SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Market and Octavia Area Plan Amendments Packet

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I. EXECUTIVE SUMMARY MEMO

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Executive Summary
General Plan, Planning Code, Business and Tax Regulations Code, Map Amendment Initiation
HEARING DATE: FEBRUARY 13, 2020

Project Name:	**Market and Octavia Area Plan Amendments**
Case Number:	**2015-000940GPAPCAPCAMAP**
Staff Contact:	**Lily Langlois, Principal Planner**
	Lily.Langlois@sfgov.org, 575-9083
Reviewed by:	Joshua Switzky, Land Use and Community Planning Program Manager
	Joshua.switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate and Schedule for Adoption on or after March 12, 2020**

The action before this Commission is initiation of the legislation described below, and contained in the rest of this packet. Initiation does not involve a decision on the substance of the amendments to the General Plan, Planning Code, Business and Tax Regulations Code, and Zoning Map; it merely begins the required 20-day notice period, after which the Commission may hold a hearing and take action on the proposed amendments.

SUMMARY

The San Francisco Planning Department is seeking to amend the Market and Octavia Area Plan, an area plan that was adopted in 2008. The proposed amendments are the result of a multi-year public and cooperative interagency planning process that began in 2016. The overall Market and Octavia Area Plan includes the general area within a short walking distance of Market Street between the Van Ness Avenue and Church Street Muni stations and along the new Octavia Boulevard that replaced the Central Freeway. The area known as "the Hub", which was a key sub-area of the Market and Octavia Area Plan, was envisioned as a "vibrant new mixed-use neighborhood" with several thousand new housing units and a transformation of the streets and open spaces to support the new population. Numerous policies and zoning actions in the adopted Market and Octavia Area Plan support this vision including the creation of the Van Ness and Market Downtown Residential Special Use District (SUD) which facilitates the development of a transit-oriented, high-density, residential development around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue. This vision for the Hub area enabled by the Market and Octavia Area Plan is slowly being realized with several development projects already been built or currently under construction and major infrastructure projects identified in the area plan, such as Van Ness BRT, are under construction.

The currently proposed Market and Octavia Area Plan Amendments seek to amend the existing Market and Octavia Area Plan to generate more housing and affordable housing units, to develop and coordinate designs for streets and alleys and to update the Market and Octavia Community Improvements Neighborhood program with specific infrastructure projects in the Hub area.

This Plan amendment package consists of several actions. These include adoption of amendments to the General Plan, Planning Code, Business and Tax Regulations Code, and Zoning Map. Together with actions related to certification of the Final Environmental Impact Report and adoption of CEQA findings, these actions will constitute the Commission's approval of the amendment to the Market and Octavia Area Plan.

Prior to scheduling a hearing for the Commission to consider approving the General Plan, Planning Code, Business and Tax Regulations Code and Zoning Map amendments, the Commission must act to "initiate" these amendments. The initiation action allows for the scheduling of a hearing to consider adoption of these amendments and for the Planning Department to provide the necessary public notification of the adoption hearing. If the Planning Commission approves the Resolutions of Intent on February 13, 2020, the Department would subsequently provide public notice for a public hearing on the proposed amendments on or after March 12, 2020.

PRELIMINARY STAFF RECOMMENDATION

The Department recommends adoption of the draft Resolutions of Intent to initiate proposed amendments to the General Plan, Planning Code, Business and Tax Regulations Code and Zoning Maps for consideration on or after March 12, 2019.

PLAN BACKGROUND

In 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The area known as "the Hub" [1], which was a key sub-area of the Market and Octavia Area Plan, was envisioned as a "vibrant new mixed-use neighborhood" with several thousand new housing units and a transformation of the streets and open spaces to support the new population. Numerous policies and zoning actions in the adopted Market and Octavia Area Plan support this vision including the creation of the Van Ness and Market Downtown Residential Special Use District (SUD) which facilitates the development of a transit-oriented, high-density, residential development around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness.

While the Market and Octavia Area Plan established a new framework for development, the Planning Department didn't receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted), largely due to the Great Recession. In 2016, the Planning Department initiated a community planning process to re-look at the area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia Community Improvements Neighborhood program with specific infrastructure projects in the Hub area.

The zoning currently in effect for the area facilitates a major transformation of the area, accommodating approximately 8,070 new housing units and up to 728 million dollars in direct public benefits for the City. The proposed zoning changes could allow for up to 9,710 new housing units and up to 958 million dollars

[1] The Market and Octavia Area Plan referred to this area as "SoMa West." The "Hub" is the historic name for this area from the 1880s through the 1950s, because no fewer than four streetcar lines converged there. Many businesses in the area used the word "Hub" in their naming. To avoid confusion with the Western SoMa Area Plan adopted subsequently in 2013 and to reflect the historic name for this neighborhood, the Plan Amendment revives the name "Hub" and changes it in the Market and Octavia Area Plan.

in public benefits for the City. Thus, the proposed height increases on 18 sites would generate an additional 1,640 housing units and an additional 235 million dollars in public benefits.

When the Market and Octavia Area Plan was adopted in 2008, the legislation included the creation of new area plan impact fees that would be used to fund affordable housing and new infrastructure. In addition to the area plan-wide impact fees, an additional impact fee was established for the Van Ness and Market Downtown Residential Special Use District (SUD). The Hub area is unique in that it has four discrete area plan impact fees that generate funding for affordable housing and other infrastructure projects. These fees are in addition to the citywide inclusionary housing requirements and other fees, including the Transportation Sustainability Fee (TSF). The two additional impact fees for affordable housing, added on top of the inclusionary housing requirements, mean that housing projects in the Hub area have substantially higher affordable housing requirements than any other areas of the City,

Amending the Market and Octavia Area Plan to allow additional height on 18 sites would result in the following:

- An additional 1,640 housing units
- An additional 434 affordable units
- Up to 2,200 affordable units created or funded by development in the plan area
- 958M in public benefits including funding for affordable housing, streets, alleys, transit, parks and open spaces, schools and childcare.

The Planning Department commenced the California Environmental Quality Act (CEQA) process in October 2017 and released the Draft Environmental Impact Report in July 2019.

The planning process has included robust community engagement and public input, including large public open houses; hearings at the Planning Commission and the Historic Preservation Commission, close coordination with multiple City agencies; and many meetings with neighborhoods groups and other community stakeholders.

PLAN ELEMENTS

This section discusses the information contained in the packet, including the key documents whose adoption or approval will constitute amendments to the Market and Octavia Area Plan, as well as supplemental information to help convey the proposed changes. Parts II, III, VI and V of this packet discuss the General Plan, Planning Code, Business and Tax Regulations Code and Zoning Map Amendment ordinances, respectively. These are before the Commission for initiation, which would enable the scheduling of a hearing to consider their approval. Part VI of this packet includes Supplemental Information to help inform decision makers and stakeholders.

The content of each section is briefly described below:

(I) General Plan Amendments

The primary General Plan Amendment proposed is an amendment to the Market and Octavia Area Plan, adopted in 2008. The Amendments include new policies pertaining to racial and social equity, sustainability and climate resilience, tenant protections and housing for families with children. The amendments including update the name of the neighborhood from "SoMa West" to "the Hub". The Amendments also include general revisions to accurately reflect updated and/or completed projects. The General Plan Amendments include various map updates and text amendments to the Market and Octavia Area Plan to reflect the specifics of this amendment to the Market and Octavia Area Plan. There are also

conforming amendments to the Housing Element and the Arts Element, which include encouragement of ground floor non-profit arts and policies to promote housing for families with children. The draft Resolution of Intent to Initiate and proposed General Plan ordinance are included in Exhibit II.

(II) Planning Code Amendments

The primary regulatory changes proposed in the Plan are reflected in proposed amendments to the Planning Code and include changes to controls related to land use, parking, non-residential controls, building mass, parking, and use of impact fees. The draft Resolution of Intent to Initiate, and proposed Planning Code ordinance, and are included in Exhibit III.

(III) Planning Code and Business and Tax Regulation Code Amendments

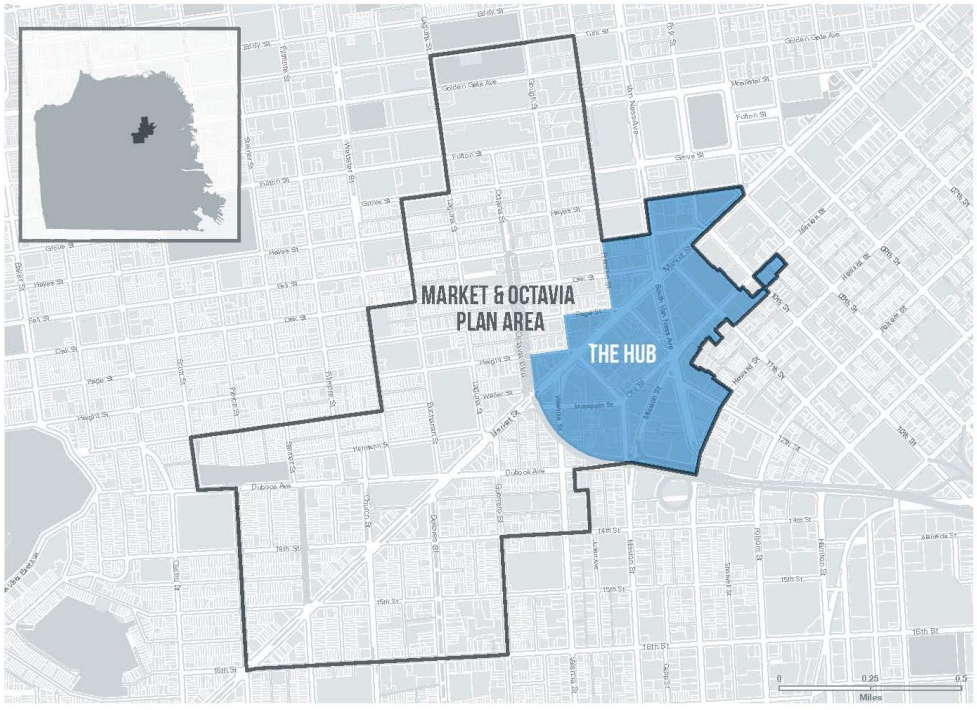
The primary regulatory change would amend the Business and Tax Regulation Code and create a new Planning Code Section, 344, establishing the Hub Housing Sustainability District (Hub HSD). The draft Resolution of Intent to Initiate and proposed Zoning Map ordinance are included in Exhibit IV.

(IV) Zoning Map Amendments

The Zoning Map amendments reclassify properties as necessary throughout the Plan area to enable application of the Plan's policies via the Planning Code controls. The amendments include changes to the Zoning Use District Maps, the Special Use District Maps and the Height and Bulk Districts Map. The draft Resolution of Intent to Initiate, and proposed Zoning Map ordinance are included in Exhibit V.

