (N) STREET LIGHT (SEE SLIDES 8 AND 9)
2. (N) CONCRETE CURB
3. (N) MEDIAN TREE (SEE SLIDE 5)
4. (N) BRICK PAVING (TO BE REPLACED IN KIND)
5. (N) REFUGE AREA (SEE SLIDE 14)
6. (N) LANDSCAPED MEDIAN
7. (N) BUSWAY PAVING
8. (N) SITE FURNISHING ZONE (SEE SLIDE 17)
9. (N) SIDEWALK TREE
10. (N) SIDEWALK PAVING (SEE SLIDE 10)
11. (N) PLANTER BOX
12. (N) SFMTA BOARDING ISLAND (SEE SLIDES 19, 20 AND 21)
13. (N) TRAFFIC SIGNAL MAST ARM



NO.	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED

DESIGNED	
DRAWN	
CHECKED	
REVIEWED	
RECOMMENDED	
APPROVED	
DATE	



CITY AND COUNTY OF SAN FRANCISCO  
**MUNICIPAL TRANSPORTATION AGENCY**

APPROVED

for the DIRECTOR OF TRANSPORTATION

MUNI BUS RAPID TRANSIT SYSTEM  
VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

1289

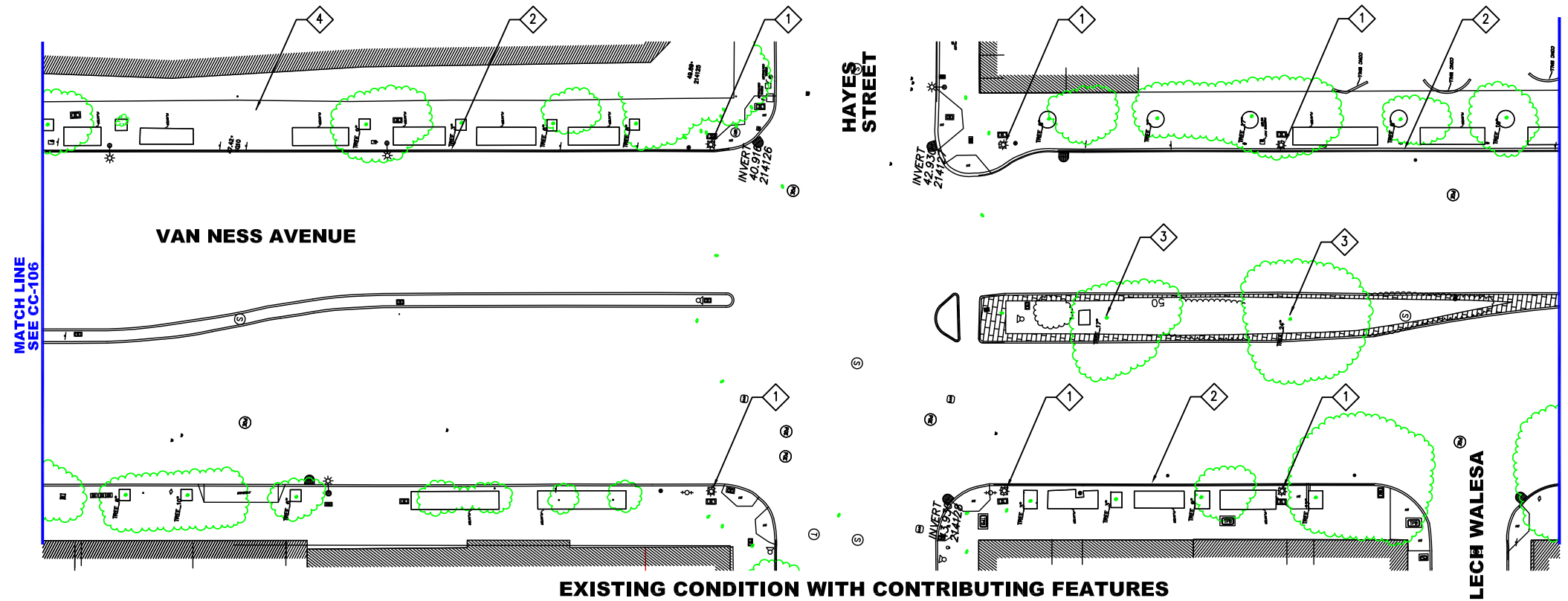
CIVIC CENTER HISTORIC DISTRICT  
CTL 120+75 TO 124+75  
PLAN

