



# SAN FRANCISCO PLANNING DEPARTMENT

**MEMO**

**HEARING DATE:** August 7, 2019

**TO:** Historic Preservation Commission

**FROM:** Jørgen Cleemann, Senior Preservation Planner, 415-575-8763

**RE:** **Review and Comment for The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District Draft EIR (Case #2015-000940ENV)**

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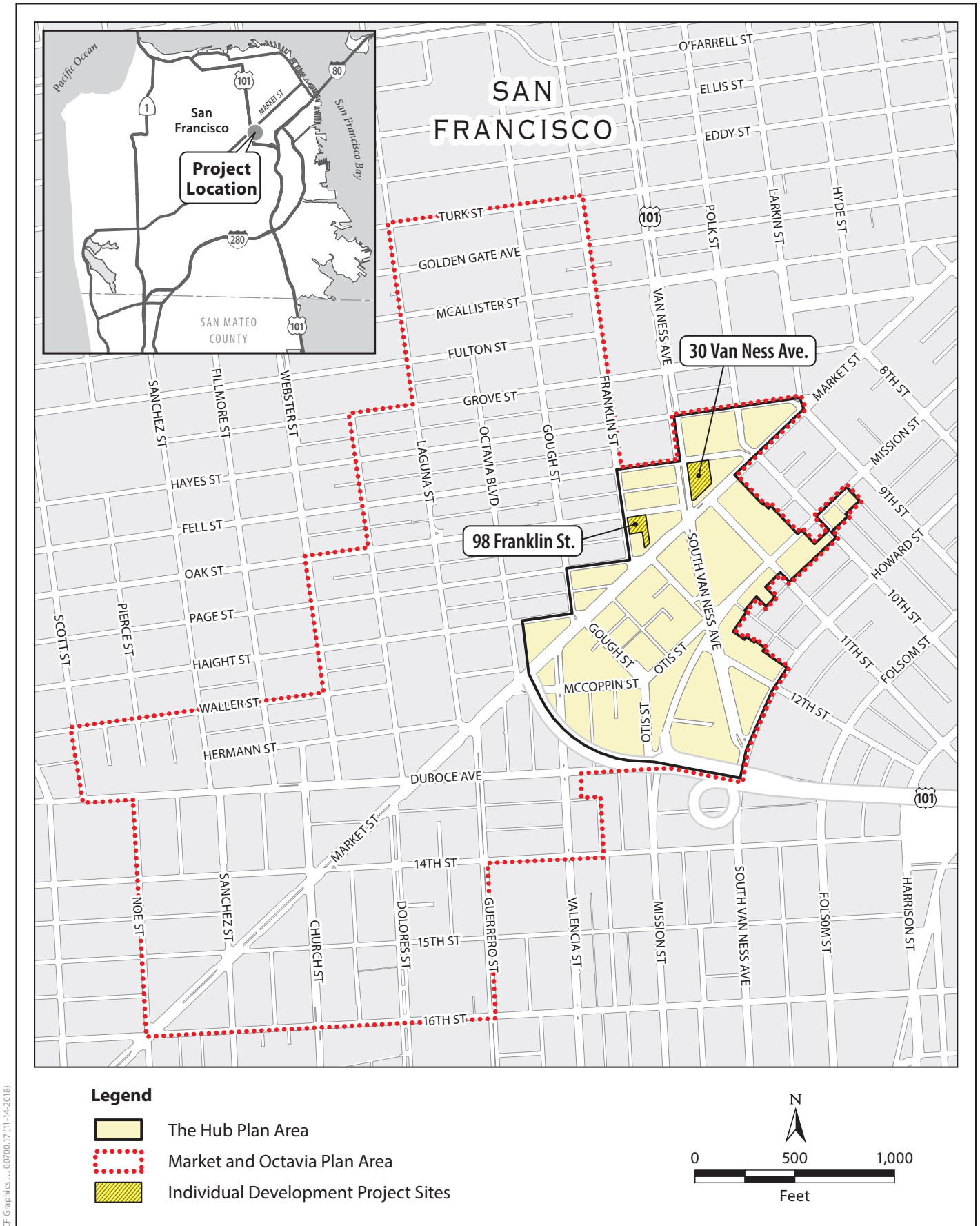
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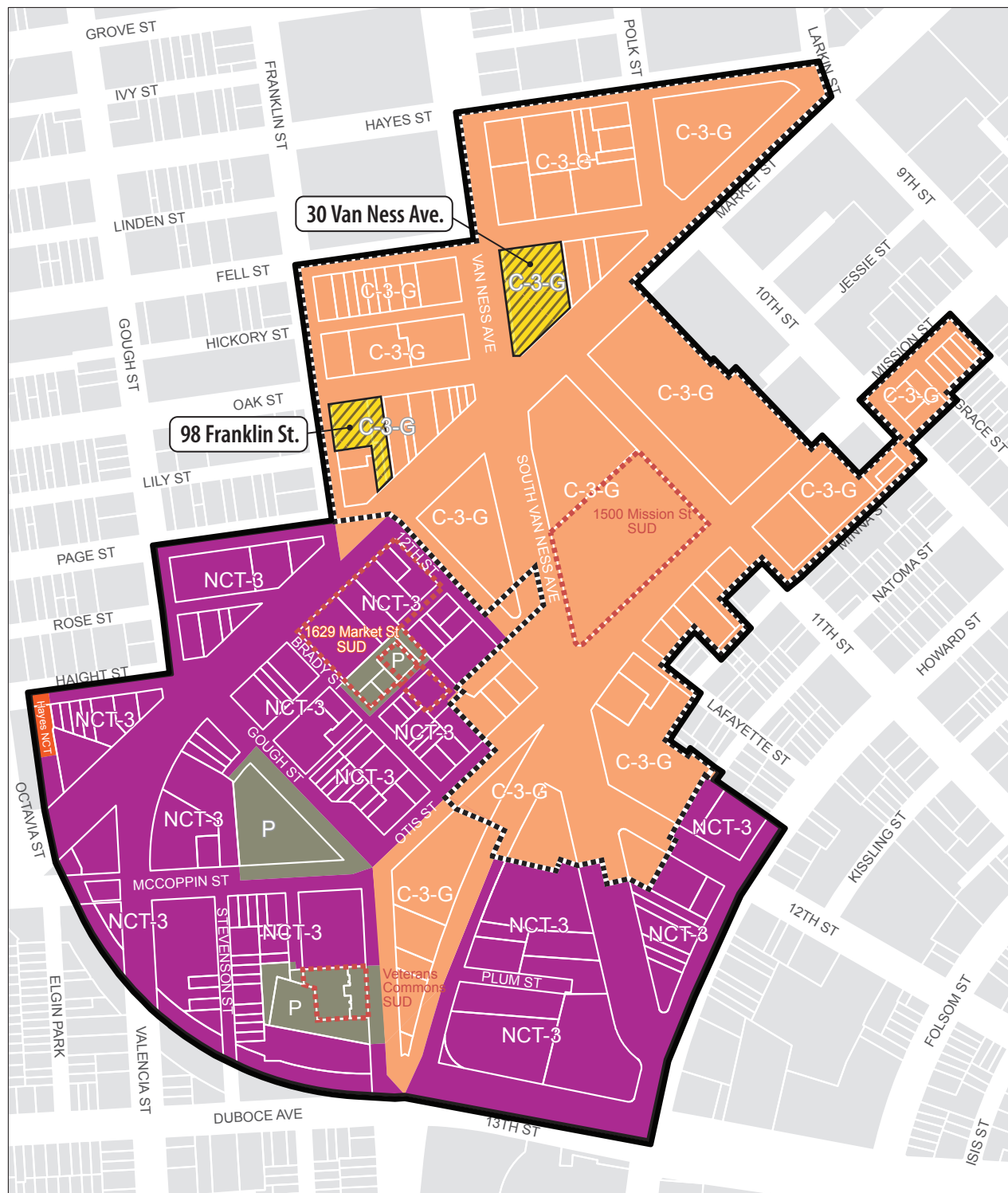
The following materials have been excerpted from the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District Draft Environmental Impact Report to assist the Historic Preservation Commission in its review and comment on the draft report:

- Project Location (Figure 2-1)
- Existing Hub Plan Area Zoning Districts (Figure 2-4)
- Proposed Hub Plan Area Zoning Districts (Figure 2-5)
- Existing Hub Plan Area Height and Bulk Districts (Figure 2-6)
- Proposed Hub Plan Area Height and Bulk Districts (Figure 2-7)
- Existing Massing in the Hub Plan Area (Figure E.2-2)
- Potential Massing Under the Hub Plan (Figure E.2-3)
- The Hub Plan Built Environment Resources and Height Increases (Figure 3.A-3)
- Properties Surveyed in the Hub Plan Historical Resources Survey (Figure 3.A-2)
- Built Environment Resources in the CEQA Study Area (Table 3.A-2)
- Summary of Impacts of the Hub Plan, 30 Van Ness Avenue Project, and 98 Franklin Street Project – Identified in the EIR (Table S-1) (*Note: The attached excerpt includes only the section of the table that lists impacts to built environment resources. See the full DEIR for a complete list of environmental impacts.*)
- Comparison of the Environmental Impacts of the Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street to Impacts of Alternatives (Table 5-3)
- Summary of Ability of Alternatives to Meet Project Objectives (Table 5-6)



The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
and Hub Housing Sustainability District (HSD)  
Case Nos. 2015-000940ENV, 2017-008051ENV,  
2016-014802ENV

**Figure 2-1**  
**Project Location**

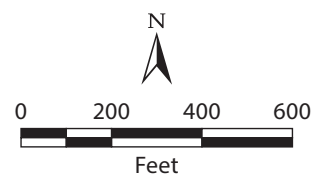


#### Zoning Codes

C-3-G	Downtown General Commercial
NCT-3	Neighborhood Commercial Transit
P	Public
Hayes NCT	Hayes Neighborhood Commercial Transit

#### Legend

	The Hub Plan Area
	Individual Development Project Sites
	Van Ness & Market Downtown Residential Special Use District
	Special Use District