PLAN AREA

The Hub shown in blue falls within the Market and Octavia Area Plan boundary and covers the eastern-most portions of the Market and Octavia Area Plan.



General Plan Amendment

The proposed Ordinance would amend the Market and Octavia Area Plan and would make conforming amendments to the Housing Element and the Arts Element.

The key General Plan amendments to the Market and Octavia Area Plan include but are not limited to the following:

- Racial and Social Equity:
  - Incorporates a policy to apply a racial and social equity lens to decision making within land use planning processes.
- Land Use and Urban Form:
  - Update the purpose and related policies of the Van Ness and Market Special Use District (SUD) to emphasize and incorporate uses that are neighborhood serving and accessible to sustainable transportation.
  - Add 'arts organizations' to the policy as an institution to be preserved and enhanced in the plan area.
  - Update Land Use Districts map and Height Districts map to reflect the changes are described in this case report.
- Housing:
  - Incorporate policy direction that promotes housing for families with children
  - Amend an existing policy to incorporate language on tenant protections
- Sustainability and Climate Resilience:
  - Incorporate various policy direction that supports sustainability and climate resilience such as air quality, biodiversity, energy efficiency, water conservation, and zero waste.
- Historic Preservation:
  - As previously written, the objective referred only to landmarks locally designated under Article 10 of the Planning Code and buildings that are formally listed in the California and National Registers. The objective has been revised to also refer to buildings identified under Article 11 of the Planning Code and buildings that have been determined eligible for listing in the California and National Registers.
- Streets and Open Spaces:
  - Update policies to reflect the conceptual designs from the Hub Public Realm Plan.
- Area name:
  - Update the name of this area. The Market and Octavia Area Plan referred to this area as "SoMa West." The "Hub" is the historic name for this area. To avoid confusion with the Western SoMa Area Plan adopted subsequently in 2013 and to reflect the historic name for this neighborhood, the Plan Amendment revives the name "Hub" and changes it in the Market and Octavia Area Plan.
- Maps:
  - Map 1: Amend map with generalized land use districts
  - Map 3: Amend map with generalized maximum height districts
  - Map 4a: Amend map with most recent historic resource information for the Market and Octavia Plan area.
  - All maps: update with the Market and Octavia Area Plan boundary.

The key General Plan amendment for the Arts Element includes the following:

- Incorporate policy to encourage non-profits arts on the ground floor as avenues to the creative life and vitality of San Francisco

The key General Plan amendments for the Housing Element includes the following:

- Incorporate and update policies that promote housing for families with children in new and existing housing

For a complete list of the proposed General Plan amendments, see Exhibit VI-4 Summary of Revisions – General Plan.

PLANNING CODE AMENDMENT

The proposed Ordinance would amend the Planning Code to give effect to the Market and Octavia Area Plan Amendment.

The following are highlights of key planning code changes, organized by topic. For a detailed section-by-section explanation of the proposed amendments, see Exhibit VI-5 Summary of Revisions – Planning Code.

Area Name

In Section 249.22 (and throughout as needed locations), the name of the Special Use District (SUD) is proposed to remove "Downtown" from the name to read as Van Ness & Market Residential Special Use District. This is intended to clarify this neighborhood is distinct from downtown both in its character, the types of uses and the geographic location.

Neighborhood-Supporting Uses

Per Market and Octavia Area Plan 1.1.4, "As Soma West evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood serving uses to support an increasing residential population". As such, planning code amendments are proposed to reflect this intention.

To retain the essence of the NCT-3 controls and to support local, affordable and community serving retail, Section 249.33 would be amended to require a conditional use authorization for retail use sizes over 6,000 sq/ft and for formula retail uses. In addition, micro retail would be required in new development on certain lots.

Residential Orientation

To ensure that the primary land use in the area is residential, the Van Ness & Market Residential Special Use District would require a ratio of 3 sq/ft of residential uses to 1 sq/ft of non-residential uses. The dwelling unit mix requirements in the NCT-3 zoning districts would be carried over and applied to the entire area to provide more two- and three-bedroom units.

Parking

To minimize the amount of personal automobile trips and encourage active means of transportation, the Van Ness & Market Residential Special Use District would limit the amount of off-street parking allowed in this area.

Living Roofs

Per Market and Octavia Area Plan Objective 3.2 "Enhance environmental sustainability through building design". The proposal would expand the existing living roof requirements for certain parcels.

Building Massing and Setback

The Plan conforms with the Urban Design Element and the Market and Octavia Area Plan through a number of zoning strategies. Per Section 249.33, lot coverage controls are updated so that projects would only be allowed 80% lot coverage for all floors containing residential uses. This is to ensure that projects provide open space and to reduce building mass. Height controls on alleys outlined in Planning Code Section 261.1 would continue to apply to those parcels that are currently zoned NCT-3. In addition, to ensure building forms that reflect the height proposal and conform with the plan's design and policy objectives, projects would be allowed to seek certain exceptions outlined in Planning Code Section 270 (f)(1).

Public Benefits

The Plan proposes to update the Market and Octavia Community Improvements Neighborhood program and the Planning Code with specific infrastructure projects in the Hub area that have been identified through the community planning process and included in the Market and Octavia Area Plan: Hub Public Benefits Document. The Plan proposes to expand the boundary in which impact fee money can be spent to serve more people and to provide additional flexibility for the location of certain infrastructure projects including new childcare centers and parks. The Plan proposes to allow projects the option of providing in-kind improvements and receiving a fee-wavier for the Transportation Sustainability Fee (TSF) from the MTA Board. The Plan also proposes to allow projects to receive in-kind credit for the area plan affordable housing impact fees through additional provision of on-site units if they voluntary choose to exceed the required amount. This strategy encourages the provision of on-site affordable units.

Process

The Plan also provides additional exceptions to requirements that could be granted by the Planning Commission as part of the 309 approval process. These exceptions include but are not limited to micro-retail, height and bulk, and minimum dwelling mix.

PLANNING CODE AND BUSINESS AND TAX REGULATION CODE AMENDMENTS

The proposed Ordinance would amend the Business and Tax Regulations Code and create a new Planning Code Section, 344, establishing the Hub Housing Sustainability District (Hub HSD). The proposed HSD would meet all requirements of AB 73, the state law adopted in 2017 enabling the creation of Housing Sustainability Districts, including specifying eligibility requirements for projects wishing to participate in the Hub HSD and establishing procedures for application, review, and approval. Eligible housing projects in the Hub HSD would be offered a ministerial approval process. The HSD would apply to parcels up to 120' in height and would not apply to any projects seeking discretionary approval by the Planning Commission.

ZONING MAP AMENDMENT

The proposed Ordinance would amend the Zoning Use District Maps, the Height and Bulk District Maps and Special Use Districts Maps of the Planning Code consistent with the Market and Octavia Area Plan Amendment.

The following is a summary of the proposed changes:

Zoning

The Planning Department is proposing to expand the boundary of the Van Ness & Market Special Use District (SUD) and modify the zoning within the SUD boundary to create consistent land use controls and fee requirements across the area. This amendment would generally reclassify areas in the Plan area currently zoned NCT-3 (Moderate-Scale Neighborhood Commercial Transit District) to C-3-G (Downtown General Commercial). This amendment would also rezone some publicly owned parcels from NCT-3 to P. For further details, see Exhibit V-3 Zoning Districts Maps (Existing and Proposed).

Height and Bulk Districts

This plan amendment would establish maximum height and bulk limits on 18 sites within the Van Ness & Market Special Use District. The maximum height districts would be represented after the double slash (//). These maximum height districts could be granted by the Planning Commission as part of the 309 approval process. For further details, see Exhibit V-4 Height and Bulk Districts Maps (Existing and Proposed).

Special Use District

Currently the Van Ness and Market Special Use District covers all parcels zoned C-3-G. Under the proposal, the Van Ness and Market Special Use District would be expanded to include all parcels in the Hub area including those that are currently zoned NCT-3. For further details, see Exhibit V-5 Special Use Districts Maps (Existing and Proposed).

ISSUES AND CONSIDERATIONS

Racial and Social Equity Analysis

Understanding the benefits, burdens and opportunities to advance racial and social equity that proposed Planning Code and Zoning Map amendments provide is part of the Department's Racial and Social Equity Initiative. This is also consistent with the Mayor's Citywide Strategic Initiatives for equity and accountability and with the forthcoming Office of Racial Equity, which will require all Departments to conduct this analysis.

The Department completed a racial and social equity assessment for this project. The assessment begins with an attempt to gain a better understanding of the existing racial and social disparities, understanding who benefits from and who might be burdened by the project, and finally identifying strategies to advance racial and social equity.

As a key step in the racial and social equity assessment process, the following equity goals were established:

- Decrease displacement risk of low income, people of color and other vulnerable populations;
- Decrease displacement risk of small businesses in and adjacent to the Hub;
- Increase affordable housing options for low income residents and communities of color;
- Ensure sidewalks are comfortable and safe for everyone;

- Program impact fee money with an equity lens and engage vulnerable populations in the process to ensure that they benefit from investment and opportunities.

The benefits of government policies, programs, and plans have historically been unevenly distributed—generally away from people of color and other historically marginalized groups. As the City seeks to improve equity outcomes for people of color and other vulnerable populations, government action may result in a shift of the distribution of benefits to a larger proportion of its residents and businesses.

As is often the case with equity assessments, the answers for addressing racial and social inequities are complex and cannot be addressed by a single policy, project, or approach. This does not mean that we should not pursue policies that broadly address city objectives (e.g. building more housing, making streets safer, etc.), but rather that we craft regulatory and programmatic changes to more equitably benefit households with lower incomes and households of color.

The table below outlines the benefits and potential burdens from the project. In addition, during the community planning process, additional community concerns have been raised and are included in this assessment.

	DESCRIPTION
ANTICEPATED BENEFITS	▪ More housing near major local and regional transit lines, providing access to jobs, amenities, and opportunities
	▪ Significant new housing to improve the city's job-housing ratio and fit without increasing the number of workers, and absorbing some housing demand from adjacent neighborhoods facing pressures
	▪ Significant number of new affordable housing units and money for affordable housing for the City, maximizing the legally allowed requirements
	▪ Improved streets and alleys, improved safety for people to walk and bike.
	▪ New and improved open space and recreational amenities.
	▪ No direct loss of existing housing units.
POTENTIAL BURDENS	▪ Potential modest loss of retail and industrial jobs
	▪ Over time, risk of small businesses displacement and turnover due to changing demographics and new retail demands.
	▪ Displacement of homeless individuals due to new population tolerance for encampments.
ADDITIONAL COMMUNITITY CONCERNS	▪ Concerns that ground floor uses may not be neighborhood serving.
	▪ Concerns that the design of new buildings, could be uninviting to a diverse population.
	▪ Concerns that new market rate housing could add to gentrification pressures in adjacent neighborhoods.