CC-106

REVISION

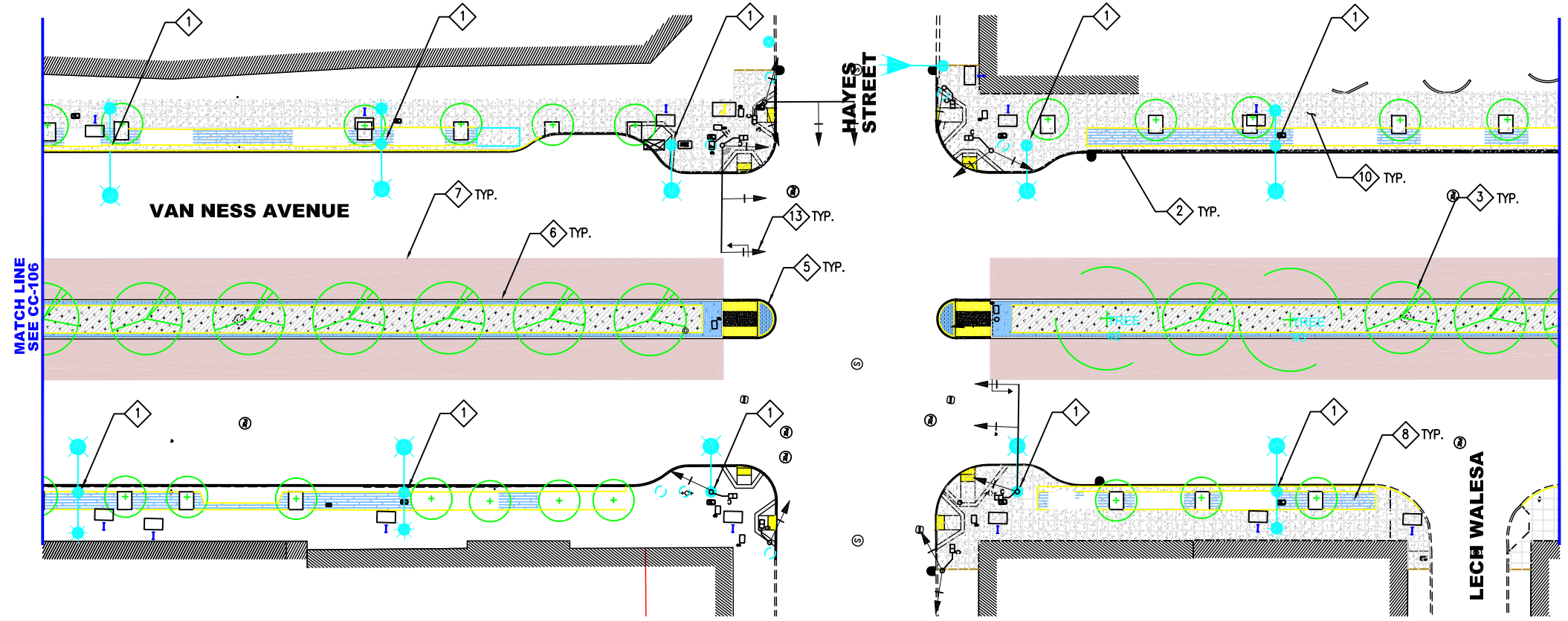
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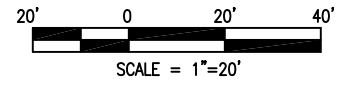
**EXISTING CONDITION WITH CONTRIBUTING FEATURES**