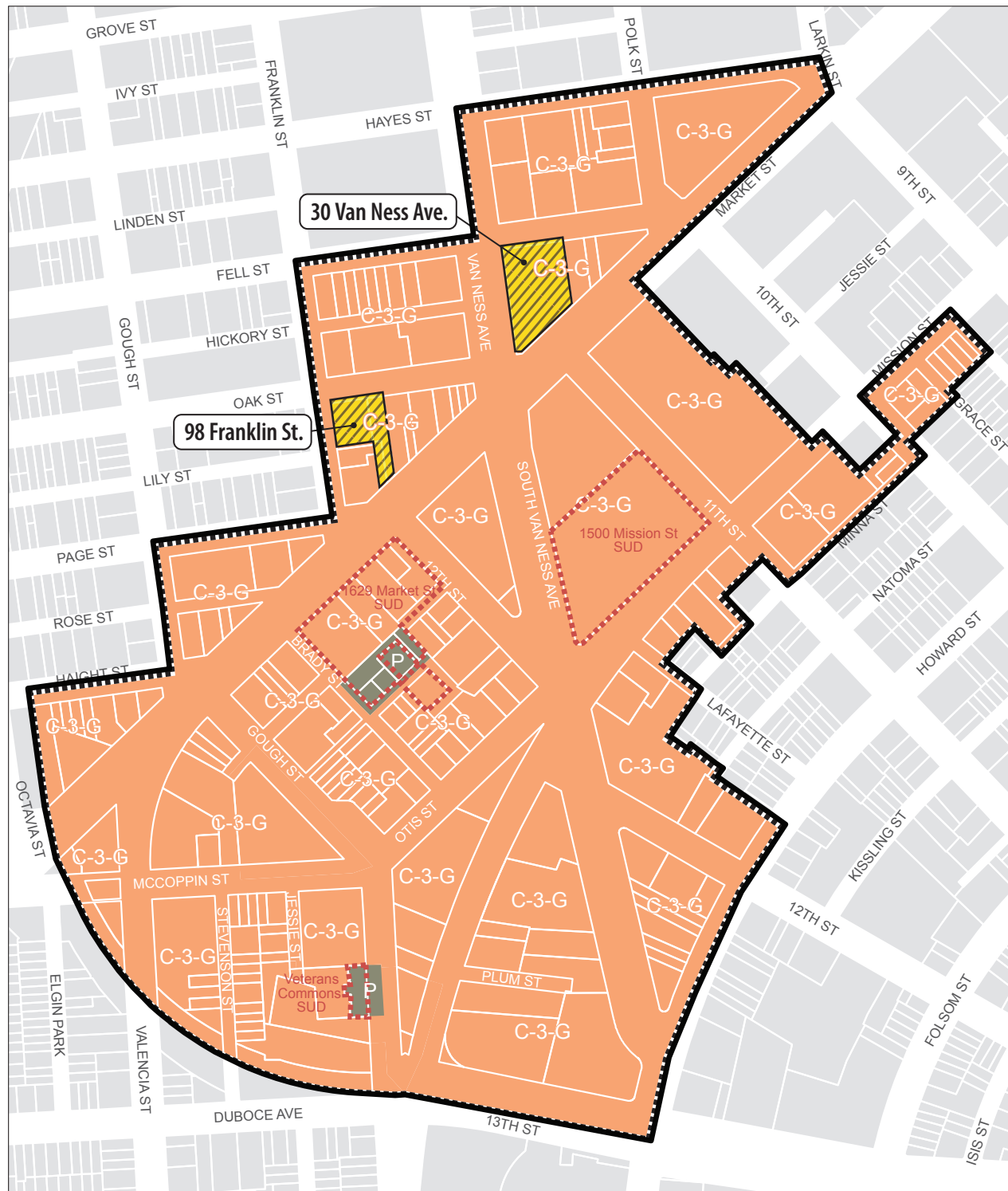


Source: San Francisco Planning Department, 2019.

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)

Case Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV

**Figure 2-4**  
**Existing Hub Plan Area Zoning Districts**

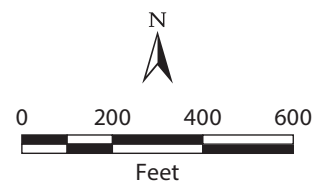


#### Zoning Codes

C-3-G	Downtown General Commercial
P	Public

#### Legend

[Thick black dashed line]	The Hub Plan Area
[Yellow hatched box]	Individual Development Project Sites
[Red dashed line]	Van Ness & Market Downtown Residential Special Use District
[Red dotted line]	Special Use District

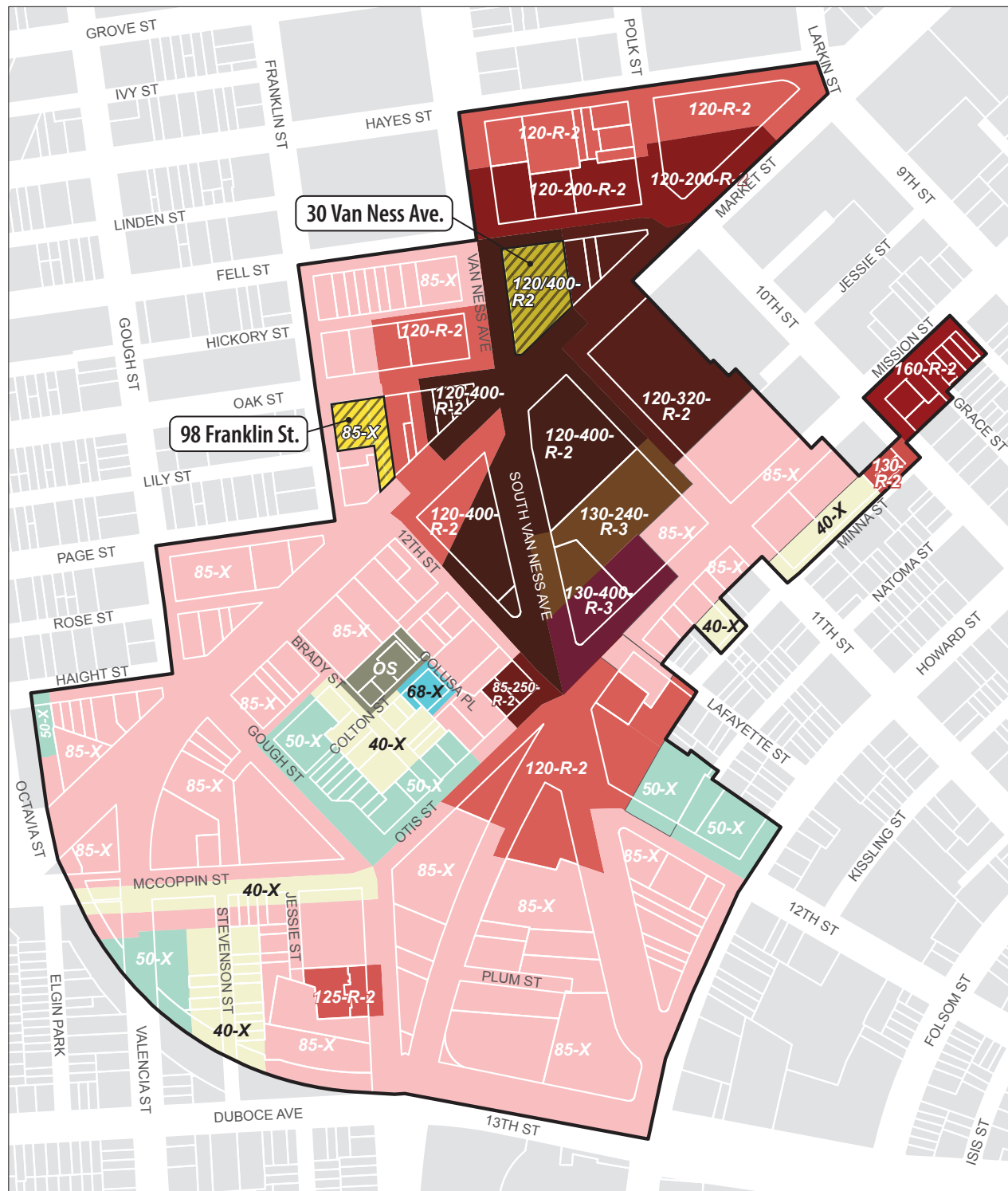


Source: San Francisco Planning Department, 2019.

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)

Case Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV

**Figure 2-5**  
**Proposed Hub Plan Area Zoning Districts**



#### Legend

- The Hub Plan Area
- Individual Development Project Sites
- 50-X** Numbers Indicate Height in Feet  
Letters Indicate Bulk District
- OS** Open Space District

Source: San Francisco Planning Department, 2019.

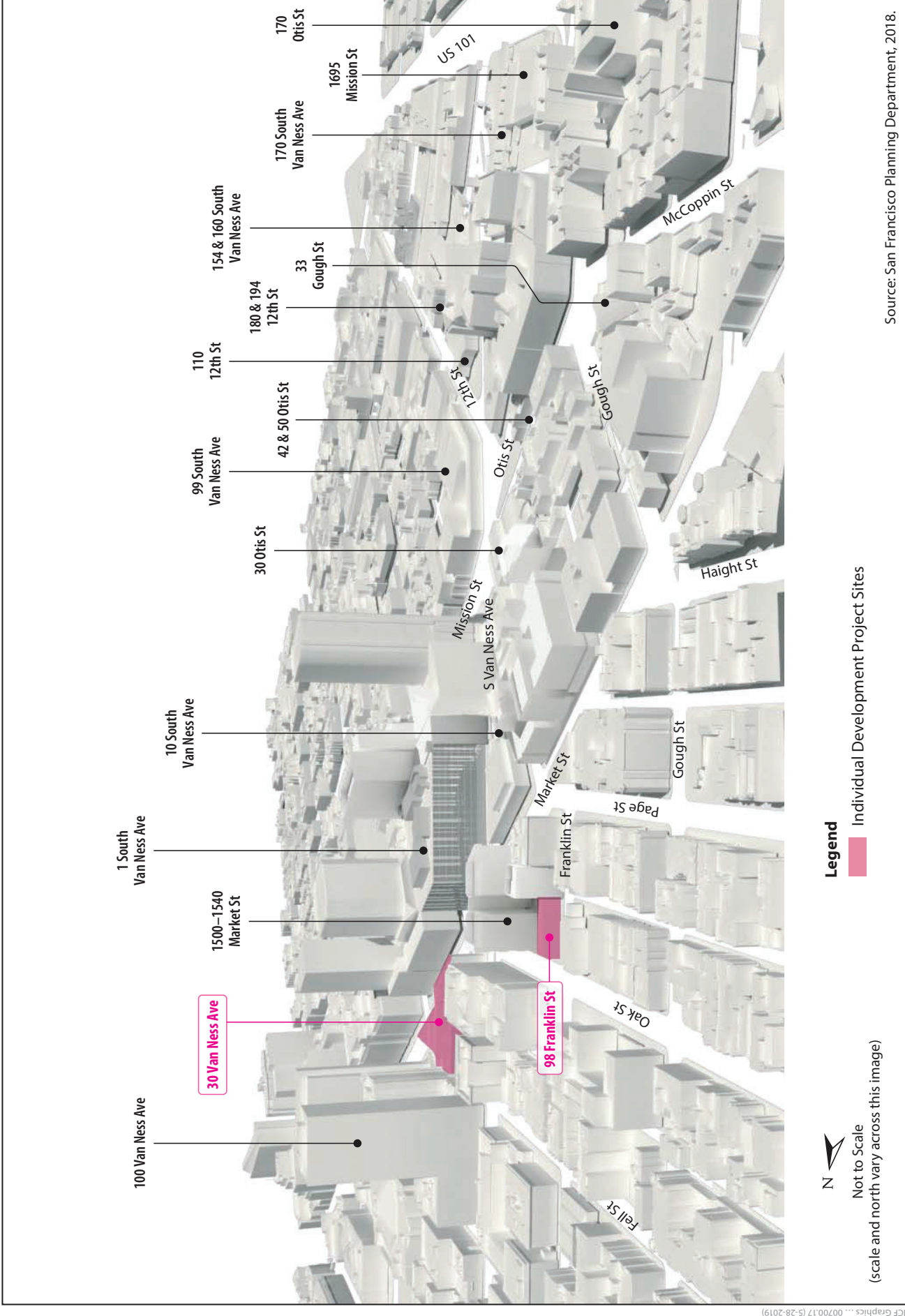
The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
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Case Nos. 2015-000940ENV, 2017-008051ENV,  
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**Figure 2-6**  
**Existing Hub Plan Area Height**  
**and Bulk Districts**