The Market and Octavia Area Plan Amendment has a relatively broad focus that touches many topic areas including housing, transportation, the public realm including streets and open spaces, economic development and community stabilization. Many of these topics are interconnected and have broader citywide and even regional implications. Thus, strategies need to be coordinated at a local and regional level with relevant city agencies and community members to accentuate the benefits and mitigate the burdens to the greatest extend possible.

In addition to the strategies provided below, additional strategies including the Planning Department's broader Racial & Social Equity Initiative, Community Stabilization Initiative, and the City's Cultural Districts Program are applicable to the Hub neighborhood.

	DESCRIPTION
STRATEGIES TO MITIGATE BURDENS	▪ Build more housing, including affordable housing.
	▪ Limit direct displacement by not increasing heights on sites with existing housing.
	▪ Expand boundary in which impact fee money can be spent to serve a larger population including low income residents and communities of color in adjacent neighborhoods.
	▪ Work with private development to conduct outreach to better reach low income residents and communities of color
	▪ Harness existing city programs around housing and small business protection, preservation and production.
	▪ Transition potential homeless encampments with support from the Department of Homelessness and Supportive Housing (HSH).
	▪ Add a new policy in the Market and Octavia Area Plan to apply a racial and social equity lens to future planning decisions.

Monitoring of government programs, policies, and processes using a consistent set of metrics is a critical element in advancing racial and social equity. There are several existing monitoring processes in place to evaluate housing production and residential and commercial displacement trends. These are helpful resources to understand and track both citywide and neighborhood trends around these topics. The Interagency Plan Implementation Committee (IPIC) produces an annual report that provides a snapshot of certain area plans including impact fee projections and a summary of how impact fee money is spent. This is a resource that could be used to understand and track how impact fee money is being spent in communities of color. Most relevant to the Hub area, the City produces a 5-year monitoring report of the Market and Octavia Area Plan. The report covers office and retail development and employment trends; housing production and conversion trends; affordable housing; and project entitlement requirements and fees. Additional demographic and business trends related to displacement could be included in this monitoring report.

The table below summarizes specific monitoring elements that could be used to address the five racial and social equity goals that have been established for this project.

EQUITY GOAL	Monitoring Element
Decrease displacement risk of low income, people of color and other vulnerable populations.	Track neighborhood demographics, specifically the black, native American/American Indian, Latino, and Asian population such as such as Filipino, Samoan, and Vietnamese among other groups. [2] Track other vulnerable populations such as seniors, low income households and homeless individuals.
Decrease displacement risk of small businesses in and adjacent to the Hub.	Work with OEWD to monitor commercial displacement for businesses owned by people of color and address the issue through their programs.
Increase affordable housing options for low income residents and communities of color.	Work with MOHCD to support their efforts to increase awareness about affordable housing opportunities in the Hub and understand the racial composition of new residents.
Ensure sidewalks are comfortable and safe for everyone.	Track severe and fatal injuries on streets within the Hub area.
Program impact fee money with an equity lens and engage vulnerable populations in the process to ensure that they benefit from investment and opportunities.	Apply the racial and social equity tool to impact fee programming.

RECOMMENDATION

The Department recommends that the Commission recommend approval of the resolution to initiate the General Plan, Planning Code, Business and Tax Regulations Code and Zoning Map amendments for consideration on or after March 12, 2020

REQUIRED COMMISSION ACTION

The proposed resolutions are is before the Commission so that it may initiate the proposed Ordinances and schedule a time for the ordinances to be heard for adoption.

[2] Assessing and tracking demographics in a small area like the Hub, distinct from the larger surrounding neighborhoods, is very challenging using available Census tools which typically provide data for larger geographies and boundaries that do not align with this area. The Hub includes several much larger Census tracts that cover significant parts of the Mission, Hayes Valley, SoMa, and Civic Center/Tenderloin neighborhoods.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report in July 2019. The Planning Commission will consider certification of the Final Environmental Impact Report on The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) and adoption of CEQA findings at a hearing on or after March 12, 2020 prior to considering action on the General Plan Amendments and other ordinances.

RELATED ACTIONS

The legislation before the Planning Commission is described in this executive summary and includes amendments to the Market and Octavia Area Plan and other General Plan amendments, amendments to the Planning Code and the Business and Tax Regulations Code and amendments to the Zoning Maps.

RECOMMENDATION:	**Initiate and Consider Adoption on or after March 12, 2020**

Attachments:

Exhibit II-1:	General Plan Amendments Initiation Draft Resolution
Exhibit II-2:	General Plan Amendments Proposed Ordinance
Exhibit III-1:	Planning Code Amendments Initiation Draft Resolution
Exhibit III-2:	Planning Code Amendments Proposed Ordinance
Exhibit IV-1:	Business and Tax Regulation Code and Planning Code Amendments Initiation Draft Resolution
Exhibit IV-2:	Business and Tax Regulation Code and Planning Code Amendments Proposed Ordinance
Exhibit V-1:	Zoning Map Amendments Initiation Draft Resolution
Exhibit V-2:	Zoning Map Amendments Proposed Ordinance
Exhibit V-3:	Zoning Districts Maps (Existing and Proposed)
Exhibit V-4:	Height and Bulk Districts Maps (Existing and Proposed)
Exhibit V-5:	Special Use Districts Maps (Existing and Proposed)
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Exhibit VI-3:	Market and Octavia Area Plan: Hub Public Realm Plan
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Exhibit VI-5:	Summary of Revisions – Planning Code
Exhibit VI-6	Market and Octavia Area Plan Maps 1-12

II. GENERAL PLAN AMENDMENTS - GPA CASE

EXHIBIT II.1 – GENERAL PLAN AMENDMENTS INITIATION DRAFT RESOLUTION

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission
Draft Resolution

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

HEARING DATE FEBRUARY 13, 2020

Project Name:	**Market and Octavia Area Plan Amendment**
Case Number:	**2015-000940GPA**
Initiated by:	Planning Commission
Staff Contact:	Lily Langlois, Principal Planner Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by:	Joshua Switzky, Land Use and Community Planning Program Manager Joshua.switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate and Schedule for Adoption on or After March 12, 2020**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN TO INCORPORATE AMENDMENTS TO THE MARKET AND OCTAVIA AREA PLAN.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission (hereinafter "Commission") shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, in 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Plan includes numerous policies that support a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitates the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, while the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after "Planning Department") did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, in 2016, the Planning Department initiated a community planning process to re-look at the area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits package and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document provide a comprehensive set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, amended policies envisioned for the Area Plan are consistent with the existing General Plan. However, there are a minimal number of amendments to the General Plan that are required to further achieve and clarify the vision and goals of the Market and Octavia Area Plan, and generally to update the General Plan to reflect changed physical, social and economic conditions. Proposed amendments to the General Plan, including the amendments to the Market and Octavia Area Plan, are attached hereto as Exhibit II-2. The City Attorney's Office has reviewed this proposed Ordinance and approved it as to form; and

WHEREAS, The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider initiation of the proposed Ordinance on February 13, 2020; and

WHEREAS, the Planning Department commenced the California Environmental Quality Act (CEQA) process in December 2017, released an Initial Study Draft Environmental Impact Report in July 2019; and will complete the environmental review process prior to the Commission taking action on the proposed Ordinance; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Planning Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Planning Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

WHEREAS, Staff recommends adoption of the draft resolution initiating amendments to the General Plan, which includes amendments to the Market and Octavia Area Plan, and related amendments to various elements of the General Plan, including the Housing Element and the Arts Element.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Planning Code Section 340(c), the Commission adopts a Resolution of Intention to Initiate Amendments to the General Plan, as contained in the proposed General Plan amendment Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit II-2.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 306.3, the Commission authorizes the Planning Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit II-2, to be considered at a publicly noticed hearing on or after **March 12, 2020.**

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on February 13, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

EXHIBIT II.2 – GENERAL PLAN AMENDMENTS PROPOSED ORDINANCE

[General Plan - Amendments to the Market and Octavia Area Plan]

Ordinance amending the General Plan to amend the Market and Octavia Area Plan; making conforming amendments to the Arts Element and the Housing Element; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code Section, 101.1, and findings of public necessity, convenience, and welfare under Planning Code Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

(b) On _____, 2018, the Board of Supervisors received from the Planning Department the proposed General Plan amendments, including the amendments to the Market and Octavia Area Plan. These amendments are on file with the Clerk of the Board of Supervisors in File No. _____ and are incorporated herein by reference.

///

///

(c) Section 4.105 of the City Charter further provides that if the Board of Supervisors fails to Act within 90 days of receipt of the proposed General Plan amendments, then the proposed amendments shall be deemed approved.

(d) San Francisco Planning Code Section 340 provides that the Planning Commission may initiate an amendment to the General Plan by a resolution of intention, which refers to, and incorporates by reference, the proposed General Plan amendments. Section 340 further provides that Planning Commission shall adopt the proposed General Plan amendments after a public hearing if it finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendment or any part thereof. If adopted by the Commission in whole or in part, the proposed amendments shall be presented to the Board of Supervisors, which may approve or reject the amendments by a majority vote.

(e) After a duly noticed public hearing on _____, 2018, by Resolution No._____, the Planning Commission initiated amendments to the proposed General Plan. Said motion is on file with the Clerk of the Board of Supervisors in Board File No. _____ and incorporated herein by reference.

(f) On _____, 2020, after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code. Copies of the Planning

Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File No. ___ and is incorporated herein by reference. The Board affirms this determination.

(g) The Project evaluated in the Final EIR includes the proposed amendments to the General Plan as well as Planning Code and Zoning Map amendments related to the amendments to the Market and Octavia Area Plan. The proposed General Plan amendments are within the scope of the Project evaluated in the Final EIR.

(h) At the same hearing during which the Planning Commission certified the Final EIR, the Planning Commission adopted findings under CEQA regarding the Project's environmental impacts, the disposition of mitigation measures, and project alternatives, as well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation monitoring reporting program (MMRP), by Resolution _____.

(i) The Planning Commission then adopted the proposed General Plan amendments by Resolution _____, finding in accordance with Planning Code Section 340 that the public necessity, convenience, and general welfare required the proposed amendments.

(j) The letter from the Planning Department transmitting the proposed General Plan amendments to the Board of Supervisors, the Final EIR, the CEQA Findings, the MMRP, the General Plan amendments, and the Planning Commission's Resolution approving the proposed General Plan Amendments are on file with the Clerk of the Board of Supervisors in File No. _____. These and any and all other documents referenced in this Ordinance have been made available to the Board of Supervisors and may be found in either the files of the Planning Department, as the custodian of records, at 1650 Mission Street in San Francisco, or in File No. _____ with the Clerk of the Board of Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco, and are incorporated herein by reference.

(k) The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings, and hereby adopts them as its own and incorporates them by reference as though such findings were fully set forth in this Ordinance.