- CONTRIBUTING FEATURES:**
- (E) STREET LIGHT – VAN NESS SINGLE PENDANT (TO BE REPLACED)
  - (E) CURB – GRANITE (TO BE REPLACED WITH CEMENT CURB)
  - (E) STREET TREE – CORYMBIA FICIFOLIA (TO BE REMOVED)
  - (E) PAVING – BRICK PAVING TREATMENT (TO BE REPLACED IN KIND)
  - (E) FIRE HYDRANT – PAINTED WHITE WITH BLUE TOP (TO REMAIN)



**PROPOSED CONDITION**

- PROPOSED FEATURES:**
- (N) STREET LIGHT (SEE SLIDES 8 AND 9)
  - (N) CONCRETE CURB
  - (N) MEDIAN TREE (SEE SLIDE 5)
  - (N) BRICK PAVING (TO BE REPLACED IN KIND)
  - (N) REFUGE AREA (SEE SLIDE 14)
  - (N) LANDSCAPED MEDIAN
  - (N) BUSWAY PAVING
  - (N) SITE FURNISHING ZONE (SEE SLIDE 17)
  - (N) SIDEWALK TREE
  - (N) SIDEWALK PAVING (SEE SLIDE 10)
  - (N) PLANTER BOX
  - (N) SFMTA BOARDING ISLAND (SEE SLIDES 19, 20 AND 21)
  - (N) TRAFFIC SIGNAL MAST ARM



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CITY AND COUNTY OF SAN FRANCISCO  
**MUNICIPAL TRANSPORTATION AGENCY**

APPROVED

for the DIRECTOR OF TRANSPORTATION

MUNI BUS RAPID TRANSIT SYSTEM  
VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

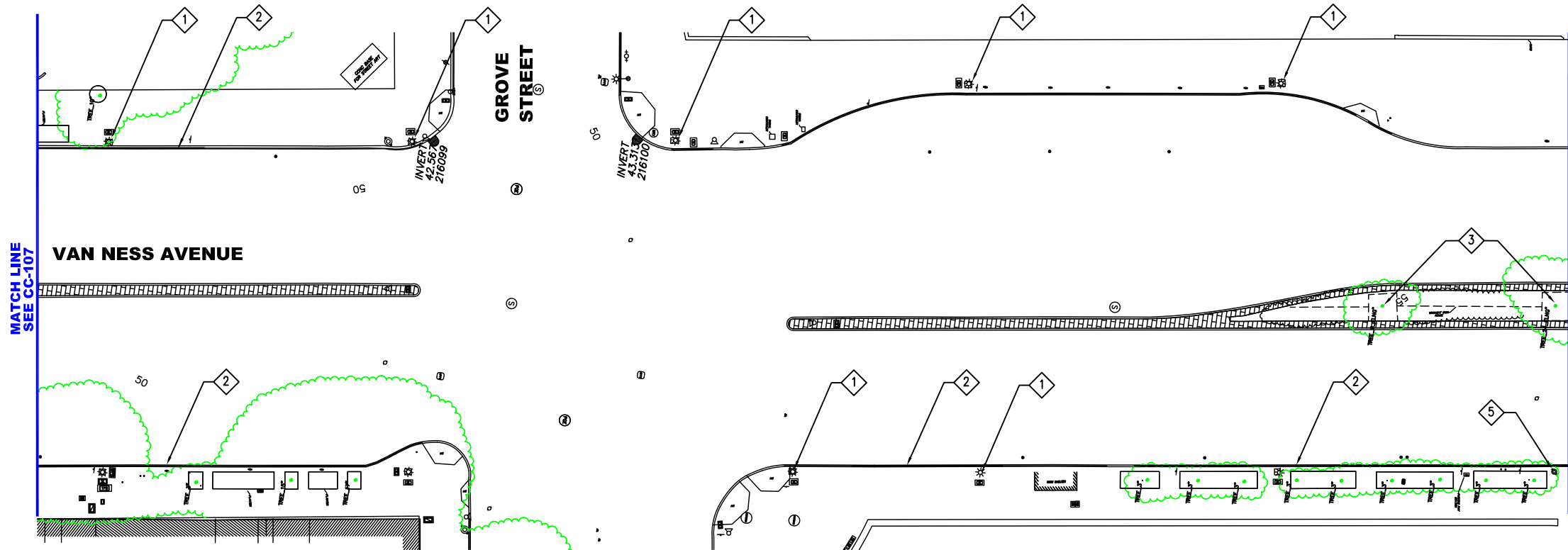
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CIVIC CENTER HISTORIC DISTRICT  
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PLAN