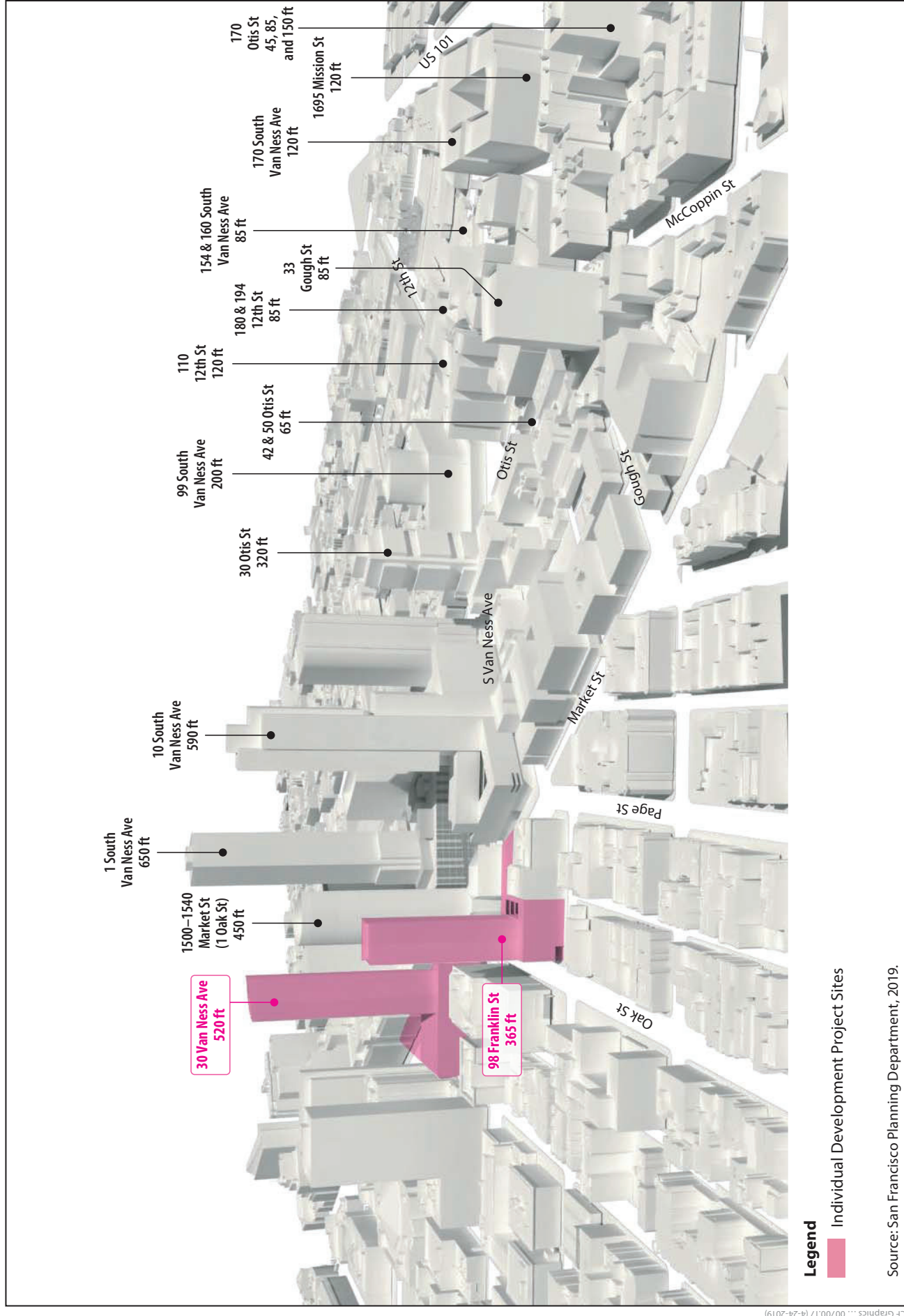






**Figure E.2-2**  
**Existing Massing in the Hub Plan Area**

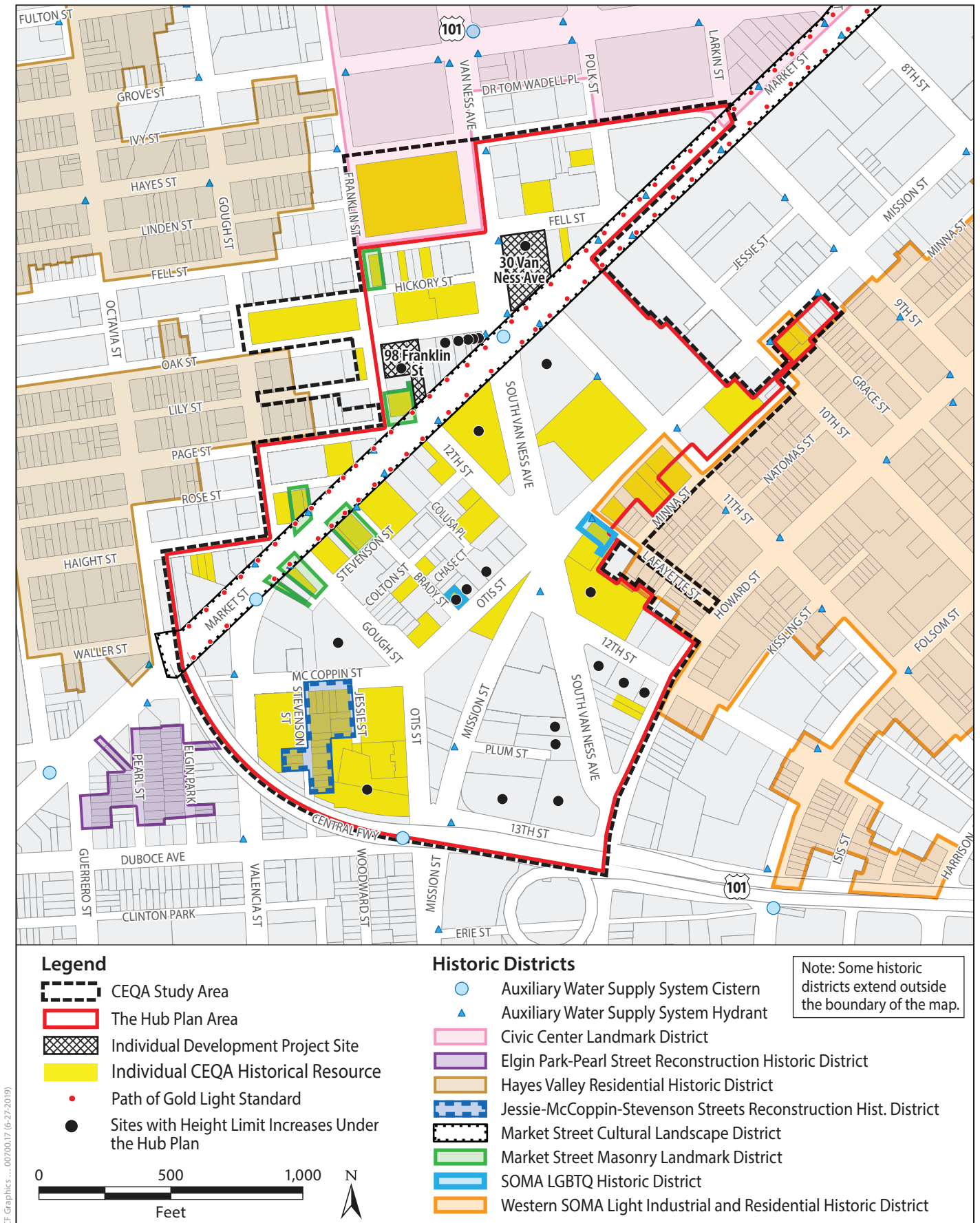
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The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
and Hub Housing Sustainability District (HSD)  
Case Nos. 2015-000940ENV, 2017-008051ENV,  
2016-074802ENV

Source: San Francisco Planning Department, 2019.

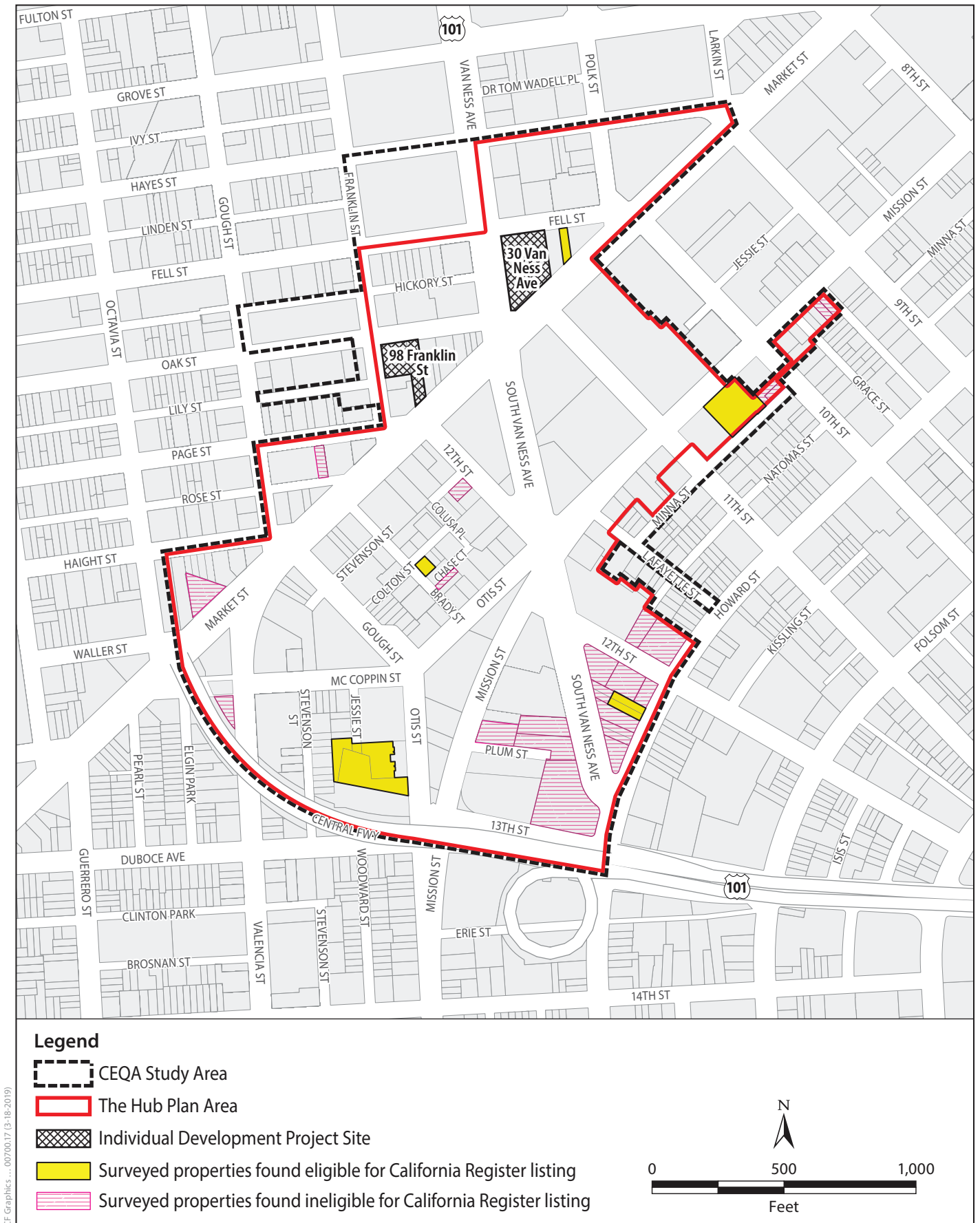




The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)