(l) The Board of Supervisors adopts the MMRP as a condition of this approval, and endorses those mitigation measures that are under the jurisdiction of other City Departments, and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and MMRP.

(m) The Board of Supervisors finds that no substantial changes have occurred in the proposed Project that would require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the proposed Project is to be undertaken that would require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR, and no new information of substantial importance to the proposed Project has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible that would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives that are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

(n) The Board of Supervisors finds, pursuant to Planning Code Section 340, that the proposed General Plan amendments will serve the public necessity, convenience and general welfare for the reasons set forth in Planning Commission Resolution No. _____ and incorporates those reasons herein by reference.

(o) The Board of Supervisors finds that the proposed General Plan amendments are, on balance, in conformity with the General Plan, as amended by this Ordinance, and the priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. _____, and the Board hereby adopts those findings as its own.

Section 2. The General Plan is hereby amended by revising the Market and Octavia Area Plan, as follows:

(a) Figure 3, "Zoning District Table" is hereby removed from the Market and Octavia Area Plan.

(b) Figure 11, "South Van Ness Avenue from Market to Howard Streets" is hereby removed from the Market and Octavia Area Plan.

(c) Figure 12, "A New Street System for SoMa Neighborhood" is hereby removed from the Market and Octavia Area Plan.

(d) Figure 4, "Bulk and Separation Controls for Towers" is hereby renumbered as Figure 3.

(e) Figure 5, "A Living Alley" is hereby renumbered as Figure 4.

(f) Figure 6, "Linden Alley: Before and After "Living Alley" Improvements" is hereby renumbered as Figure 5 by revising it in accordance with the figure found on file with the Clerk of the Board in File No. _____.

(g) Figure 7, "Hayes at Gough Intersections: Existing and Proposed" is hereby renumbered as Figure 6 by revising it in accordance with the figure found on file with the Clerk of the Board in File No. _____.

(h) Figure 8, "Market Street at Dolores Street: Existing and Proposed" is hereby renumbered as Figure 7 by revising it in accordance with the map figure on file with the Clerk

of the Board in File No. _____. The reference to "Figure 8 - Market Street at Dolores Street: Existing and Proposed" in the text following Policy 4.3.3 is hereby renumbered by revising it as "Figure 7 - Market Street at Dolores Street: Existing and Proposed".

(i) Figure 9, "Market Street at Church Street: Existing and Proposed" is hereby renumbered as Figure 8 by revising it in accordance with the figure found on file with the Clerk of the Board in File No. _____. The reference to "Figure 9. Market Street at Church Street: Existing and Proposed" in the text following Policy 4.3.4 is hereby renumbered by revising it as "Figure 9. Market Street at Dolores Street: Existing and Proposed".

(j) Figure 10, "Page Street at Buchanan Street: Existing and Proposed" is hereby renumbered as Figure 9 by revising it in accordance with the figure found on file with the Clerk of the Board in File No. _____. The reference to "Figure 10 - Page Street at Buchanan Street: Existing and Proposed" in the text following Policy 4.3.4 is hereby renumbered by revising it as "Figure 9 - Page Street at Buchanan Street: Existing and Proposed".

(k) Map 1, "Land Use Districts" is hereby amended by renaming it "Generalized Land Use Districts" in accordance with the map found on file with the Clerk of the Board in File No. _____. The reference to "Map 01. Land Use Districts" in the Table of Contents is hereby amended by revising it as "Map 01. Generalized Land Use Districts".

(l) Map 3, "Height Districts" is hereby amended by renaming it "Generalized Height Districts" in accordance with the map found on file with the Clerk of the Board in File No. _____. The reference to "Map 03. Height Districts" in the Table of Contents is hereby amended by revising it as "Map 03. Generalized Height Districts".

(m) Map 4a, "Interim Scrutiny Areas" is hereby amended by revising it in accordance with the map found on file with the Clerk of the Board in File No. _____.

(n) Maps 1, 2, 3, 4, 4a, 5, 6, 7, 8, 9, 10, 11, and 12 are hereby amended by making minor corrections to the study area boundary line, in accordance with the maps found on file with the Clerk of the Board in File No. _____.

(o) The Market and Octavia Area Plan is further revised, as follows:

Market and Octavia Area Plan

MARKET & OCTAVIA AREA PLAN SUMMARY OF OBJECTIVES

1.

LAND USE AND URBAN FORM

OBJECTIVE 1.1

Create a land use plan that embraces the Market and Octavia Neighborhood's potential as a sustainable mixed-use urban neighborhood.

* * * *

2.

HOUSING

* * * *

OBJECTIVE 2.3

Preserve ~~and enhance~~the affordability of existing ~~sound~~ housing stock and strengthen tenant protection programs.

* * * *

3.

BUILDING WITH A SENSE OF PLACE *AND SUSTAINABILITY*

* * * *

OBJECTIVE 3.2

Enhance environmental sustainability through building design.

OBJECTIVE 3.~~2~~3

Promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past.

4.

STREETS AND OPEN SPACES

OBJECTIVE 4.1

Provide safe, ~~and~~ comfortable, and green public rights-of-way for pedestrian use and improve the public life of the neighborhood.

* * * *

7.

A NEW NEIGHBORHOOD IN ~~*SOMA WEST*~~*THE HUB*

OBJECTIVE 7.1

Create a vibrant new mixed-use neighborhood in ~~SoMa West~~the Hub.

OBJECTIVE 7.2

Establish a functional, attractive, green, and well-integrated system of public streets and open spaces in the ~~soma west~~Hub area to improve the public realm.

INTRODUCTION

The Market and Octavia Area Plan (The Plan) grew out of the Market and Octavia Neighborhood Plan (Neighborhood Plan) that in turn was the first plan to emerge from the City's Better Neighborhoods Program. This Area Plan is a summary of the topics covered in the neighborhood plan. The neighborhood plan was also adopted by the Planning Commission and should be referred to for further details and illustrations.

As one of three neighborhoods in the Better Neighborhoods Program, the Market and Octavia neighborhood offers a distinct set of opportunities for change sensitive to existing patterns, given its unique place in the city and the region. At the center of the city, it sits at a remarkable confluence of city and regional transportation. It is accessible from the entire Bay Area by BART, bus, and the regional freeway system. More than a dozen transit lines cross the Market and Octavia neighborhood, including all of the City's core streetcar lines, which enter the downtown here. It is just west of the Civic Center, where City Hall and state and federal office buildings, Herbst Theatre, and other governmental and cultural institutions attract a wide range of people both day and night.

The Market and Octavia neighborhood sits at the junction of three of the city's grid systems. The north of Market, south of Market, and Mission grids meet at Market Street, creating a distinct pattern of irregular blocks and intersections, and bringing traffic from these grids to Market Street. The surrounding topography of the Western Addition, Nob Hill, Cathedral Hill, and Twin Peaks flattens out in this area, creating a geography that makes the Market and

Octavia neighborhood a natural point of entry to the downtown from the rest of the city. As a result of its central location, it has long been both a crossroads—a place that people pass through—as well as a distinctive part of the city in its own right.

The Market and Octavia neighborhood is a truly urban place, with a diversity of character and quality in its various parts. Local residents will tell you that the area is an "in-between" place—a place that supports a variety of lifestyles, ages, and incomes. Its varied but close-knit pattern of streets and alleys, along with relatively gentle topography, make it very walkable and bikeable. It has excellent access to city and regional public transit and offers a good variety of commercial streets that provide access to daily needs. It has a rich pattern of land uses that integrates a diversity of housing types, commercial activities, institutions, and open spaces within a close-knit physical fabric.

The Market and Octavia neighborhood's strengths as an urban place, an exciting "in-between" place, are fragile. Its role as a crossroads poses enormous challenges. Over the past 100 years, the imposition of large infrastructure and redevelopment projects have deeply scarred the area's physical fabric. Whole city blocks were assembled for large redevelopment projects in the 1960's and 1970's. Large flows of automobile traffic are channeled through to the Central Freeway via major arteries such as Fell/Oak, Gough/Franklin, and Van Ness Avenue.

Street management practices meant to expedite these traffic flows have degraded the quality of its public spaces and conflicts between cars and pedestrians have made streets hostile to public life. Because large flows of automobile traffic and core transit lines converge here, there are competing needs for a limited amount of street space. Transit vehicles are often stuck in traffic, impacting transit service and reliability citywide and adding to traffic

congestion. Parking requirements have led to buildings in recent years with long, dead, and undifferentiated facades that diminish the quality of the streets.

At the same time, there are tremendous opportunities for positive change in the Market and Octavia neighborhood—opportunities to build on its strengths as an urban place and to create a better future.

The Market and Octavia neighborhood is undergoing dramatic renewal since the Central Freeway was removed north of Market Street. With the passage of Proposition E in 1998, construction of a graceful and functional surface boulevard has replaced the structure and has freed-up over 7 acres of land for infill development that will help repair the divisions created by the Central Freeway. As part of this effort, there is an opportunity to rationalize regional traffic flows and minimize their negative effects on the quality of life of the area, as well as to plan for the reuse of several other large sites.

The Market and Octavia neighborhood can grow supported by its access to public transit. In addition to repairing its physical fabric, new development can take advantage of the area's rich transit access to provide new housing and public amenities, and reduce new traffic and parking problems *typically* associated with ~~*too many cars in the area*~~ *growth.* Because the Market and Octavia neighborhood's location supports a lifestyle that doesn't have to rely on automobiles, space devoted to moving and storing them can be dramatically reduced—allowing more housing and services to be provided more efficiently and affordably. Market and Octavia can capture the benefits of new development while minimizing the negative effects of more automobiles.

If planned well, new development will strengthen and enhance the Market and Octavia neighborhood. With the removal of the Central Freeway and construction of the new Octavia Boulevard, there is a strong desire here to repair damage done in past decades and realize its full potential as a vibrant urban place. There is potential for new mixed-use development, including a significant amount of new housing. With the added vitality that new housing and other uses will bring, the area's established character as an urban place can be strengthened and enhanced.

The Market and Octavia neighborhood is at a critical juncture. Over the last 40 years, an imbalance in how we plan for the interrelated needs of housing, transportation, and land use has undermined our ability to provide housing and services efficiently, to provide streets that are the setting for public life, and to build on transit, bicycling, and walking as safe and convenient means of getting around our city. Nowhere is this imbalance clearer than here, where an elevated freeway, land assembly projects, and other well-meaning interventions have degraded the overall quality of the place.

As we look forward, there is much that can be done. The Plan aims, above all, to restore San Francisco's long-standing practice of building good urban places—providing housing that responds to human needs, offering people choice in how they get around, and building "whole" neighborhoods that provide a full range of services and amenities close to where people live and work. To succeed, The Plan need only learn from the established urban structure that has enabled the Market and Octavia neighborhood, like other urban places, to work so well for people over time.