CC-107

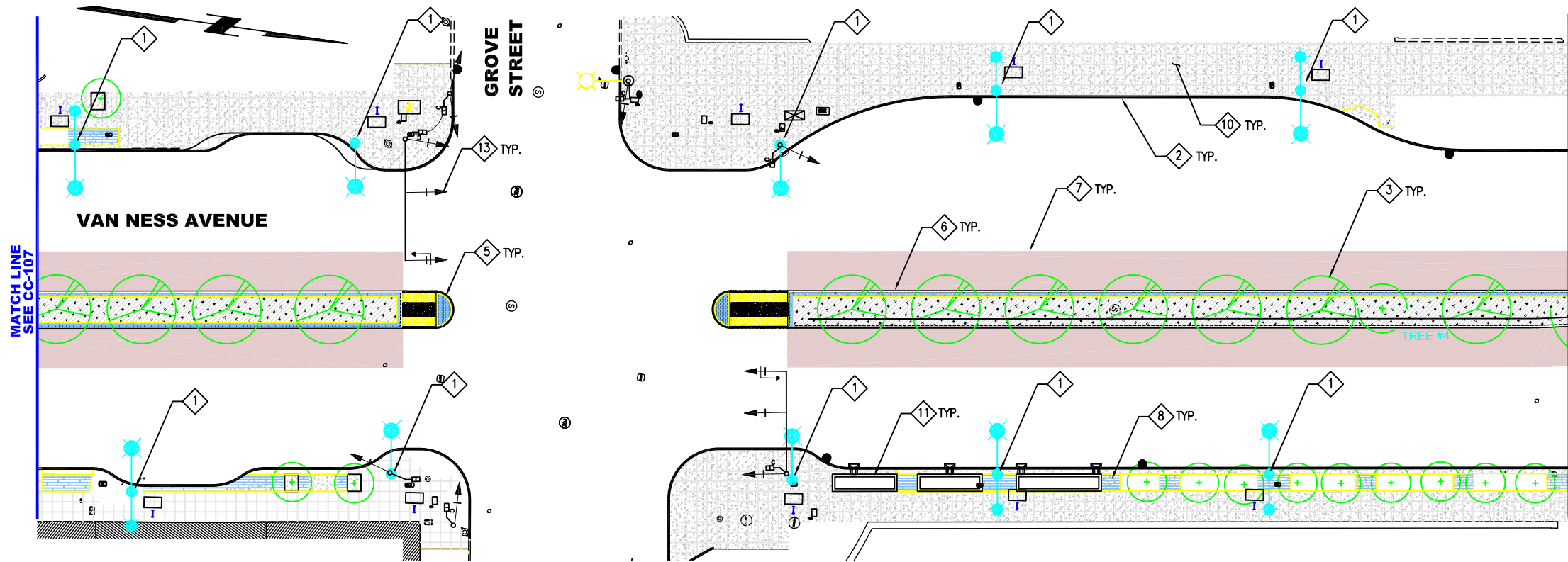
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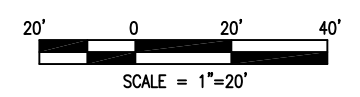
**EXISTING CONDITION WITH CONTRIBUTING FEATURES**