Case Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV

**Figure 3.A-3**  
**The Hub Plan Built Environment Resources and Height Increases**



The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)

Case Nos. 2015-000940ENV, 2017-008051ENV, 2016-014802ENV

**Figure 3.A-2**  
**Properties Surveyed in the Hub Plan**  
**Historical Resources Survey**

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
50 Fell Street	0814/010	Article 11	N/A	50 Fell Street is locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1931.
55 Polk Street	0814/019	Market and Octavia Augmentation Survey	3CS	55 Polk Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1906-1929.
135 Van Ness Avenue; High School of Commerce	0815/001	Article 10; National Register	N/A	135 Van Ness Avenue is locally designated as an individual resource under local criteria related to architecture and history, with a period of significance of 1926. 135 Van Ness Avenue is a contributor to the Civic Center Landmark District, which is significant under Criteria A/1 and Criteria C/3 and has a period of significance of 1896–1951.
150 Oak Street	0833/033	Market and Octavia Survey	3CS	150 Oak Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1950.
25 Van Ness Avenue/25 Hickory Street; Masonic Temple	0834/004	Article 11	N/A	25 Van Ness Avenue is locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1910.

<sup>66</sup> “N/A” indicates that a property was evaluated in a survey that did not assign rating codes (such as *Here Today*) or qualified as a historical resource because it was listed in a local inventory.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
150 Franklin Street; Whiteside Apartments	0834/012	Article 10; Market and Octavia Augmentation Survey	3CS	150 Franklin Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 150 Franklin Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.
159 Fell Street; Balcom and Gigg Auto Wheel Aligning Co.	0834/015	Automotive Support Structures Survey	3CS	159 Fell Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1926–1961.
145 Fell Street; St. Cecile Hotel	0834/018	Market and Octavia Augmentation Survey	3CS	145 Fell Street is eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.
50 Oak Street; Young Men's Institute	0834/027	Article 11	N/A	50 Oak Street is locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1914.
1438–1444 Market Street; San Francisco Cannabis Buyers Club	0835/002	Hub Survey	3CS	1438–1444 Market Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1995–1998.



**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

Address; Resource Name (as applicable)	APN(s)	Designation/Eligibility	Assigned Survey Rating (as applicable) <sup>66</sup>	Significance Summary
20 Franklin Street/1580–1598 Market Street; Miramar Apartments	0836/010	Article 10; Article 11; Market and Octavia Augmentation Survey	3CS	20 Franklin Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911– 1925. 20 Franklin Street is also locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1912. 20 Franklin Street is also eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1926.
41 Franklin Street	0837/001	Market and Octavia Augmentation Survey	3CS	41 Franklin Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1906–1926.
1632 Market Street	0854/002	Market and Octavia Survey	5S3	1632 Market Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1911.
1666–1668 Market Street	0854/004	Article 10; Market and Octavia Augmentation Survey	3CS	1666–1668 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911– 1925. 1666–1668 Market Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

Address; Resource Name (as applicable)	APN(s)	Designation/Eligibility	Assigned Survey Rating (as applicable) <sup>66</sup>	Significance Summary
1670–1680 Market Street; Gaffney Building	0854/005	Article 10; Market and Octavia Augmentation Survey	3CS	1670–1680 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 1670-1680 Market Street is also eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1906–1926.
64–78 Gough Street; Finck Building	0854/006	Market and Octavia Survey	3CS	64–78 Gough Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1911.
61–65 Haight Street	0855/004	<i>Here Today</i>	N/A	61-65 Haight Street is assumed significant under California register Criterion 3, with a period of significance of 1900.
37–47 Haight Street	0855/013	<i>Here Today</i> ; Market and Octavia Augmentation Survey	3S	37–47 Haight Street is assumed significant under Criterion 3, with a period of significance of 1900. 37–47 Haight Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1870–1906.
53–57 Haight Street	0855/012	<i>Here Today</i> ; Market and Octavia Augmentation Survey	3S	53–57 Haight Street is assumed significant under Criterion 3, with a period of significance of 1900. 53–57 Haight Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1870–1906.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

Address; Resource Name (as applicable)	APN(s)	Designation/Eligibility	Assigned Survey Rating (as applicable) <sup>66</sup>	Significance Summary
1649–1655 Market Street	3504/001	Article 10; Market and Octavia Augmentation Survey	3CS	1649–1655 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 1649-1655 Market Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.
60 Brady Street; F. Muller Building	3504/013	Market and Octavia Survey	5S3	60 Brady Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1969–1978.
2 Gough Street/86 Otis Street	3504/019	Market and Octavia Survey	5S3	2 Gough Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1910.
1693–1695 Market Street; Hotel Fallon	3504/038	Article 10; Market and Octavia Augmentation Survey	3CS	1693–1695 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 1683–1695 Market Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
1687 Market Street/65 Gough Street; Edward McRoskey Mattress Factory	3504/040	Article 10; Market and Octavia Survey	3CS	1687 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 1687 Market Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1925–1961.
1663–1667 Market Street; Hotel Andree	3504/044	Automotive Support Structures Survey	3CS	1663–1667 Market Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1920–1921.
1657 Market Street; Hotel Ascot	3504/046	Article 10; Market and Octavia Augmentation Survey	3CS	1657 Market Street is a contributor to the Market Street Masonry Landmark District, which is locally designated under criteria related to significant events and architecture, with a period of significance of 1911–1925. 1657 Market Street is also eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.
1601–1605 Market Street/20 12 <sup>th</sup> Street; Civic Center Hotel	3505/001	Market and Octavia Survey; Local CEQA Review	3CS	1601–1605 Market Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1915.



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42–50 12 <sup>th</sup> Street	3505/005	Automotive Support Structures Survey	3CS	42–50 12 <sup>th</sup> Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1922–1934 and 1938–1964.
56–70 12 <sup>th</sup> Street; Jeffrey Auto Sales Co. Showroom	3505/009	Automotive Support Structures Survey	3CS	56–70 12 <sup>th</sup> Street is eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1912–1918.
95 Brady Street/50–60 Otis Street; Women’s Press Project	3505/021	Market and Octavia Survey; Local CEQA Review	5S3	95 Brady Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1920. 95 Brady Street is also a contributor to the SoMa LGBTQ Historic District, which is eligible for listing in the California register under Criteria 1 and 2, with a period of significance of circa 1950s–1980s.
55–63 Brady Street; San Francisco Women’s Centers	3505/025	Hub Survey	3CS	55-63 Brady Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1973–1979.
1629–1637 Market Street	3505/032	Market and Octavia Survey; Local CEQA Review	3CS	1629-1637 Market Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1926.

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10 South Van Ness Avenue/ 1535–1599 Mission Street; Fillmore West	3506/004	Market and Octavia Survey; Local CEQA Review	5S3	10 South Van Ness Avenue is eligible for listing in the California register as an individual resource under Criteria 1 and 2, with a period of significance of 1968–1971.
1500 Mission Street; Coca-Cola Bottling Works/ White Motor Co.	3506/006; 3506/008- 011	Van Ness Auto Row Support Structures Survey; Local CEQA Review	3CS	1500 Mission Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1941.
1375–1385 Mission Street	3509/040	SoMa Survey	3D	1375–1385 Mission Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.
1453 Mission Street/950 Minna Street; Gantner & Mattern Company Building	3510/057	Hub Survey	3CS	1453 Mission Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1913.

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1513 Mission Street; Firestone Tire Building	3511/001	SoMa Survey; Market and Octavia Augmentation Survey	3D; 3CS	1513 Mission Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936. 1513 Mission Street is also eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1929–1950.
120 11 <sup>th</sup> Street	3511/003	SoMa Survey	3D	120 11 <sup>th</sup> Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.
1563 Mission Street	3511/031	Market and Octavia Augmentation Survey	3CS	1563 Mission Street is eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1906–1929.
1551–1559 Mission Street	3511/033	Local CEQA Review	N/A	1551–1559 Mission Street is a contributor to the SoMa LGBTQ Historic District, which is eligible for listing in the California register under Criteria 1 and 2, with a period of significance of circa 1950s–1980s.
1084–1094 Natoma Street	3511/044	SoMa Survey	3D	1084–1094 Natoma Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.

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1016–1020 Minna Street	3511/073	SoMa Survey	3D	1016-1020 Minna Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.
1517 Mission Street	3511/074	SoMa Survey	3D	1517 Mission Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.
1525 Mission Street; Herbst Bros. Wholesale Hardware Store	3511/075	SoMa Survey; Market and Octavia Augmentation Survey	3D; 3CS	1525 Mission Street is eligible for listing in the California register as an individual resource under Criterion 1, with a period of significance of 1906–1929. 1525 Mission Street is also a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.
1543 Mission Street	3511/080	SoMa Survey	3D	1543 Mission Street is a contributor to the Western SoMa Light Industrial and Residential Historic District, which is eligible for listing in the California register under Criteria 1 and 3, with a period of significance of 1906–1936.



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<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
99 South Van Ness Avenue/40 Lafayette Street; Recorder Printing Company Building	3511/093	Market and Octavia Augmentation Survey	3CS	99 South Van Ness Avenue is eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1929–1950.
1600 Mission Street; Granfields Service Station	3512/001	Market and Octavia Augmentation Survey	3S	1600 Mission Street is eligible for listing in the California register as an individual resource under Criteria 1 and 3, with a period of significance of 1926–1950.
1 McCoppin Street/100–136 Otis Street; Pacific Telephone Building	3513/001	Market and Octavia Survey	3CS	1 McCoppin Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1937.
170 Otis Street/ 1350 Jessie Street; San Francisco Human Services Agency	3513/008, 081, 082, 207	Hub Survey	3CS	170 Otis Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1978.
1338–1342 Stevenson Street	3513/030	Market and Octavia Survey	3CD	1338–1342 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.

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1363–1365 Stevenson Street	3513/045	Market and Octavia Survey	3CD	1363–1365 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1353–1357 Stevenson Street	3513/047	Market and Octavia Survey	3CD	1353–1357 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1339 Stevenson Street	3513/049	Market and Octavia Survey	3CD	1339 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1335–1337 Stevenson Street	3513/050	Market and Octavia Survey	3CD	1335–1337 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1331–1333 Stevenson Street	3513/051	Market and Octavia Survey	3CD	1331–1333 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.