If the Market and Octavia neighborhood's tradition of public activism on these issues is any indication, this Area Plan will succeed by building on these strengths: enriching its critical mass of people and activities, enhancing the area's close-knit physical pattern, and investing

in a transportation program that restores balance between travel modes. The Plan addresses these issues holistically, as success with any one aspect depends on addressing the overall dynamic between them. To diminish any one aspect of The Plan is to diminish the opportunity presented by the whole.

Market Octavia is centered around three neighborhoods with high concentrations of Communities of Concern. Communities of Concern are defined as census tracts that have a concentration of both minority and low-income residents, or that have a concentration of low-income residents and any three or more of the following six disadvantage factors: persons with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent families, and renters paying more than 50 percent of their household income on housing. The Communities of Concern adjacent to the Market and Octavia Plan Area include the Western Addition to the north, SoMa to the east, and the Mission to the South. Thus the positive and negative impacts of new development on these neighborhoods should be taken into consideration. Given the legacies of land use decisions, development patterns, and investments from past eras, such as elevated freeways and redevelopment, planning should carefully consider the needs of these adjacent neighborhoods to advance the goals of sustainability, resiliency, equity, and economic diversity. It is particularly important that historically marginalized communities can benefit from investment and that burdens be avoided or mitigated to ensure more equitable outcomes and access to opportunity and investment. In addition, the City has made a commitment to racial and social equity a core tenet of our values, culture, and institutional practices. While the City has made inroads in advancing a more diverse and inclusive city over the last several years, much remains to be done to redress the systematic racial and social inequities that have long been part of our local and national history. Given this history, the City has a responsibility to work towards the reversal of such outcomes and plays a key role in changing structures and policies in achieving racially and socially equitable outcomes.

* * * *

1. LAND USE AND URBAN FORM

Strengthening the Market and Octavia area requires a comprehensive approach to planning for all aspects of what makes the place work well for people. Housing alone does not make a place, although new housing, and the people it brings, will add life to the area. Providing adequate and appropriate space for a range of land uses that contribute to the function, convenience, and vitality of the place are encouraged as part of an integrated land use and urban design vision for the area.

Land Use

To reinforce and improve on the existing land use pattern, this plan establishes the following principles:

- Require infill development to enhance the area's established land use pattern and character. While the area's physical fabric is well established, there are 'holes,' both large and small, where infill development can dramatically repair the fabric and provide new housing opportunities and neighborhood services. This kind of development should be actively encouraged and integrated into the prevailing pattern of uses, taking cues from existing development in the area.
- Concentrate new uses where access to transit and services best enables people to be less reliant on automobiles. New development will be most successful where it minimizes the negative effects of additional automobiles, by building on the area's superior accessibility on foot and by transit. To this end, the most intense new development should be linked directly to existing and proposed transit services, and concentrated where the area's mix of uses supports a lifestyle less dependent on cars.

Significant change is envisioned for the ~~*"SoMa West*~~ *Hub"* area, which lies between Market Street, South Van Ness Avenue, Mission Street and the Central Freeway. For more than three

decades the city's General Plan has proposed that this area become a mixed-use residential neighborhood adjacent to the downtown. This element of the plan carries this policy forward by encouraging relatively high-density mixed-use residential development in the ~~*SoMa West*~~*Hub* area. Element 7, "A New Neighborhood in ~~*SoMa West*~~*the Hub*" proposes a~~*n*~~ bold program of capital improvement to create a public realm of streets and open spaces appropriate for the evolution of the public life of the area, and to serve as the catalyst for the development of a new mixed-use residential neighborhood.

* * * *

OBJECTIVE 1.1

CREATE A LAND USE PLAN THAT EMBRACES THE MARKET AND OCTAVIA NEIGHBORHOOD'S POTENTIAL AS A *SUSTAINABLE* MIXED-USE URBAN NEIGHBORHOOD.

The new land use and special use districts, along with revisions to several existing districts, implement this concept. These land use districts provide a flexible framework that encourages new housing and neighborhood services that build on and enhance the area's urban character. Several planning controls are introduced, including carefully prescribed building envelopes and the elimination of housing density limits, as well as the replacement of parking requirements with parking maximums, based on accessibility to transit.

- The *Van Ness and Market* ~~*Downtown*~~ *Residential Special Use District* (VNM~~D~~R-SUD) will encourage the development of a *walkable,* transit-oriented, high-density, mixed-use neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to downtown. This district will still have the area's most intensive ~~*commercial*~~ *residential* uses, ~~*including*~~ *some* office~~s~~ *uses and neighborhood serving retail*~~*, but balances those with a new residential presence*~~. Residential towers will be permitted along the Market / Mission Street

corridor, provided they meet urban design standards. Residential towers, if built, would be clustered around the intersection of Market Street and Van Ness Avenue, with heights ranging from ~~*160*~~*140* – ~~*400*~~*650* feet.

- A *Transit-Oriented Neighborhood Commercial District* (NCT) will encourage transit-oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated near transit services in ~~*SoMa West*~~*the Hub*, areas immediately adjacent to the downtown and along the Market Street corridor. Retail use is actively encouraged on the ground floor with housing above to enliven commercial streets. Along Market Street and in ~~*SoMa West*~~*the Hub*, a limited amount of office will be permitted. Complimenting a rich mix of *neighborhood serving* retail and services with a dense residential populations in these districts, walking and transit will be the primary means of transportation and car-free housing will be common and encouraged.

In named NCT and NC-1 (T) districts, revised parking requirements and housing density controls will encourage housing above ground-floor retail uses. These districts otherwise remain unchanged. They include current Neighborhood Commercial Districts (Hayes-Gough, portions of the Upper Market, Valencia) and several parcels currently zoned NC-1.

- A Transit-Oriented Residential District (RTO) will encourage moderate-density, multi-family, residential infill, in scale with existing development. The high availability of transit service, proximity of retail and services within walking distance, and limitation on permitted parking will encourage construction of housing without accessory parking. Small-scale retail activities serving the immediate area will be permitted at intersections.

See Map 01: *Generalized* Land Use Districts ~~*and Figure 3. Zoning District Table*~~

* * * *

POLICY 1.1.1

Repair the damage caused by the Central Freeway by encouraging mixed-use infill on the former freeway lands.

With the removal of the Central Freeway and construction of Octavia Boulevard, approximately 7 acres of land has been made available for new development. Appropriate use and careful design of development on the former freeway lands will repair the urban fabric of Hayes Valley and adjacent areas. New development should conform with the neighborhood's existing urban scale and character and should maintain a strong connection to streets and public spaces.

POLICY 1.1.2

Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot *or by bicycle*.

In keeping with the plan's goal of prioritizing the safe and effective movement of people, the most intense uses and activities are focused where transit and walking are most convenient and attractive—along the Market Street / Mission Street corridor and at the intersection of Market Street and Van Ness Avenue. Concentrating transit-oriented uses in these locations will reduce automobile traffic on city streets and support the expansion of transit service in the area's core urban center.

POLICY 1.1.3

Encourage housing and retail infill to support the vitality of the Hayes-Gough, Upper Market and Valencia Neighborhood Commercial Districts.

There are significant opportunities for new mixed-use infill along neighborhood commercial streets in the plan area. In conjunction with proposals to encourage flexible housing types and to reduce parking requirements, new development along commercial streets should create new retail uses and services oriented to the street, with as much housing as possible on upper floors. New uses should maintain the overall pedestrian orientation of these streets.

POLICY 1.1.4

As *~~SoMa West~~* *the Hub* evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood-serving uses to support an increasing residential population.

There is a demonstrated need for neighborhood-serving uses in the *~~SoMa West~~* *Hub* area. As its residential population increases, adequate space for retail activities and other services are encouraged as part of the overall mix of uses in the area. While some amount of office uses will be permitted, it will not be allowed to dominate the ground floor in areas where significant new housing is proposed.

* * * *

POLICY 1.1.6

Preserve and enhance the role of cultural *~~and~~*, educational *~~institutions~~and arts organizations* in the plan area.**

Major cultural institutions such as City Hall, the Opera House, Herbst Theatre, and the SFLGBT Community Center are vital assets adjacent to the neighborhood and will retain their role as major regional destinations. *In addition, consider how community-based art organizations can be incorporated into the ground floor of new development to serve neighborhood residents and support the broader civic center arts district.*

* * * *

POLICY 1.1.11

Apply a racial and social equity lens to the community planning process.

Understanding why equity is important and incorporating practices of equity in all facets of planning is essential for equitable planning. The Planning Department has developed a Racial and Social Equity Tool to assess the impacts of development, who benefits and who is burdened, and mitigation strategies. This tool is a resource that can be used at various decision-making points to evaluate how a land use and urban design proposals may increase or decrease racial and social equity, understand the unintended consequences, and help to identify opportunities to advance racial and social equity.

* * * *

POLICY 1.2.4

Encourage ~~*buildings*~~ *podiums buildings* of the ~~*same*~~ *similiar* height along each side of major streets.

Streets ~~*work well*~~*feel comfortable* as public spaces when they are clearly defined by buildings of a similar *podium* height on both sides of the street.

* * * *

POLICY 1.2.8

Encourage the development of slender residential towers above the base height in the *~~SoMa West~~ Hub* area along South Van Ness Avenue between Market and Mission Streets, and along the Market Street corridor.

* * * *

2. HOUSING

Housing is an essential human need. No single issue is of more importance than how we provide shelter for ourselves. Housing is in chronically short supply in San Francisco, particularly for those with low and moderate incomes. The Market and Octavia neighborhood presents a unique opportunity, because new housing can build upon and even enhance its vitality and sense of place. This plan encourages housing as a beneficial form of infill development—new buildings at traditional scales and densities, reflecting the fine-grained fabric of the place.

In many respects, this plan does not diverge from established and continually evolving citywide policies and programs of housing affordability. It does not establish new inclusionary standards, new funding mechanisms, nor create its own solutions to homelessness in the city. On these matters, which cannot be affected on an area-by-area basis, The Plan defers to larger citywide solutions.

Existing sound housing stock is a precious resource and should be preserved and supported. No demolitions, removals, nor wholesale clearings as in redevelopment projects of old are proposed. Dwelling unit mergers are strongly discouraged.

The fundamental principles are:

- *Provide ample and diverse housing opportunities to add to the vitality of the place.* Maximize *the amount and types of* housing *in the neighborhood* to serve a *wide* variety of people*, including a range of incomes, ages, and household and family compositions.* The Plan does so by looking to the prevailing built form of the area and carefully prescribing controls for building envelopes to emulate that form. Controls that limit building area by restricting housing are eliminated in favor of well-defined height and bulk controls and urban design guidelines, encouraging building types more in keeping with the area's established development pattern, and allowing greater flexibility in the type and configuration of new housing. *In addition, residential buildings also encouraged to include a mix of amenities that support the needs of families with children and sustainable transportation choices, such as social and play spaces and easily accessible storage for strollers, car seats, grocery carts, and bicycles.*

* * * *

POLICY 2.2.5

Encourage additional *housing* units in existing buildings.