- CONTRIBUTING FEATURES:**
1. (E) STREET LIGHT – VAN NNESS SINGLE PENDANT (TO BE REPLACED)
  2. (E) CURB – GRANITE (TO BE REPLACED WITH CEMENT CURB)
  3. (E) STREET TREE – CORYMBIA FICIFOLIA (TO BE REMOVED)
  4. (E) PAVING – BRICK PAVING TREATMENT (TO BE REPLACED IN KIND)
  5. (E) FIRE HYDRANT – PAINTED WHITE WITH BLUE TOP (TO REMAIN)



**PROPOSED CONDITION**

- PROPOSED FEATURES:**
1. (N) STREET LIGHT (SEE SLIDES 8 AND 9)
  2. (N) CONCRETE CURB
  3. (N) MEDIAN TREE (SEE SLIDE 5)
  4. (N) BRICK PAVING (TO BE REPLACED IN KIND)
  5. (N) REFUGE AREA (SEE SLIDE 14)
  6. (N) LANDSCAPED MEDIAN
  7. (N) BUSWAY PAVING
  8. (N) SITE FURNISHING ZONE (SEE SLIDE 17)
  9. (N) SIDEWALK TREE
  10. (N) SIDEWALK PAVING (SEE SLIDE 10)
  11. (N) PLANTER BOX
  12. (N) SFMTA BOARDING ISLAND (SEE SLIDES 19, 20 AND 21)
  13. (N) TRAFFIC SIGNAL MAST ARM



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CITY AND COUNTY OF SAN FRANCISCO  
**MUNICIPAL TRANSPORTATION AGENCY**

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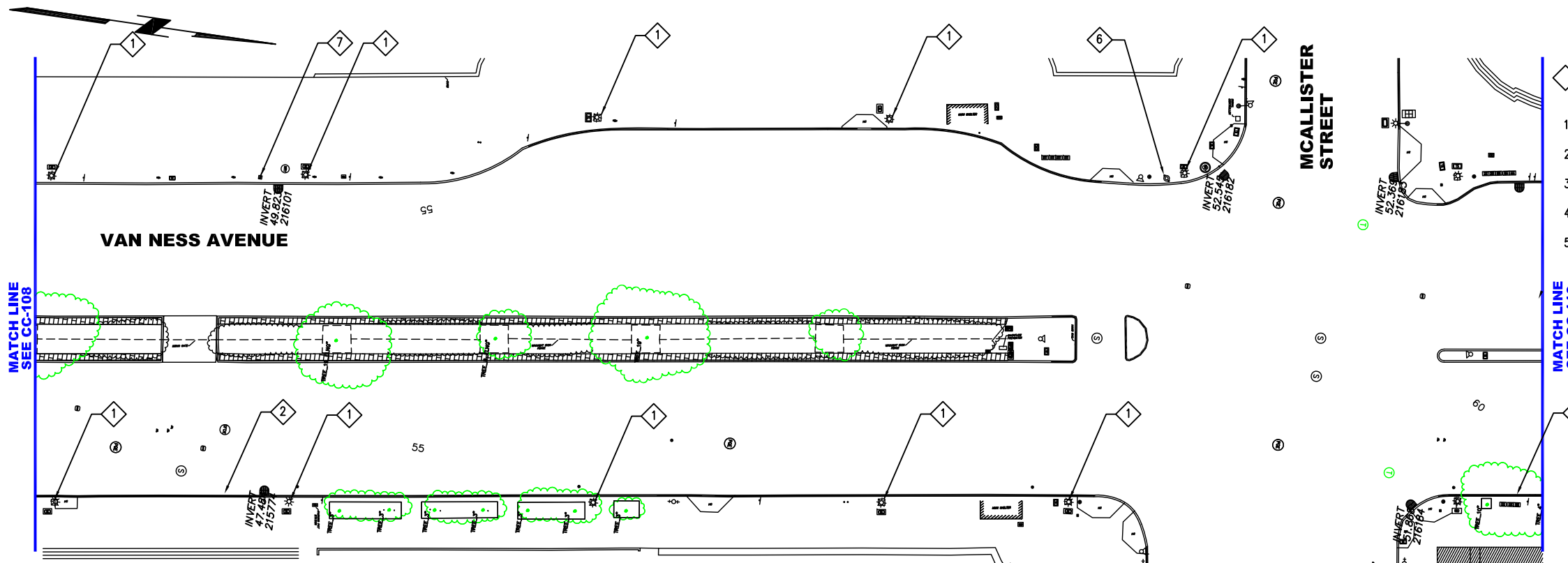
for the DIRECTOR OF TRANSPORTATION