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1307–1329 Stevenson Street	3513/052	Market and Octavia Survey	3CD	1307–1329 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
57–61 McCoppin Street	3513/055	Market and Octavia Survey	3CD	57–61 McCoppin Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
51–55 McCoppin Street	3513/056	Market and Octavia Survey	3CD	51–55 McCoppin Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
45–47 McCoppin Street	3513/057	Market and Octavia Survey	3CD	45–47 McCoppin Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
33–43 McCoppin Street	3513/058	Market and Octavia Survey	3CD	33–43 McCoppin Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
1312–1314 Jessie Street	3513/059	Market and Octavia Survey	3CD	1312–1314 Jessie Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1334 Jessie Street	3513/062	Market and Octavia Survey	3CD	1334 Jessie Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic DISTRICT, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
33–43 McCoppin Street	3513/058	Market and Octavia Survey	3CD	33–43 McCoppin Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
1316–1330 Jessie Street	3513/077	Market and Octavia Survey	3CB	1316–1330 Jessie Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
190–198 Otis Street; Bekins Company Warehouse	3513/080	Central Freeway Replacement Project Historic Architecture Survey	3S	190–198 Otis Street is eligible for listing in the national register as an individual resource under Criteria A and C, with a period of significance of 1905–1909.



**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

<b>Address; Resource Name (as applicable)</b>	<b>APN(s)</b>	<b>Designation/Eligibility</b>	<b>Assigned Survey Rating (as applicable)<sup>66</sup></b>	<b>Significance Summary</b>
135 Valencia Street; Knights & Daughters of Pythias Building	3513/083-195	Central Freeway Replacement Project Historic Architecture Survey	3S	135 Valencia Street is eligible for listing in the national register as an individual resource under Criteria A and C, with a period of significance of 1910–1947.
1350–1354 Stevenson Street	3513/196-201	Market and Octavia Survey	3CD	1350–1354 Stevenson Street is a contributor to the Jessie-McCoppin-Stevenson Streets Reconstruction Historic District, which is eligible for listing in the California register under Criterion 1, with a period of significance of 1906–1912.
150 Otis Street; Juvenile Court and Detention Center	3513/208	Article 10	N/A	150 Otis Street is locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1916.
1618–1624 Howard Street	3514/005	Hub Survey	3CS	1618–1624 Howard Street is eligible for listing in the California register as an individual resource under Criterion 3, with a period of significance of 1910.
Path of Gold Light Standards	N/A	Article 10	N/A	The Path of Gold Light Standards is locally designated as an individual resource under local criteria related to architecture, with a period of significance of 1908–1916.
San Francisco Auxiliary Water Supply System	N/A	Local CEQA Review	3	The Auxiliary Water Supply System is eligible for listing in the national register and California register as a historic district under Criteria A/1 and C/3, with a period of significance of 1908–1913.

**TABLE 3.A-2. BUILT-ENVIRONMENT RESOURCES IN THE CEQA STUDY AREA**

Address; Resource Name (as applicable)	APN(s)	Designation/Eligibility	Assigned Survey Rating (as applicable) <sup>66</sup>	Significance Summary
Market Street Cultural Landscape District	N/A	Local CEQA review	N/A	The Market Street Cultural Landscape District is eligible for listing in the California register as a historic district under Criteria 1 and 3, with periods of significance of 1847–1929 and 1870s–1979 (Criterion 1) and 1979 (Criterion 3).

California Historical Resource Status Codes:

3 = Appears eligible for national register or California register through survey evaluation.

3CD = Appears eligible for California register as a contributor to a California register–eligible district through a survey evaluation.

3CS = Appears eligible for California register as an individual property through survey evaluation.

3D = Appears eligible for national register as a contributor to a national register–eligible district through survey evaluation.

3S = Appears eligible for national register as an individual property through survey evaluation

5S3 = Appears to be individually eligible for local listing or designation through survey evaluation.

APN = Assessor’s Parcel Number

California register = California Register of Historical Resources

CEQA = California Environmental Quality Act

LGBTQ = lesbian, gay, bisexual, transgender, and queer

N/A = not applicable

national register = national register of Historic Places

SoMa = South of Market

**TABLE S-1. SUMMARY OF IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE PROJECT, AND 98 FRANKLIN STREET PROJECT – IDENTIFIED IN THE EIR**

Environmental Impacts	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<b>Cultural Resources</b>			
Impact CUL-1: The Hub Plan could cause a substantial adverse change in the significance of individual built environment resources and/or historic districts, as defined in section 15064.5, including resources listed in articles 10 or 11 of the San Francisco Planning Code.	S	<p><b><i>M-CUL-1a: Avoid or Minimize Effects on Identified Built Environment Resources.</i></b> This mitigation measure is required in recognition of Objective 3.2 of the Market and Octavia Area Plan, to which the Hub Plan is an amendment. Objective 3.2 states that the Market and Octavia Area Plan shall “[p]romote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past.” Policy 3.2.2 of the Market &amp; Octavia Plan states that the plan shall “encourage rehabilitation and adaptive reuse of historic buildings and resources.” In order to meet Objective 3.2 and Policy 3.2.2, the project sponsor of a subsequent development project in the Hub Plan area that occurs on the site of a built environment historic resource or contributor to a historic district shall seek feasible means for avoiding significant adverse effects on historic architectural resources, with judgment of the significance of the impact to be based on the Secretary of the Interior’s Standards for Rehabilitation. If a project that conforms to the Secretary of the Interior’s Standards for Rehabilitation is not feasible, the project sponsor shall a.) demonstrate that infeasibility to the San Francisco Planning Department’s preservation staff, and b.) consult with the San Francisco Planning Department’s preservation and urban design staff to determine if effects on built environment resources should be minimized by retaining a portion of the existing building and incorporating it into the project, with the understanding that such minimization would still result in a significant adverse impact on historical resources. If retention of a portion of the existing building is not feasible, the project sponsor shall demonstrate that infeasibility to the San Francisco Planning Department’s preservation staff. California Environmental Quality Act Guidelines section 15364 defines “feasible” as “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” For the purposes of this mitigation measure, economic factors will not be considered. The applicability of each factor would vary from project to project and be determined by staff members on a case-by-case basis.</p> <p><b><i>M-CUL-1b: Prepare and Submit Historical Documentation of Built Environment Resources.</i></b> Where avoidance is not feasible, as described in Mitigation Measure M-CUL-1a, the project sponsor of a subsequent development project in the Hub Plan area shall undertake historical documentation. The project sponsor shall retain a professional who meets the Secretary of the Interior’s Qualification Standards for Architectural Historian or Historian (36 Code of Federal Regulations part 61) and a photographer with demonstrated experience in Historic American Buildings Survey photography to prepare written and photographic documentation for the affected built environment resources. The Historic American Buildings Survey documentation package for each affected built environment resource shall be reviewed and approved by the San Francisco Planning</p>	SUM

**TABLE S-1. SUMMARY OF IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE PROJECT, AND 98 FRANKLIN STREET PROJECT – IDENTIFIED IN THE EIR**

Environmental Impacts	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>Department’s preservation staff prior to the issuance of any demolition, site, or construction permit for the project.</p> <p>The documentation shall consist of the following:</p> <ul style="list-style-type: none"> <li>• <i>Historic American Buildings Survey–level Photographs:</i> Historic American Buildings Survey standard large-format photography shall be used to document the built environment resources and surrounding context. The scope of the photographs shall be reviewed and approved by the San Francisco Planning Department’s preservation staff for concurrence, and all photography shall be conducted according to the current National Park Service Historic American Buildings Survey standards. The photograph set shall include distant/elevated views to capture the extent and context of the resource. <ul style="list-style-type: none"> <li>○ All views shall be referenced on a key map of the resource, including a photograph number with an arrow to indicate the direction of the view.</li> <li>○ The draft photograph contact sheets and key map shall be provided to the San Francisco Planning Department’s preservation staff for review to determine the final number and views for inclusion in the final dataset.</li> <li>○ Historic photographs identified in previous studies shall also be collected, scanned as high-resolution digital files, and reproduced in the dataset.</li> </ul> </li> <li>• <i>Written Historic American Buildings Survey Narrative Report:</i> A written historical narrative, using the outline format, shall be prepared in accordance with the Historic American Buildings Survey Historical Report Guidelines.</li> <li>• <i>Measured Drawings:</i> A set of measured drawings shall be prepared to document the overall design and character-defining features of the affected built environment resource. Original design drawings of the resource, if available, shall be digitized and incorporated into the measured drawings set. The San Francisco Planning Department’s preservation staff shall assist the consultant in determining the appropriate level of measured drawings.</li> <li>• <i>Print-on-Demand Booklet:</i> Following preparation of the Historic American Buildings Survey photography, narrative report, and drawings, a print-on-demand softcover book shall be produced for the resource that compiles the documentation and historical photographs. The print-on-demand book shall be made available to the public for distribution.</li> </ul> <p>Format of Final Dataset:</p> <ul style="list-style-type: none"> <li>• The project sponsor shall contact the History Room of the San Francisco Public Library, San Francisco Planning Department, Northwest Information Center, and California Historical Society to inquire as to whether the research repositories would like to receive a hard or digital copy of the final dataset. Labeled hard copies and/or digital copies of the final book, containing the photograph sets, narrative report, and measured drawings, shall be provided to these</li> </ul>	

**TABLE S-1. SUMMARY OF IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE PROJECT, AND 98 FRANKLIN STREET PROJECT – IDENTIFIED IN THE EIR**

Environmental Impacts	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>repositories in their preferred format.</p> <ul style="list-style-type: none"> <li>The project sponsor shall prepare documentation for review and approval by the San Francisco Planning Department’s preservation staff, along with the final Historic American Buildings Survey dataset, that outlines the outreach, response, and actions taken with regard to the repositories listed above. The documentation shall also include any research conducted to identify additional interested groups and the results of that outreach. The project sponsor shall make digital copies of the final dataset, which shall be made available to additional interested organizations, if requested.</li> </ul> <p><b><i>M-CUL-1c: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</i></b> For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall work with the San Francisco Planning Department’s preservation staff or other qualified professionals to institute an interpretive program onsite that references the property’s history and the contribution of the historical resource to the broader neighborhood or historic district. The interpretive program would include the creation of historical exhibits, incorporating a permanent display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may also include a website. The contents of the interpretative program shall be determined by the San Francisco Planning Department’s preservation staff. Development of the interpretive displays shall be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior’s Professional Qualification Standards (36 Code of Federal Regulations part 61). An outline of the format and the location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department’s preservation staff prior to issuance of a demolition permit or site permit. The format, location, content, specifications, and maintenance of the interpretive displays must be finalized prior to issuance of any building permits for the project.</p> <p><b><i>M-CUL-1d: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</i></b> For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall work with the San Francisco Planning Department’s preservation staff or other qualified professionals to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources, prior to the commencement of any demolition or project activities at the project site. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards</p>	



**TABLE S-1. SUMMARY OF IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE PROJECT, AND 98 FRANKLIN STREET PROJECT – IDENTIFIED IN THE EIR**