New housing can be provided incrementally without significant changes to the physical form of the area by adding accessory units to existing buildings. Because these units are typically smaller and directly attached to existing units, they are an ideal way to provide housing for seniors, students, and people with low-income or special needs. Additions to existing buildings and conversions of ground floor spaces that create new housing units are allowed and encouraged. Encourage the addition of units to existing residential buildings throughout

the area. Encourage the conversion of garage spaces to housing units and the restoration of on-street parking spaces. Where such a conversion would remove off-street parking, require the removal of the curb cut and the planting of at least one new street tree.

* * * *

OBJECTIVE 2.3

PRESERVE ~~*AND ENHANCE*~~*THE AFFORDABILITY OF* **EXISTING** ~~*SOUND*~~ **HOUSING STOCK** *AND STRENGTHEN TENANT PROTECTION PROGRAMS*.

~~*The Market and Octavia neighborhood has approximately 10,500 housing units today, providing homes to more than 23,000 people. In contrast to new housing, existing housing tends to be more affordable. The area's existing housing stock should be preserved as much as possible.*~~*Preservation of existing housing affordable to vulnerable populations and tenant protections are two effective strategies to reduce displacement and mitigate its impacts on vulnerable populations.*

POLICY 2.3.1

Support citywide efforts to strengthen tenant protection and eviction prevention programs. Existing tenant protection programs provide a variety of tools including tenants rights education, counseling, and mediation and most recently a new Tenants Right to Counsel to provide legal representation to tenants facing eviction. The programs include eviction protection and relocation assistance as well. Citywide efforts to strengthen those programs through additional funding and better monitoring should be supported at neighborhood level.

POLICY 2.3.~~1~~2

Prohibit residential demolitions unless they would result in sufficient replacement of existing housing units. Even when replacement housing is provided, demolitions

should further be restricted to ensure affordable housing and historic resources are maintained.

The City's General Plan discourages residential demolitions, except where it would result in replacement housing equal to or exceeding that which is to be demolished. This policy will be applied in the Market & Octavia area in such a way that new housing would at least offset the loss of existing units, and the City's affordable housing, and historic resources would be protected. The plan maintains a strong prejudice against the demolition of sound housing, particularly affordable housing.

Even when replacement housing is provided, demolitions would be permitted only through conditional use in the event the project serves the public interest by giving consideration to each of the following: (1) affordability, (2) soundness, (3) maintenance history, (4) historic resource assessment, (5) number of units, (6) superb architectural and urban design, (7) rental housing opportunities, (8) number of family-sized units, (9) supportive housing or serves a special or underserved population, and (10) a public interest or public use that cannot be met without the proposed demolition.

POLICY 2.3.~~2~~3

Discourage dwelling-unit mergers.

Dwelling-unit mergers reduce the number of housing units available in an area. If widespread, over time, dwelling unit mergers can drastically reduce the available housing opportunities, especially for single- and low-income households. This plan maintains a strong prejudice

against dwelling unit mergers with the goal of maintaining the neighborhood housing stock and an appropriately balanced distribution of unit sizes.

* * * *

3. BUILDING WITH A SENSE OF PLACE *AND SUSTAINABILITY*

Today, a neighborhood's positive sense of place and sustainability is dependent on its physical character, diversity of people and uses, and a resilient built environment. Buildings *provide spaces to live, work, and play—they also define and frame a neighborhood's public streets, sidewalks, plazas, and open spaces where people meet, gather, and interact intentionally or informally* ~~*define the public realm in addition to providing space for a myriad of private activities. They provide the setting for people to meet and interact informally and shape the neighborhood's range of social experiences and offerings*~~. Building height, setback, *massing,* and *materiality impacts the quality and use of adjacent public spaces. These design elements also* shape views *and create "urban rooms" where public life can thrive,* and affect the amount of sunlight *and air* that reaches the *people on the ground*. The uses of buildings and their relationships to one another *also* affect the activity, ~~*and*~~ liveliness, *and diversity* of a place. Buildings with a mix of uses *and* human-scale*d,* interesting design contribute to attractive and inviting neighborhoods *in their own right*, and are vital to the creation of lively and friendly streets and public spaces. ~~*In the best cases, the defining qualities of buildings along the street create a kind of "urban room" where the public life of the neighborhood can thrive.*~~ *Finally, ecologically sustainable designs, including operating systems (e.g., heating, stormwater management), resource uses (e.g., renewable energy, water), and material selections (e.g., concrete, wood, plants) contribute to a healthy and climate resilient neighborhood for everyone.*

OBJECTIVE 3.1

ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.

For all new buildings and major additions, ensure that fundamentals of good urban design are followed, while allowing for freedom of architectural expression. A variety of architectural styles (e.g. Victorian, Edwardian, Modern) can perform equally well. Proposed buildings should relate well to the street and to other buildings, regardless of style. In its architectural design and siting, new construction should reflect and improve on the scale, character, and pedestrian friendliness of the street and the neighborhood. Design should be consistent with the accompanying design guidelines; the guidelines do not address architectural style. The intent is to encourage buildings with a human scale that contribute to the establishment of inviting and visually interesting public places, consistent with the area's traditional pattern of development.

Policy 3.1.1

Ensure that new development adheres to principles of good urban design.

New development will take place over time. Modest structures will fill in small gaps in the urban fabric, some owners will upgrade building facades, and large underutilized land areas, such as the former Central Freeway parcels, will see dramatic revitalization in the years ahead.

The following Fundamental Design Principles apply to all new development in the Market and Octavia area. They are intended to supplement existing design guidelines, Fundamental

Principles in the *Urban Design Element of the General Plan* and the Planning Department's *Residential Design Guidelines, which apply to residential districts, and the Urban Design Guidelines, which apply to commercial, downtown, and mixed-use districts*. They address the following areas: (1) Building Massing and Articulation; (2) Tower Design Elements; (3) Ground Floor Treatment, further distinguished by street typology, including (a) Neighborhood Commercial Streets, (b) Special Streets - Market Street, and (c) Alleys; and (4) Open Space.

* * * *

OBJECTIVE 3.2

ENHANCE ENVIRONMENTAL SUSTAINABILITY THROUGH BUILDING DESIGN.

Everything built or renovated in San Francisco has the opportunity to enhance its own sustainability and resilience while contributing to neighborhood quality and health. The policies listed below and integrated throughout this Plan are intended to achieve healthy air, renewable energy, clean water, robust ecosystems, and zero waste throughout the community. They also support San Francisco's citywide climate resilience and biodiversity goals: a net-zero emission city that is climate adapted to protect people from extreme heat, flooding, and poor air quality; where local plants and wildlife thrive; and people are connected to nature every day.

Policy 3.2.1

Support healthy indoor and outdoor air quality.

Local carbon emissions create public health and environmental impacts. Often associated with outdoor pollution from roadway congestion, indoor air is increasingly toxic due to insufficient filtering, natural gas appliances, and chemicals found in building materials and furnishings. Therefore, development

should be air-tight with high-quality filtration systems that can be upgraded during spare-the-air days. Interiors should be constructed with zero-VOC (volatile organic compounds) materials and finishes. Building managers should provide occupants with information on healthy furnishings and non-toxic cleaning products, and model said recommendations on site. Construction practices and back-up power systems should avoid diesel generators.

Healthier outdoor air quality is achieved through zero-emission buildings, sustainable transportation, and greening. After prioritizing walking, biking, and transit, remaining car and truck trips should use zero-emission vehicles. To support this fuel switch, electric vehicle charging is needed throughout on- and off-street parking.

Policy 3.2.2

Support biodiversity and connect people to nature.

Urban greening, such as trees, low plantings, living roofs, and community gardens enhance neighborhood quality with beauty, shade from extreme heat, pollution reduction and carbon sequestration, stormwater management, and the mental health benefits of connecting to nature daily. Climate appropriate plants are essential for supporting water conservation needs, and prioritizing local native species supports biodiversity by providing critical habitat for birds, the insects that feed them, pollinators, and other wildlife. As a guide, projects are encouraged to develop landscaped spaces equivalent to at least half of the site area, integrated in open spaces.

Policy 3.2.3

Maximize energy efficiency and use of renewable sources.

To help stabilize the global climate crisis, cities need to pursue zero-emission buildings and transportation powered by renewable energy. To minimize the resource needs of renewable energy generation, buildings should pursue maximum energy efficiency through orientation and massing, all-electric mechanical systems and appliances, and smart technologies that optimize power supplies and uses. Buildings should also maximize on-site renewable energy generation and solar water heating on rooftops and facades, and install sufficient battery storage to maintain critical loads during emergencies and power shut-offs. Any remaining energy demand should be met through the purchase of 100% greenhouse-gas free electricity.

Policy 3.2.4

Maximize water conservation, protect from flooding, and support local watershed health.

Given the increasing pressures on water resources from growth and the climate crisis, buildings should maximize water-conservation beyond efficient fixtures through smart technologies, such as irrigation and leak sensors, and on-site water recovery and reuse. Required in certain-sized projects, these non-potable/recycled water systems collect graywater (rain, foundation drainage, showers/baths and laundry) and sometimes blackwater (sewer), conduct tertiary treatment, and reuse it for flushing, irrigation, and cooling. District-scale systems with adjacent properties may be considered to increase efficiency and effectiveness.

To enhance flood protection and watershed health, projects are encouraged to maximize on-site stormwater management and prioritize green infrastructure solutions, such as bioswales and rain gardens. Leveraging these ecosystem-based methods benefits the San Francisco Bay's water quality during rain events, as well as neighborhood beautification, biodiversity, and air quality. Minimizing impermeable surfaces through landscaping and block pavers also helps recharge groundwater.

Policy 3.2.5

Support the City's zero waste goal in building design and operation by prioritizing responsible materials, reduced consumption, and material recovery and reuse.

Prioritizing materials for construction and operations that are sustainably grown, harvested, and produced—and regionally sourced—protects environmental and worker health, minimizes waste, creates healthier interiors, and reduces emissions. Although San Francisco achieved the world's highest rates of recycling and composting, a growing population, construction boom, and consumption culture have doubled the amount of refuse generated. Reducing waste is not only essential for mitigating human health and air/water quality impacts from garbage truck trips and landfills, it is also key to reducing climate changing emissions, because methane from decomposing trash is 80 times more potent than carbon dioxide. Buildings and the spaces between them should be designed and operated for occupants to maximize recycling and composting. And construction and demolition activities should include deconstruction practices that salvage reusable materials for reuse or resale, such as old-growth redwood and concrete aggregate.

OBJECTIVE 3.~~2~~3

PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH THE PAST.