MUNI BUS RAPID TRANSIT SYSTEM  
VAN NNESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

1289

CIVIC CENTER HISTORIC DISTRICT  
CTL 129+00 TO 133+50  
PLAN

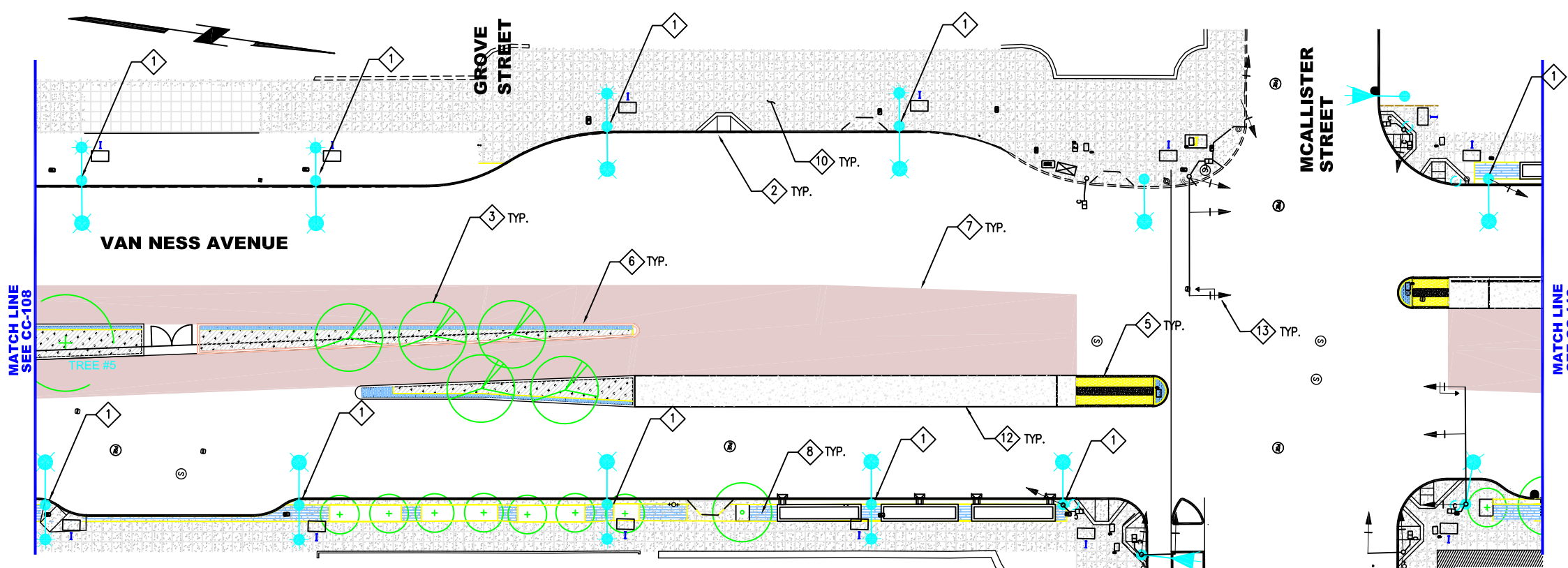
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**EXISTING CONDITION WITH CONTRIBUTING FEATURES**