Environmental Impacts	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>(36 Code of Federal Regulations part 61). The documentation shall include as much information as possible, using visuals in combination with narration, about the materials, construction methods, current condition, historic use, and significance and historic context of the historical resource.</p> <p>Digital copies of the video documentation shall be submitted to the San Francisco Planning Department; archival copies of the video documentation shall be submitted to repositories including, but not limited to, the San Francisco Public Library, Northwest Information Center, and California Historical Society. The video documentation shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition, site, or building permit for the project.</p> <p><b><i>M-CUL-1e: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</i></b> For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall seek feasible means for salvaging the building's character-defining architectural features and incorporating them into either the design of the new project proposed at the site or the interpretive program that would be developed under M-CUL-1c. The project sponsor shall work closely with the San Francisco Planning Department preservation and urban design staff to determine which elements should be salvaged. In the event that reuse of salvaged elements in either the design of a new building or in an interpretive program proves infeasible or otherwise undesirable as determined by the San Francisco Planning Department preservation staff, the project sponsor may, at the direction of the San Francisco Planning Department preservation staff, be required to attempt to donate the elements to an appropriate historical or arts organization. A detailed salvage plan shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to the issuance of any demolition, site, or construction permit for the project.</p> <p><b><i>M-CUL-1f: New Locations for Contributing Auxiliary Water Supply System Elements to Preserve Historic District Character.</i></b> Where a streetscape or street network improvement proposed under the Hub Plan would require moving an Auxiliary Water Supply System hydrant, the San Francisco Planning Department shall conduct additional study to determine if it contributes to the historic significance of the Auxiliary Water Supply System. If the element is determined to be a contributing feature of the Auxiliary Water Supply System, the project sponsor shall work with the San Francisco Planning Department's preservation staff to determine a location where the contributing Auxiliary Water Supply System hydrant could be reinstalled to preserve the historic relationships and functionality that are character-defining features of the Auxiliary Water Supply System. Generally, hydrants shall be reinstalled near the corner or the intersection from where they were removed. Any hydrant found not to contribute to the significance of the Auxiliary Water</p>	

**TABLE S-1. SUMMARY OF IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE PROJECT, AND 98 FRANKLIN STREET PROJECT – IDENTIFIED IN THE EIR**

Environmental Impacts	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		Supply System could be removed or relocated without diminishing the historic integrity of the district. Furthermore, the project would require the San Francisco Planning Department to coordinate with San Francisco Public Works and adopt San Francisco Public Works Auxiliary Water Supply System contract specifications related to the protection of existing water and Auxiliary Water Supply System facilities during implementation of streetscape and street network improvements under the Hub Plan.	
Impact CUL-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not result in a substantial adverse change to individual built environment resources and/or historic districts, as defined in section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code.	LTS	None required.	NA
Impact CUL-3: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could result in a substantial adverse change in the significance of an individual built environment resource and/or historic district, as defined in section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code, from ground-borne vibration caused by temporary construction activities.	S	See <i>Impact NOI-4</i> for applicable mitigation measures.	LTS
Impact CUL-4. The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could cause a substantial adverse change in the significance of an archaeological resource, as defined in section 15064.5.	S	<b>The Hub Plan and Hub HSD</b> <i>M-CUL-4a: Project-Specific Preliminary Archaeological Review for Projects Involving Soil Disturbance.</i> This archaeological mitigation measure shall apply to any subsequent development project involving any soil-disturbing or soil-improving activities including excavation, utilities installation, grading, soils remediation, or compaction/chemical grouting 2 feet or greater below ground surface, for which no archaeological assessment report has been prepared. Projects to which this mitigation measure applies shall be subject to Preliminary Archaeological Review by the San Francisco Planning Department archaeologist.	LTS

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
Description	The Hub Plan would implement changes to current zoning controls, including changes to height and bulk districts for select sites, to allow more housing, including more affordable housing. Modifications to land use zoning controls would also allow more flexibility for development of nonresidential uses, specifically office, institutional, art, and public uses. The Hub Plan also calls for public realm improvements to streets and alleys within and adjacent to the Hub Plan area, such as sidewalk widening, streetlight upgrades, median realignment, road and vehicular parking reconfiguration, tree planting, and the addition of bulb-outs. The proposed project at 30 Van Ness Avenue includes retention of portions of the existing 75-foot-tall, five-story building and construction of a 45-story building with ground-floor retail space, 11 floors of office space, and approximately 33 floors of residential space. The proposed project at 98 Franklin Street includes demolition of the existing 100-space surface vehicular parking lot and construction of a 31-story residential tower above a five-story podium that would be occupied by new high school facilities for the International High School (grades 9–12 of FAIS).	Buildout according to current land use controls for zoning, height, and bulk specifications as specified in the Market and Octavia Area Plan.	Assumes the same policies, planning code and general plan amendments as with the Hub Plan and Hub HSD, except that this alternative would exclude implementation of the Hub Plan's proposed streetscape and street network improvements.	Modifies the buildout assumptions at the 18 sites identified for height and bulk increases. Requires that all projects involving historic resources conform to the Secretary of the Interior's Standards for Rehabilitation.	No change to existing conditions.	Partial retention of the existing office/retail building and construction of an approximately 11-story building with ground-floor retail space and 10 floors of office space, reaching a height of approximately 150 feet.	No change to existing conditions.	Construction of a 120-foot (10-story) building that includes 54,505 square feet of residential uses, 81,000 square feet of school uses, 23,753 square feet of parking uses, and 3,100 square feet of retail uses.
Ability to Meet Project Sponsor's Objectives	Meets all of the sponsor's objectives.	Would achieve some but not all of the sponsor's objectives but to a lesser extent than the proposed project.	Would achieve most but not all of the sponsor's objectives but to a lesser extent than the proposed project.	Would achieve some but not all of the sponsor's objectives but to a lesser extent than the proposed project.	Would not meet any of the sponsor's objectives.	Would achieve some but not all of the sponsor's objectives but to a lesser extent than the proposed project.	Would not meet any of the sponsor's objectives.	Would achieve some but not all of the sponsor's objectives but to a lesser extent than the proposed project.
<b>Land Use and Planning</b>								
<b>Physical Division of Community</b>	Impact LU-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not physically divide an established community.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Conflict with Land Use Plans</b>	Impact LU-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Land Use</b>	Impact C-LU-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to cumulative land use impacts.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Aesthetics</b>								
<b>Scenic Vista</b>	Impact AE-1: The Hub Plan would not have a substantial adverse effect on a scenic vista.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Conflict with Zoning and Scenic Quality</b>	Impact AE-2: The Hub Plan would not conflict with applicable zoning and other regulations governing scenic quality or substantially damage scenic resources.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Light and Glare</b>	Impact AE-3: The Hub Plan would not create a new source of substantial light or glare in the Hub Plan area that would adversely affect daytime or nighttime views or substantially affect people or properties.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Aesthetics</b>	Impact C-AE-1: The Hub Plan, along with other past, present, and reasonably foreseeable future development, would not make a considerable contribution to any cumulative impact on aesthetics.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Population and Housing</b>								
<b>Population Growth</b>	Impact PH-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not induce substantial unplanned population growth beyond that projected by regional forecasts, either directly or indirectly.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Housing Demand</b>	Impact PH-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not generate housing demand beyond projected housing forecasts.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Replacement Housing</b>	Impact PH-3: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing outside of the Hub Plan area.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Population and Housing</b>	Impact C-PH-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, and, cumulatively, other past, present, and reasonably foreseeable future development, would not make a considerable contribution to any cumulative impact on population or housing.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cultural Resources</b>								
<b>Historical Resources</b>	Impact CUL-1: The Hub Plan could cause a substantial adverse change in the significance of individual built environment resources and/or historic districts, as defined in section 15064.5, including resources listed in articles 10 or 11 of the San Francisco Planning Code.	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (LTS)	NA	NA	NA	NA
<b>Historical Resources</b>	Impact CUL-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not result in a substantial adverse change to individual built environment resources and/or historic districts, as defined in section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

<b>Impacts</b>	<b>Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street</b>	<b>Alternative A: Hub Plan and Hub HSD No Project Alternative</b>	<b>Alternative B: Land Use Plan Only Alternative</b>	<b>Alternative C: Hub Plan Reduced Intensity Alternative</b>	<b>Alternative D: 30 Van Ness Avenue No Project Alternative</b>	<b>Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative</b>	<b>Alternative F: 98 Franklin Street No Project Alternative</b>	<b>Alternative G: 98 Franklin Street Reduced Intensity Alternative</b>
<b>Historical Resources</b>	Impact CUL-3: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could result in a substantial adverse change in the significance of an individual built environment resource and/or historic district, as defined in section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code, from ground-borne vibration caused by temporary construction activities.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Archeological Resources</b>	Impact CUL-4: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could cause a substantial adverse change in the significance of an archaeological resource, as defined in section 15064.5.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Human Remains</b>	Impact CUL-5: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could disturb human remains, including those interred outside of formal cemeteries.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Cumulative Historical Resources</b>	Impact C-CUL-1: The Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in demolition and/or alteration of built environment resources.	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (LTS)	NA	NA	NA	NA
<b>Cumulative Historical Resources</b>	Impact C-CUL-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in demolition and/or alteration of built environment resources.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Archeological Resources</b>	Impact C-CUL-3: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, could result in a significant cumulative impact on archaeological resources and human remains.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Tribal Cultural Resources</b>								
<b>Change in Significance</b>	Impact TCR-1: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could result in a substantial adverse change in the significance of a tribal cultural resource.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Cumulative Tribal Consultation Resources</b>	Impact C-TCR-1: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the city, could result in a significant cumulative impact on tribal cultural resources.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)



**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Transportation and Circulation</b>								
<b>Circulation Interference</b>	Impact TR-1. The Hub Plan would require an extended duration for the construction period and intense construction activity, the secondary effects of which could create potentially hazardous conditions for people walking, bicycling, or driving; interfere with accessibility for people walking or bicycling; or substantially delay public transit.	Less than the proposed Hub Plan. (SU)	Similar to the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	NA	NA	NA	NA
<b>Circulation Interference</b>	Impact TR-2. Construction of the individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not require an extended duration for the construction period or intense construction activity, the secondary effects of which could not create potentially hazardous conditions for people walking, bicycling, or driving; interfere with accessibility for people walking or bicycling; or substantially delay public transit.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>VMT</b>	Impact TR-3. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not cause substantial additional VMT or induced automobile travel.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Driving Hazards</b>	Impact TR-4. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not create major driving hazards.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Transit Delay and Hazards</b>	Impact TR-5. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not substantially delay local or regional transit or create potentially hazardous conditions for public transit providers.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Hazardous Conditions</b>	Impact TR-6. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in hazardous conditions for people walking or otherwise interfere with accessibility for people walking to the project site or adjoining areas.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Hazardous Conditions</b>	Impact TR-7. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in hazardous conditions for people bicycling or otherwise interfere with bicycle accessibility.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Loading</b>	Impact TR-8. The Hub Plan could result in commercial vehicle and passenger loading demand that could not be accommodated off-street or within curbside loading spaces, which could result in potentially hazardous conditions or significant delays for transit, people bicycling, or people walking.	Similar to the proposed Hub Plan. (SU)	Similar to the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	NA	NA	NA	NA
<b>Loading</b>	Impact TR-9. The individual development projects at 30 Van Ness Avenue and 98 Franklin Street would accommodate commercial vehicle and passenger loading demand.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