There are currently a number of known historically significant resources in the plan area. ~~*Locally designated landmarks are specified in Article 10 of the Planning Code. Resources are also*~~

~~*listed in the California Register of Historical Resources, the National Register of Historic Places, and in certified historic resource surveys*~~. *This includes the locally designated landmarks that are specified in Articles 10 and 11 of the Planning Code. Properties that have been listed or determined eligible for listing in the California Register of Historical Resources or the National Register of Historic Places, most commonly through the CEQA review process or adopted historic resource surveys, are also considered historic resources.* Map 4 shows these known resources.

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POLICY 3.~~2~~3.1

Preserve landmark and other buildings of historic value as invaluable neighborhood assets.

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POLICY 3.~~2~~3.2

Encourage rehabilitation and adaptive reuse of historic buildings and resources.

* * * *

POLICY 3.~~2~~3.3

The addition of garages to historic buildings should be strongly discouraged.

* * * *

POLICY 3.~~2~~3.4

Protect and preserve groupings of cultural resources that have integrity, convey a period of significance, and are given recognition as groupings through the creation of historic or conservation districts.

* * * *

POLICY 3.~~23~~.5

Preserve resources in identified historic districts.

* * * *

POLICY 3.~~23~~.6

Pursue future preservation efforts, including the designation of historic landmarks and districts, should they exist, throughout the plan area.

A 1995/96 historic resources survey identified an historic district in the Hayes Valley area and the Inner Mission North Survey of 2004 identified three smaller eligible districts in the north Mission area. The Market and Octavia Historic Preservation Survey expanded one existing district and identified an additional 7 districts. The boundaries of these historic districts can be found on Map 4. *The 2018/19 Hub Historic Resource Survey identified five new individual historic resources.* Future survey findings should be incorporated as appropriate. In addition to the protection provided to these resources through planning and environmental review procedures, official designation should also be pursued when appropriate. Designation serves to more widely and publicly recognize important historic resources in the plan area.

POLICY 3.~~23~~.7

Ensure that changes in the built environment respect the historic character and cultural heritage of the area, and that resource sustainability is supported.

Historic resources are focal points of urban context and design, and contribute greatly to San Francisco's diverse neighborhoods and districts, scale, and city pattern. Alterations, additions to, and replacement of older buildings are processes by which a city grows and changes. Some changes can enhance the essential architectural and historical features of a building. Others, however, are not appropriate. Alterations and additions to a landmark or contributory building in an historic district should be compatible with the building's original design qualities.

Rehabilitation and adaptive use is encouraged. For designated resources, the nationally recognized Secretary of the Interior's Standards for the Treatment of Historic Properties should be applied. For non-designated cultural resources, surveys and evaluations should be conducted to avoid inappropriate alterations or demolition.

POLICY 3.~~23~~3.8

Encourage new building design that respects the character of nearby older development.

* * * *

Policy 3.~~23~~3.9

Promote preservation incentives that encourage reusing older buildings.

Preservation incentives are intended to encourage property owners to repair, restore, or rehabilitate historic resources in lieu of demolition. San Francisco offers local preservation incentive programs, and other incentives are offered through federal and state agencies. These include federal tax credits for rehabilitation of qualified historical resources, property tax abatement programs (the Mills Act), alternative building codes, and tax reductions for preservation easements. Preservation incentives can result in tangible benefits to property owners. *Material deconstruction and re-use also supports the City's air quality and climate-related emission reduction goals.*

POLICY 3.~~23~~.10

Apply the "Secretary of the Interior's Standards for the Treatment of Historic Properties" for all projects that affect individually designated buildings at the local, state, or national level.

* * * *

POLICY 3.~~23~~.11

Apply the Secretary of the Interior's Standards for the Treatment of Historic Properties for infill construction in Historic Districts and Conservation Districts (designated at the local, state, or national level) to assure compatibility with the character of districts.

* * * *

POLICY 3.~~23~~.12

Preserve the cultural and socio-economic diversity of the plan area through preservation of historic resources.

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POLICY 3.~~23~~.13

To maintain the City's supply of affordable housing, historic rehabilitation projects may need to accommodate other considerations in determining the level of restoration.

* * * *

4. STREETS AND OPEN SPACES

The System of Public Streets and Alleys

The Public Realm is the space between the buildings. A vibrant and successful public realm is comprised of well-designed public streets, sidewalks, parks, plazas, and open spaces. It includes the public places we walk, travel, sit, play, visit with friends, gather for events, experience nature and art, meet new neighbors, and build community. In San Francisco as a whole, and in *denser neighborhoods like* Market and Octavia, streets are *an important part of* the public realm. We travel along public ways, to get from place to place, and to gain access to where we live, work, and shop. Public services—police, fire, deliveries of all sorts—depend on them. We locate our municipal hardware and utilities—water, sewage and electric lines, cables, and more—on them, above them, and mostly under them. But the public way system is much more than a utilitarian system of connections. It is where people walk, where they meet each other, where they socialize, where they take in the views, where they see what merchants have to offer, *where people (or deliveries) load in and out of vehicles,* where they get to know ~~*first hand, their city,*~~ their neighborhood and their fellow ~~*citizens*~~*neighbors first hand*. Streets~~*, then,*~~ *and sidewalks* connect us socially and functionally, and can be categorized as safe or dangerous, places to behold or to stay away from. It is from this dual nature of streets as places of function (utility, transportation) and places of socializing and leisure that one of the main challenges of planning arises—how *to*~~*do we*~~ allocate this most ~~*scarce*~~*precious* public resource ~~*characterized by both*~~*to best meet* functional requirements and aesthetic sensibilities.

The Market and Octavia neighborhood is within walking distance of Downtown, adjacent to Civic Center, the home of San Francisco's most important main street *(Market Street), and* located where three of the oldest ~~*of the*~~*street* grids come together. It is reasonably level (for

San Francisco), which makes it great for walking and biking. Given its central location, it is one of those urban areas that most San Franciscans ~~*are compelled to*~~ pass through in order to reach their destination. Whether by streetcar, bus, trolley, rapid transit, auto, bicycle, or on foot, many of the City's movement systems ~~*pass through the area. They do it*~~*rely* on the neighborhood's system of public ways. The challenge in Market and Octavia is no different than for planning in general: How do we accommodate the legitimate travel needs of the people using the many modes of movement through the area, while at the same time respecting and achieving the neighborhood's legitimate desires for and expectations of safe, moderate-paced, attractive streets on which to move, socialize, walk, and lead an urban, face-to-face lifestyle, at least the equal to any in San Francisco. *As in most urban neighborhoods, the goals in Market and Octavia are to accommodate a wide variety of travel needs on safe, attractive streets and sidewalks, and to encourage sustainable modes that help reduce the climate crisis.*

A first step to meeting ~~*that challenge*~~*those goals* is to restore a balance between the movement needs of competing travel modes, and to ensure that there is a balanced mix of travel modes with special attention to pedestrians and street life.

The plan recognizes that road capacity in San Francisco is a highly constrained resource, with decision-makers required to balance the requirements of cars, transit vehicles, freight, cyclists, and pedestrians. A common fear is that reducing the capacity available for cars will result in major increases in congestion. Much research rejects this logic and shows that people's transportation choices are dynamic and respond to capacity, relative cost, time, convenience, and other factors. Crucially, we learn that movement of people is more than just movement of cars. This plan prioritizes the safe and effective movement of people. What follows are specific proposals for a myriad of improvements to streets.

See Map 5. System of Civic Streets and Open Space

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Principle: Streets that support and invite multiple uses, including safe and ample space for pedestrians, bicycles, ~~and~~ public transit, and nature, are a more conducive setting for the public life of an urban neighborhood than streets designed primarily to move vehicles.

The past 20 years have seen advances in ways to improve the livability of streets, be they major traffic carriers or local public ways. Closely planted street trees, *sidewalk gardens and green infrastructure for stormwater management,* pedestrian-scaled lights, well- marked crosswalks, widened sidewalks at corners, and creative parking arrangements are but a few of the methods used with success to achieve the kind of neighborhood that residents say they want. They are all addressed in the objectives and policies that follow.

Parks, Plazas and Open Spaces

Provision of public open space is necessary to sustain a vital urban neighborhood, especially one where new housing is to be added to an already dense urban fabric. This is especially so given the reality that there are few public parks or plazas in the Market and Octavia neighborhood. To be sure, there are public spaces nearby: Jefferson Square between Gough Street and Laguna Street, at Turk Street; Civic Center Plaza (with its children's play areas) east of Polk Street; Dolores Park some blocks south of Market Street; Duboce Park, west of Steiner Street; and Koshland Park, which perhaps comes closest to what one thinks of as a local park, up on the hill, at Buchanan Street and Page Street. But all of these spaces are either "nearby," close but not a part of, or are city-oriented rather than neighborhood-oriented.

There is no central public square, park, or plaza that marks and helps give identity to this neighborhood.

At the same time that the neighborhood lacks community-focused open space, it is also largely built out, without significant or appropriate undeveloped land, except for that laid bare by the demolition of the Central Freeway. Most of this property is earmarked for much-needed housing.

In the Market and Octavia neighborhood, the streets afford the greatest opportunity to create new public parks and plazas. That is why streets are included in the discussion of public open spaces. This plan takes advantage of opportunities within public rights-of-way. Most noteworthy, Octavia Boulevard itself is conceived in part as a linear open space, as with all great boulevards, that will draw walkers, sitters, and cyclists. In addition, modest but gracious public open spaces are designated within former street rights-of-way that are availed through major infrastructure changes, along with a series of smaller open spaces, for the most part occurring within widened sidewalks areas. As well, housing development along the former freeway lands will create open spaces within private developments, contributing to the neighborhood as a whole.

Principle: A successful open space system is carefully woven into the overall fabric of a neighborhood's public streets, taking advantage of *large and small* opportunities~~, large and small,~~ to create ~~spaces~~ *both formal and informal* *spaces for respite, gathering, and recreation*.

While almost all of the Market and Octavia neighborhood is built out, there are a few opportunities to integrate new neighborhood open spaces into its existing physical fabric.

There are several significant sites for potential new open spaces. Widened sidewalk areas, when provided with benches, *nature, and shade* that encourage lingering ~~*and trees that provide shade*~~, can be effective small public spaces. This plan includes proposals for both kinds of open space.