**CONTRIBUTING FEATURES:**

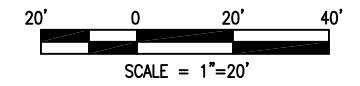
1. (E) STREET LIGHT – VAN NESS SINGLE PENDANT (TO BE REPLACED)
2. (E) CURB – GRANITE (TO BE REPLACED WITH CEMENT CURB)
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5. (E) FIRE HYDRANT – PAINTED WHITE WITH BLUE TOP (TO REMAIN)



**PROPOSED CONDITION**

**PROPOSED FEATURES:**

1. (N) STREET LIGHT (SEE SLIDES 8 AND 9)
2. (N) CONCRETE CURB
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9. (N) SIDEWALK TREE
10. (N) SIDEWALK PAVING (SEE SLIDE 10)
11. (N) PLANTER BOX
12. (N) SFMTA BOARDING ISLAND (SEE SLIDES 19, 20 AND 21)
13. (N) TRAFFIC SIGNAL MAST ARM



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**MUNICIPAL TRANSPORTATION AGENCY**

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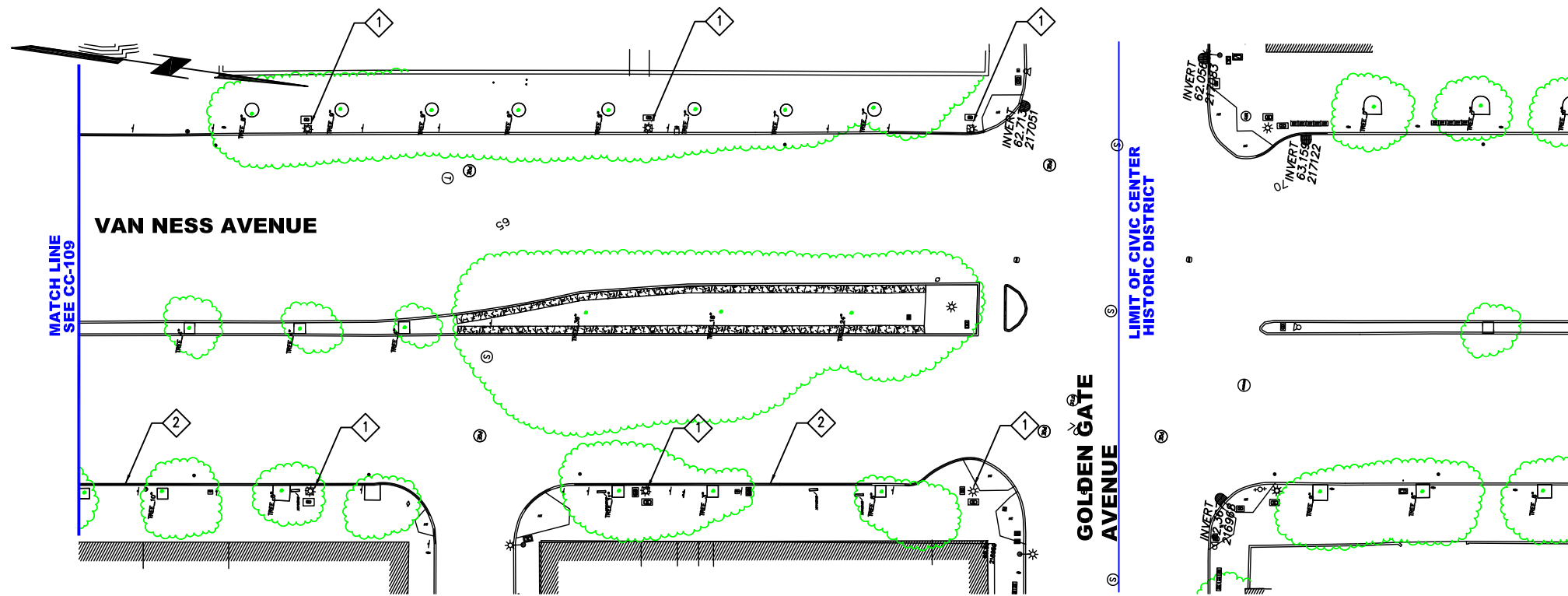
MUNI BUS RAPID TRANSIT SYSTEM  
VAN NESS CORRIDOR TRANSIT IMPROVEMENT PROJECT