<b>Impacts</b>	<b>Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street</b>	<b>Alternative A: Hub Plan and Hub HSD No Project Alternative</b>	<b>Alternative B: Land Use Plan Only Alternative</b>	<b>Alternative C: Hub Plan Reduced Intensity Alternative</b>	<b>Alternative D: 30 Van Ness Avenue No Project Alternative</b>	<b>Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative</b>	<b>Alternative F: 98 Franklin Street No Project Alternative</b>	<b>Alternative G: 98 Franklin Street Reduced Intensity Alternative</b>
<b>Parking</b>	Impact TR-10. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in a substantial vehicular parking deficit.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Emergency Access</b>	Impact TR-11. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in inadequate emergency access.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Construction</b>	Impact C-TR-1. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would contribute considerably to significant cumulative construction-related transportation impacts.	Less than the proposed Hub Plan. (SU)	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (SUM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (SUM)
<b>Cumulative VMT</b>	Impact C-TR-2. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not cause substantial additional VMT or substantially induce automobile travel.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Traffic Hazards</b>	Impact C-TR-3. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative impacts related to traffic hazards.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Transit Impacts</b>	Impact C-TR-4. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative transit impacts.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Pedestrians</b>	Impact C-TR-5. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative impacts on people walking.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Bicyclists</b>	Impact C-TR-6. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative bicycle impacts.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Loading</b>	Impact C-TR-7. The Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would contribute considerably to significant cumulative loading impacts.	Similar to the proposed Hub Plan. (SU)	Similar to the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	NA	NA	NA	NA

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Cumulative Loading</b>	Impact C-TR-8. The individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not contribute considerably to significant cumulative loading impacts.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Parking</b>	Impact C-TR-9. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative vehicular parking impacts.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Emergency Access</b>	Impact C-TR-10. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in significant cumulative impacts related to emergency access.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Noise</b>								
<b>Construction Noise</b>	Impact NOI-1. During construction, the Hub Plan would generate a substantial temporary or permanent increase in ambient noise levels in the Hub Plan area in excess of standards.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	NA	NA	NA	NA
<b>Construction Noise</b>	Impact NOI-2. Construction of the individual development projects at 30 Van Ness Avenue and 98 Franklin Street could generate a substantial temporary or permanent increase in ambient noise levels in excess of standards.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Construction Vibration</b>	Impact NOI-3. Construction of the Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would generate excessive ground-borne vibration or ground-borne noise levels.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTSM)	Similar to the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (LTSM)
<b>Operational Noise</b>	Impact NOI-4. During operations, the Hub Plan would result in the generation of a substantial temporary or permanent increase in ambient noise levels in the Hub Plan area in excess of standards.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTSM)	Similar to the proposed Hub Plan. (LTSM)	NA	NA	NA	NA
<b>Operational Noise</b>	Impact NOI-5. Operations of the individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (LTSM)
<b>Cumulative Construction Noise</b>	Impact C-NOI-1. Construction of the Hub Plan and the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, and reasonably foreseeable future projects, would result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (SUM)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (SUM)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

<b>Impacts</b>	<b>Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street</b>	<b>Alternative A: Hub Plan and Hub HSD No Project Alternative</b>	<b>Alternative B: Land Use Plan Only Alternative</b>	<b>Alternative C: Hub Plan Reduced Intensity Alternative</b>	<b>Alternative D: 30 Van Ness Avenue No Project Alternative</b>	<b>Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative</b>	<b>Alternative F: 98 Franklin Street No Project Alternative</b>	<b>Alternative G: 98 Franklin Street Reduced Intensity Alternative</b>
<b>Cumulative Construction Vibration</b>	Impact C-NOI-2. The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in the generation of excessive ground-borne vibration or ground-borne noise levels during construction.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Operational Noise</b>	Impact C-NOI-3. Operation of the Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTSM)	Similar to the proposed Hub Plan. (LTSM)	NA	NA	NA	NA
<b>Cumulative Operational Noise</b>	Impact C-NOI-4. Operation of the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (LTS)
<b>Air Quality</b>								
<b>Conflict with Clean Air Plan</b>	Impact AQ-1. The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue or 98 Franklin Street, would not conflict with or obstruct implementation of the 2017 Clean Air Plan.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed 30 Van Ness Avenue Project. (LTS)	Similar to the proposed 30 Van Ness Avenue Project. (LTS)	Similar to the proposed 98 Franklin Street Project. (LTS)	Similar to the proposed 98 Franklin Street Project. (LTS)
<b>Criteria Air Pollutants</b>	Impact AQ-2. The Hub Plan would not result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	NA	NA	NA	NA
<b>Criteria Air Pollutants</b>	Impact AQ-3. The construction and operation of streetscape and street network improvements proposed as part of the Hub Plan would not result in a cumulatively considerable net increase in criteria pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (NI)	Less than the proposed Hub Plan. (LTS)	NA	NA	NA	NA
<b>Criteria Air Pollutants</b>	Impact AQ-4. During construction, the Hub Plan could result in a cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	NA	NA	NA	NA
<b>Criteria Air Pollutants</b>	Impact AQ-5. During operation, the Hub Plan could result in a cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.	Less than the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	NA	NA	NA	NA

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

<b>Impacts</b>	<b>Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street</b>	<b>Alternative A: Hub Plan and Hub HSD No Project Alternative</b>	<b>Alternative B: Land Use Plan Only Alternative</b>	<b>Alternative C: Hub Plan Reduced Intensity Alternative</b>	<b>Alternative D: 30 Van Ness Avenue No Project Alternative</b>	<b>Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative</b>	<b>Alternative F: 98 Franklin Street No Project Alternative</b>	<b>Alternative G: 98 Franklin Street Reduced Intensity Alternative</b>
<b>Criteria Air Pollutants</b>	Impact AQ-6: During construction or operation, the individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not result in a cumulatively considerable net increase in criteria air pollutant for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>PM<sub>2.5</sub> and TACs</b>	Impact AQ-7: The Hub Plan would result in emissions of fine particulate matter (PM <sub>2.5</sub> ) and toxic air contaminants that could expose sensitive receptors to substantial levels of toxic air contaminants.	Less than the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	NA	NA	NA	NA
<b>PM<sub>2.5</sub> and TACs</b>	Impact AQ-8: Construction and operational activities associated with the streetscape and street network improvements proposed as part of the Hub Plan would not result in emissions of fine particulate matter (PM <sub>2.5</sub> ) and toxic air contaminants that could expose sensitive receptors to substantial levels of toxic air contaminants.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (NI)	Less than the proposed Hub Plan. (LTS)	NA	NA	NA	NA
<b>PM<sub>2.5</sub> and TACs</b>	Impact AQ-9: During construction and operation, the individual development projects at 30 Van Ness Avenue and 98 Franklin Street would result in emissions of fine particulate matter (PM <sub>2.5</sub> ) and toxic air contaminants that could expose sensitive receptors to substantial levels of toxic air contaminants.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Odors</b>	Impact AQ-10: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue or 98 Franklin Street, would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative PM<sub>2.5</sub> and TACs</b>	Impact C-AQ-1: The Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in exposure of sensitive receptors to substantial levels of fine particulate matter (PM <sub>2.5</sub> ) and toxic air contaminants under 2040 cumulative conditions.	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	Less than the proposed Hub Plan. (SUM)	NA	NA	NA	NA
<b>Cumulative PM<sub>2.5</sub> and TACs</b>	Impact C-AQ-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in exposure of sensitive receptors to substantial levels of fine particulate matter (PM <sub>2.5</sub> ) and toxic air contaminants under 2040 cumulative conditions.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Greenhouse Gas Emissions</b>								
<b>Cumulative GHG</b>	Impact C-GG-1: The Hub Plan would generate GHG emissions but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing GHG emissions.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (LTS)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Cumulative GHG</b>	Impact C-GG-2: The Hub Plan's streetscape and street network improvements and the two individual development projects at 30 Van Ness Avenue and 98 Franklin Street would generate GHG emissions but not at levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing GHG emissions.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (LTS)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Wind</b>								
<b>Wind in Outdoor Public Areas</b>	Impact WSI-1: The Hub Plan could create wind hazards in publicly accessible areas with substantial pedestrian use.	Less than the proposed Hub Plan. (LTSM)	Same as the proposed Hub Plan. (LTSM)	Similar to the proposed Hub Plan. (LTSM)	NA	NA	NA	NA
<b>Wind in Outdoor Public Areas</b>	Impact WI-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not create wind hazards in publicly accessible areas with substantial pedestrian use.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Cumulative Wind in Outdoor Public Areas</b>	Impact C-WI-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in cumulatively considerable wind impacts.	Less than the proposed Hub Plan. (SUM)	Same as the proposed Hub Plan. (SUM)	Similar to the proposed Hub Plan. (SUM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Similar to the proposed 30 Van Ness Avenue Project. (SUM)	Less than the proposed 98 Franklin Street Project. (NI)	Similar to the proposed 98 Franklin Street Project. (SUM)
<b>Shadow</b>								
<b>Outdoor Public Areas</b>	Impact SH-1: The Hub Plan would create new shadow that would substantially and adversely affect the use and enjoyment of publicly accessible open spaces.	Similar to the proposed Hub Plan. (SU)	Same as the proposed Hub Plan. (SU)	Less than the proposed Hub Plan. (SU)	NA	NA	NA	NA
<b>Outdoor Public Areas</b>	Impact SH-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street would not create new shadow that would substantially and adversely affect the use and enjoyment of publicly accessible open spaces.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Outdoor Public Areas</b>	Impact C-SH-1: The Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in cumulatively considerable shadow impacts.	Similar to the proposed Hub Plan. (SU)	Same as the proposed Hub Plan. (SU)	Less than the proposed Hub Plan. (SU)	NA	NA	NA	NA
<b>Cumulative Outdoor Public Areas</b>	Impact C-SH-2: The individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable projects in the vicinity, would not result in cumulatively considerable shadow impacts.	NA	NA	NA	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Recreation</b>								
<b>Use of Facilities</b>	Impact RE-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would increase the use of existing parks and recreational facilities but would not result in substantial deterioration or physical degradation of such facilities or adverse physical environmental effects from development of new recreational facilities.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)



**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

<b>Impacts</b>	<b>Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street</b>	<b>Alternative A: Hub Plan and Hub HSD No Project Alternative</b>	<b>Alternative B: Land Use Plan Only Alternative</b>	<b>Alternative C: Hub Plan Reduced Intensity Alternative</b>	<b>Alternative D: 30 Van Ness Avenue No Project Alternative</b>	<b>Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative</b>	<b>Alternative F: 98 Franklin Street No Project Alternative</b>	<b>Alternative G: 98 Franklin Street Reduced Intensity Alternative</b>
<b>Cumulative Recreation Impacts</b>	Impact C-RE-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, or reasonably foreseeable projects, would not result in a considerable contribution to cumulative impacts on recreational resources.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Utilities and Service Systems</b>								
<b>Water Supply</b>	Impact UT-1: Adequate water supplies are available to serve the Hub Plan, the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, and reasonably foreseeable future development in normal, dry, and multiple dry years, unless the Bay-Delta Plan Amendment is implemented; in that event, the SFPUC would develop new or expanded water supply facilities to address shortfalls in single and multiple dry years, which would occur with or without implementation of the Hub Plan. Impacts related to new or expanded water supply facilities cannot be identified at this time, and such facilities cannot be implemented in the near term. The SFPUC would address supply shortfalls through increased rationing, which could result in significant cumulative effects. However, the Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not make a considerable contribution to impacts from increased rationing.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Expansion of Utilities</b>	Impact UT-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not require or result in the relocation, expansion, or construction of new wastewater treatment, stormwater, electric power, natural gas, or telecommunication facilities, or exceed capacity of the wastewater treatment provider when combined with other commitments.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Solid Waste</b>	Impact UT-3: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure, and comply with federal, state, and local management and reduction statutes and regulations related to solid waste.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Utilities</b>	Impact C-UT-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute to cumulative impacts on utilities and services.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Public Services</b>								
<b>Demand for Services</b>	Impact PS-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would increase the demand for police service or fire protection service but not to such an extent that construction of new or expanded facilities would be required.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Schools</b>	Impact PS-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not directly or indirectly generate school students and increase enrollment in public schools such that new or physically altered facilities would be required.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Public Services</b>	Impact C-PS-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to cumulative impacts on police, fire, and school district services such that new or physically altered facilities, the construction of which could cause significant environmental impacts, would be required in order to maintain acceptable levels of service.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Biological Resources</b>								
<b>Sensitive Species</b>	Impact BI-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.	Less than the proposed Hub Plan. (LTSM)	Similar to the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Migration</b>	Impact BI-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Conflict with Existing Policies</b>	Impact BI-3: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Cumulative Biological Resources</b>	Impact C-BI-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, or reasonably foreseeable projects, would not result in a considerable contribution to cumulative impacts on biological resources.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Geology and Soils</b>								
<b>Surface Fault Rupture</b>	Impact GE-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not be subject to the effects of surface fault rupture.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Seismic Ground Shaking</b>	Impact GE-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death, involving strong seismic ground shaking.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Ground Failure</b>	Impact GE-3: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not directly or indirectly cause seismically induced ground failure, including liquefaction, earthquake-induced settlement, or landslides.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Erosion</b>	Impact GE-4: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in substantial erosion or loss of topsoil.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Geologic Unit/Unstable Soil</b>	Impact GE-5: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not be located on a geologic unit or soil that is unstable or that could become unstable as a result of the project.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Expansive Soils</b>	Impact GE-6: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not create substantial risks to life or property as a result of location on expansive soils.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Paleontological Resources</b>	Impact GE-7: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, could directly or indirectly destroy a unique paleontological resource or site or geological feature.	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed Hub Plan. (LTSM)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTSM)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTSM)
<b>Cumulative Geology and Soils</b>	Impact C-GE-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, and reasonably foreseeable future projects, would not result in a considerable contribution to cumulative impacts related to geology, soils, seismicity, and paleontological resources.	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Hydrology and Water Quality</b>								
<b>Water Quality Control Plan</b>	Impact HY-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality and would not conflict with or obstruct implementation of a water quality control plan.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Groundwater</b>	Impact HY-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin or conflict with or obstruct implementation of a sustainable groundwater management plan.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Drainage</b>	Impact HY-3: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation onsite or offsite.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Drainage</b>	Impact HY-4: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, or substantially increase the rate or amount of surface runoff in manner that would result in flooding onsite or offsite.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Drainage</b>	Impact HY-5: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street and, would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Flooding</b>	Impact HY-6: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not impede or redirect floodflows.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Hydrology</b>	Impact C-HY-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not contribute considerably to cumulative impacts on hydrology and water quality	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

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Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Hazards and Hazardous Materials</b>								
<b>Transit and Disposal</b>	Impact HZ-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not create a significant hazard for the public or the environment through the routine transport, use, or disposal of hazardous materials.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Upset and Accidental Conditions</b>	Impact HZ-2: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not create a significant hazard for the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In addition, development under the Hub Plan, as well as the individual development projects, could occur on the site(s) identified on the list of hazardous materials sites compiled pursuant to Government Code section 65962.5 but compliance with regulations would ensure that impacts remain less than significant.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Building Materials</b>	Impact HZ-3: The Hub Plan, as well as the individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not expose workers and the public to hazardous building materials, including asbestos-containing materials, lead-based paint, polychlorinated biphenyls, bis(2-ethylhexyl) phthalate, and mercury, during demolition and building removal or result in a release of these materials into the environment during construction.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Schools</b>	Impact HZ-4: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Emergency Response</b>	Impact HZ-5: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Hazards</b>	Impact C-HZ-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, and reasonably foreseeable future development, would not make a considerable contribution to any cumulative impact related to hazards and hazardous materials.	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)

**TABLE S-3. COMPARISON OF THE ENVIRONMENTAL IMPACTS OF THE HUB PLAN, 30 VAN NESS AVENUE, AND 98 FRANKLIN STREET TO IMPACTS OF ALTERNATIVES**

Impacts	Proposed Project: Hub Plan, 30 Van Ness Avenue, and 98 Franklin Street	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Energy</b>								
<b>Construction and Operation</b>	Impact EN-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation; or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Cumulative Energy</b>	Impact C-EN-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, or reasonably foreseeable projects, would not result in a considerable contribution to cumulative impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency.	Less than the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Similar to the proposed Hub Plan. (LTS)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (LTS)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (LTS)
<b>Agriculture and Forestry Resources</b>								
<b>Agriculture and Forestry</b>	Impact AG-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, would not (a) convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance; (b) conflict with existing zones for agricultural use or a Williamson Act contract; (c) conflict with existing zoning for, or cause rezoning of, forestland or timberland; (d) result in the loss of forestland or conservation of forestland to non-forest use; or (e) involve other changes in the existing environment that, because of their location or nature, could result in the conversion of Farmland to non-agricultural use or forestland to non-forest use.	Less than the proposed Hub Plan. (NI)	Similar to the proposed Hub Plan. (NI)	Similar to the proposed Hub Plan. (NI)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (NI)
<b>Cumulative Agriculture and Forestry</b>	Impact C-AG-1: The Hub Plan, as well as individual development projects at 30 Van Ness Avenue and 98 Franklin Street, in combination with other past, present, or reasonably foreseeable projects, would not result in impacts on agriculture and forestry resources.	Less than the proposed Hub Plan. (NI)	Similar to the proposed Hub Plan. (NI)	Similar to the proposed Hub Plan. (NI)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 30 Van Ness Avenue Project. (NI)	Less than the proposed 98 Franklin Street Project. (NI)	Less than the proposed 98 Franklin Street Project. (NI)

Legend: NI = No Impact; LTS = Less than significant impact, no mitigation required; S = Significant; SU = Significant and unavoidable impact, no feasible mitigation; SUM = Significant and unavoidable impact after mitigation; NA = Not Applicable



TABLE 5-6. SUMMARY OF ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Objectives	The Hub Plan and Hub HSD	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Hub Plan Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	30 Van Ness Avenue Proposed Project	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	98 Franklin Street Proposed Project	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>Hub Plan Objectives</b>										
Create a vibrant mixed-use neighborhood.	Yes	Partially due to reduction in development intensity	Yes	Partially due to reduction in development intensity	NA	NA	NA	NA	NA	NA
Maintain a strong preference for housing as a desired use.	Yes	Partially due to reduction in development intensity	Yes	Partially due to reduction in development intensity	NA	NA	NA	NA	NA	NA
Encourage residential towers on selected sites.	Yes	Partially due to reduction in development intensity	Yes	Yes	NA	NA	NA	NA	NA	NA
Establish a functional, attractive, and well-integrated system of public streets and open spaces.	Yes	No	No	Yes	NA	NA	NA	NA	NA	NA
Reconfigure major streets and intersections to make them safer for people walking, bicycling, and driving.	Yes	No	No	Yes	NA	NA	NA	NA	NA	NA
Take advantage of opportunities to create public spaces.	Yes	No	No	Yes	NA	NA	NA	NA	NA	NA
<b>Hub HSD Objectives</b>										
To allow for ministerial approval of housing projects in the Hub Plan area.	Yes	No	Yes	Yes	NA	NA	NA	NA	NA	NA
To streamline environmental review of housing projects in the Hub Plan area.	Yes	No	Yes	Yes	NA	NA	NA	NA	NA	NA

TABLE 5-6. SUMMARY OF ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Objectives	The Hub Plan and Hub HSD	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Hub Plan Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	30 Van Ness Avenue Proposed Project	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	98 Franklin Street Proposed Project	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
<b>30 Van Ness Avenue Project Objectives</b>										
Create a high-density, mixed-use development that takes advantage of a prominent downtown location along routes for people riding public transit, people walking, and people bicycling by providing a range of residential unit types, office space, and neighborhood-serving retail.	NA	NA	NA	NA	Yes	No	No	NA	NA	NA
Contribute to implementation of the general plan housing element goals for affordable housing by constructing a high-density, mixed-use project, including sufficient office use, which would support the creation of affordable units.	NA	NA	NA	NA	Yes	No	No	NA	NA	NA
Transform the intersection of Market Street and Van Ness Avenue by creating an engaging and vibrant street level that offers a mix of retail uses that enlivens the area through a mix of day and nighttime uses within the project site.	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity	NA	NA	NA

**TABLE 5-6. SUMMARY OF ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES**

Objectives	The Hub Plan and Hub HSD	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Hub Plan Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	30 Van Ness Avenue Proposed Project	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	98 Franklin Street Proposed Project	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
Develop an underused site, connecting the Civic Center, Mid-Market, and Hayes Valley neighborhoods.	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity	NA	NA	NA
Create a modern, creative, functional workplace environment that attracts office tenants and a residential tower design that maximizes views for residents.	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity	NA	NA	NA
Provide adequate vehicular parking and vehicular and (commercial and passenger) loading access to serve the needs of the project and its visitors.	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity	NA	NA	NA
<b>98 Franklin Street Project Objectives</b>										
Develop a new high school building for the International High School (grades 9–12 of FAIS) in proximity to FAIS's other campus buildings near the intersection of Franklin and Oak streets in San Francisco's Downtown/Civic Center neighborhood and in proximity to public transportation facilities.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Yes

**TABLE 5-6. SUMMARY OF ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES**

Objectives	The Hub Plan and Hub HSD	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Hub Plan Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	30 Van Ness Avenue Proposed Project	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	98 Franklin Street Proposed Project	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
Replace an underutilized site with a vibrant mixed-use development, including an educational institution of long standing in the city.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity
Leverage the value of the 98 Franklin Street property by partnering with a residential developer to build housing in the air space above the school.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity
Develop a project that enhances the larger community and generally conforms to the objectives and policies of the Hub Plan.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity
Assist FAIS's efforts to develop a new building for the International High School on the lower five floors of the proposed building.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Yes
Increase the supply of housing near the Van Ness Avenue and Market Street intersection.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity

TABLE 5-6. SUMMARY OF ABILITY OF ALTERNATIVES TO MEET PROJECT OBJECTIVES

Objectives	The Hub Plan and Hub HSD	Alternative A: Hub Plan and Hub HSD No Project Alternative	Alternative B: Hub Plan Land Use Plan Only Alternative	Alternative C: Hub Plan Reduced Intensity Alternative	30 Van Ness Avenue Proposed Project	Alternative D: 30 Van Ness Avenue No Project Alternative	Alternative E: 30 Van Ness Avenue Reduced Intensity Alternative	98 Franklin Street Proposed Project	Alternative F: 98 Franklin Street No Project Alternative	Alternative G: 98 Franklin Street Reduced Intensity Alternative
Construct a substantial number of dwelling units, with 18 percent to be affordable for lower-income residents, to contribute to implementation of the general plan housing element goals and the Association of Bay Area Governments' Regional Housing Needs Allocation for the city.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity
Create a mixed-use project that is generally consistent with the land use, housing, open space, and other objectives and policies of the Hub Plan.	NA	NA	NA	NA	NA	NA	NA	Yes	No	Partially due to reduction in development intensity