1289

CIVIC CENTER HISTORIC DISTRICT  
CTL 133+50 TO 138+00  
PLAN

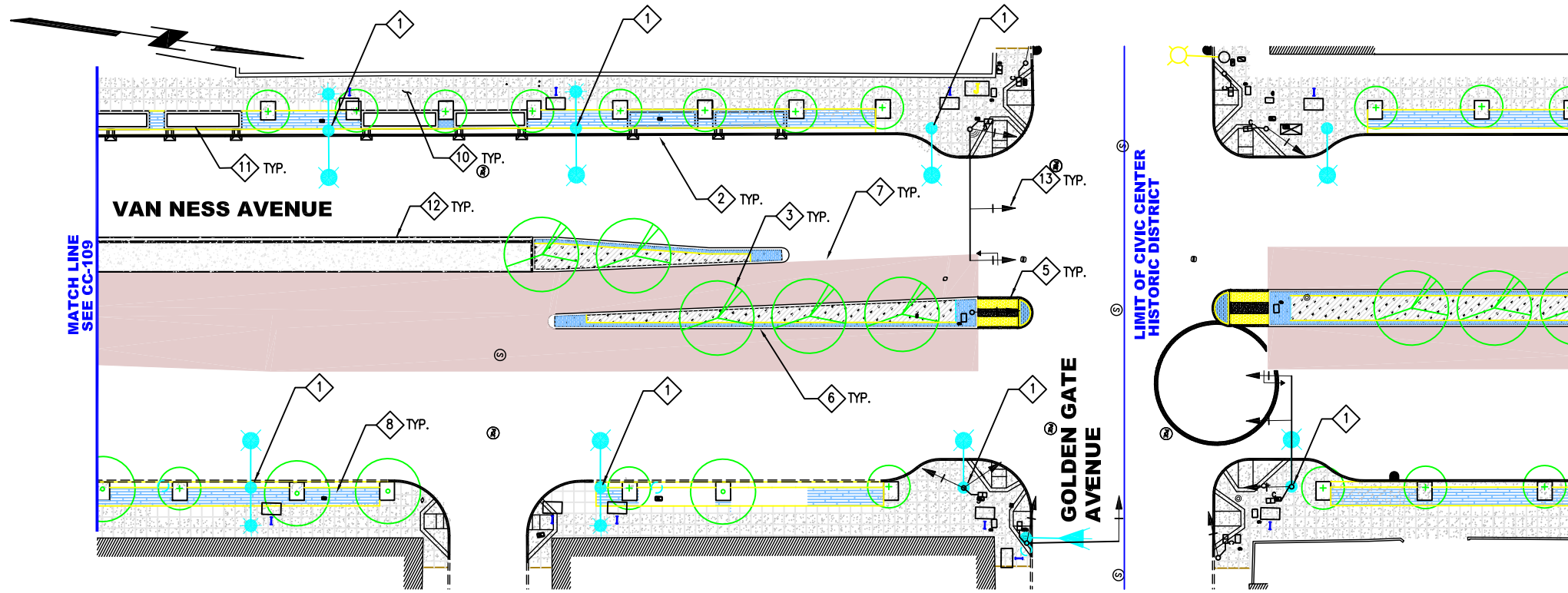
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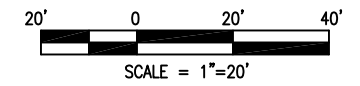
**EXISTING CONDITION WITH CONTRIBUTING FEATURES**

- CONTRIBUTING FEATURES:**
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CITY AND COUNTY OF SAN FRANCISCO  
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MUNI BUS RAPID TRANSIT SYSTEM	1289
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