- A new public park, Patricia's Green in Hayes Valley, has been created at the northern end of the new Octavia Boulevard, using the street right-of-way provided as the boulevard transitions to local traffic.
- A widened sidewalk in the commercial section of Hayes Street should be studied as a linear open space for strolling under trees and for lingering, linked to the pedestrian promenade along Octavia Boulevard.
- Street intersections along Market Street—at Dolores Street and at the freeway "touchdown," for example—provide the opportunity to create small public plazas, and this plan proposes to take advantage of them. Likewise, traffic-calming initiatives on local streets provide opportunities for corner plazas, similar to those in the Duboce Triangle area to the west.
- An intimate public square can be created in the new ~~*SoMa West*~~*Hub* neighborhood, along Brady Street, on land associated with a small BART utility structure and adjacent surface parking lot. This is an area of small streets that calls out for new, modestly-scaled housing that can be part of a mixed-use neighborhood. A new public square can serve as a focal point for this area.
- There is an opportunity for a new open space in the McCoppin Street right-of-way, where the street no longer carries significant traffic flows and can be reclaimed as neighborhood open space. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this

location, should it become available. *Future open space opportunities should be considered in coordination with future development to activate the open space and enhance stewardship of the space.*

- *Every new and enhanced public open space can help achieve the City's policy goal to amplify nature in order to support biodiversity, climate resilience (reduce extreme heat, air quality, and flood impacts), and happiness. This includes trees, planted areas, green infrastructure solutions for stormwater management, and living roofs and walls. To best support local biodiversity and other sustainability goals, it is important to use drought tolerant and native plant species.*

Areawide Improvements

Local streets like Laguna, Hermann, Octavia north of Hayes, Buchanan, and others should be reconfigured and enhanced where necessary to encourage walking and slow traffic movement. They are envisioned as gathering places that enhance neighborhood identity as well as public streets. The neighborhood's alleys are major assets to be protected and, in places, enhanced.

OBJECTIVE 4.1

PROVIDE SAFE, ~~AND~~ COMFORTABLE, AND GREEN PUBLIC RIGHTS-OF-WAY FOR PEDESTRIAN USE AND IMPROVE THE PUBLIC LIFE OF THE NEIGHBORHOOD.

POLICY 4.1.1

Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks where possible without affecting traffic lanes. Where such improvements may reduce lanes, the improvements should first be studied.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy, street rights-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

Though it may not be possible to widen sidewalks along major traffic streets such as Market, Franklin, Gough, Oak, and Fell Streets, it is both possible and desirable to widen sidewalks by providing widened 'sidewalk bulbs' at corners. In addition, boldly marked crosswalks alert drivers that they are entering intersections where pedestrians are likely to be crossing. Sidewalk widening and improved pedestrian crossings should be implemented throughout the plan area as the most important means of improving pedestrian safety and comfort on the street.

See Map 6. Priority Intersections for Pedestrian Improvements

POLICY 4.1.2

Enhance the pedestrian environment by maximizing~~planting~~ trees and gardens along sidewalks that connect people to nature, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy

street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through consistent tree infill. For example, this can take place on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will require a major new tree planting program.

~~*Consistent*~~*Robust* tree plantings *also* make an important contribution to neighborhood identity, *microclimate, and biodiversity*. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis; *habitat supportive and low-water use species are preferred*. ~~*Rather than removing*~~ *If* existing trees *need to be removed for maintenance reasons, replacement tree species should be informed by observing the most successful species on the immediate and adjacent blocks*~~*from any given street, the dominant tree species or preferred tree species on each block should be identified and future tree planting should be of that tree type*~~.

See Map 7 Priorities for Street Tree Plantings

POLICY 4.1.3

Establish and maintain a seamless pedestrian right-of-way throughout the plan area.

Transit-oriented neighborhoods and pedestrian-friendly environments depend on good pedestrian access and ease of movement. Some intersections in the plan area do not permit pedestrian crossings, for example Fell and Gough, Hayes and Gough, and Gough and Otis. The signal cycles at these intersections should be adjusted to accommodate pedestrians. The City should also eliminate pedestrian "do not cross" signs as the sole means to resolve

problems at high-traffic intersections where it may be done safely. Prohibitions on pedestrian crossings should be removed wherever these bans exist throughout the plan area.

POLICY 4.1.4

Encourage the inclusion of public art projects and programs in the design of streets, ~~and~~ public spaces, and building facades fronting the public realm.

Public art plays an essential role in the civic life of our city. In urban places like the Market and Octavia neighborhood, where streets, parks, and plazas are where civic life unfolds, public art takes on a broad range of meanings that enriches the overall quality of public space. Funding and space for public art should be integrated into all proposals for the physical improvement of streets and open spaces.

POLICY 4.1.5

Prohibit the vacation of public rights-of-way, especially alleys; where new development creates the opportunity, extend the area's alley network.

There are many existing alleys within the plan area, many of which are concentrated in Hayes Valley and in the larger blocks in the South of Market areas. In addition to being the location of considerable neighborhood housing, most of the alleys, by reason of their intimate scale, the diversity of buildings along them, in some cases their trees, and certainly their contrast with surrounding streets, are delightful, valuable urbane places. These alleys are an invaluable part of the neighborhood's system of public ways and, like any public resource, should be protected against proposals to privatize them.

POLICY 4.1.6

Pursue the extension of alleys where it would enhance the existing network.

A number of alleys which were previously through streets have been truncated and are now dead-end alleys. As part of the effort to extend pedestrian connections, the City should purchase of the easternmost portion of Plum Alley that is in private ownership and further study the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on Assessor's Block 3504/030.

POLICY 4.1.7

Introduce traffic-calming measures on residential alleys and consider making improvements to alleys with a residential character to create shared, multipurpose public space for the use of residents.

Parking should be concentrated along the curbside with the fewest curb cuts (driveway breaks). New pedestrian-scaled lighting can be added~~.~~, *along with* ~~*S*~~*s*treet trees *and sidewalk gardens*~~*should be planted (if residents desire trees). Seek to reach agreement on a single tree species by street (or at minimum, per block) in order to have a unified planting pattern*~~. Because alleys carry relatively little traffic, they can be re-designed to provide more public space for ~~*local residents*~~*people*—as a living alley with corner plazas to calm traffic, seating and play areas for children, community gardens, and the like~~*—where people and cars share space*~~. By ~~*calming traffic and creating more space for public use*~~*prioritizing use by people over cars*, the alley can become a common front yard for public use and enjoyment.

Working closely all City agencies should develop design prototypes for more extensive improvements to residential alleys. The City should establish a process for local residents to propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the "Livable Streets" traffic-calming initiative.
- Develop a process whereby local residents can propose living- alley improvements and participate in the design and implementation of improvements to their alley.

See Map 8. Alleys for "Living Alley" Improvements, Figure ~~54~~. A Living Alley, and Figure ~~65~~ Linden Alley: Before and After

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POLICY 4.1.8

Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

Certain alleys support non-residential uses. Coordinated approaches to the design of these alleys should protect the intimate scale of these alleys and yet create public space that contributes to and supports the varied uses along them.

- Enliven the ground floor space with active uses where possible. Loading spaces can be accommodated in ways that add to the character of the alley.
- Non-residential alleys can benefit from "living alleys" improvements that provide public open spaces, that enhance the commercial uses.
- Encourage coordination throughout the alley by using similar or complementary details throughout.

- Create spaces that allow for the growth and evolution of uses.
- Non-residential alleys may provide for a number of different and often conflicting uses. Reduce the conflict of uses by providing an uncluttered environment. Consider placing furnishings such as trash *and recycling* cans in a recessed area.

Octavia Boulevard and Hayes Valley

OBJECTIVE 4.2

ACCOMMODATE REGIONAL THROUGH TRAFFIC ON SURFACE STREETS THAT ALSO SERVE LOCAL NEEDS, THEREBY REPAIRING AREAS DISRUPTED BY LARGE INFRASTRUCTURE PROJECTS OF THE PAST.

POLICY 4.2.1

Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the elevated freeway down to street surface at Market Street provides the opportunity to create two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the last block of McCoppin Street, as it comes to its terminus west of Valencia Street. The plaza on Market Street enhances the pedestrian experience of the street and facilitates safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it has been designed to signal the end of the freeway and an entry to the city. The plaza should include seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place to provide a community-serving open space,

integrated into the overall "green street" treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bike path on the east side of the touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way could be incorporated with it to provide a larger open space at this location. *These new spaces should be designed in coordination with future development to ensure that the spaces are active, programmed, and maintained.*

- ~~*The Planning Department should work with DPW, MTA, the Recreation and Park Department, and Caltrans to facilitate a public design process for a new plaza in the McCoppin Street right-of-way, and to explore possibilities for the adjacent Assessor's Block 3502/113 west of Valencia Street. (See the larger diagram of the new SoMa West Street System, Figure 12)*~~

POLICY 4.2.2

Improve the pedestrian character of Hayes Street, between Franklin and Laguna Streets, by creating an unobstructed, linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and oriented citywide, with numerous galleries and close proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity. Between Franklin and Laguna Streets, where traffic rerouting policies allow converting the street back to two-way traffic, the roadway is wider than it needs to be for vehicular traffic. In this area, the City should undertake a future study which would consider factors such as widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches to create a much-needed public open space.

Café seating should be allowed to spill out onto widened sidewalks. The sidewalk widening should not adversely affect turning movements for Muni buses.

See Figure ~~7~~6. Hayes at Gough Intersections: Existing and Proposed

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POLICY 4.2.3

Re-introduce a public right-of-way along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue for use by pedestrians and bicycles.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved pedestrian access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard, Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.

POLICY 4.2.4

Study further dismantling of the Central Freeway, similar to removal of the freeway ramps between Market and Hayes Streets.

In the long-term, the City should evaluate removing the Central Freeway west of Bryant Street, and to rebuilding Division Street as an extension of Octavia Boulevard. The success of

Octavia Boulevard should be analyzed periodically in conjunction with a study of further dismantling of the Central Freeway.

Just as the north-of-Market Street Central Freeway ramps bisected the Market and Octavia neighborhood, the new Central Freeway ramp does the same thing to the south. The area under the freeway is dark and dank and Division Street and its surrounds are unpleasant at best. While pulling the Central Freeway back to Market Street allows the repair of Hayes Valley with minimal negative impacts to cross-town automobile traffic, it does nothing to address the damage done to the Mission District or ~~*SoMa West*~~ *the Hub*. As important, it disgorges a large volume of high-speed automobile traffic onto Market Street, the most constrained street in the plan area. Market Street is the city's signature street, its most important civic street and the most important for transit, bicycles, and pedestrians. The considerable damage the freeway touchdown has done to the city's most important street is obvious, and the City should purposefully work to repair this damage.

South of Market Street, the Mission Street and South Van Ness Avenue freeway ramps are poorly placed, requiring motorists to make left turns through highly congested intersections to get to and from the Van Ness/Franklin/Gough corridor. These turning movements add delay in already constrained locations, particularly at the Mission/Otis/Duboce/13th intersection. To take better advantage of the SoMa and Mission street grids – and particularly the extra capacity on Brannan, 11th, 12th and northeast Mission streets, the City should study removing the elevated Central Freeway to the fullest extent feasible and rebuilding Division Street as a surface-level extension of Octavia Boulevard.

Market Street

Market Street, the City's "Grand Diagonal," will continue to be honored and protected as San Francisco's visual and functional spine. Market Street has been reconfigured twice in major ways since a 1967 bond issue was approved by San Franciscans to improve it from the Central Freeway to the Ferry Building. This plan confines itself to a series of enhancements to make the street more pleasant to walk along, cross, and cycle upon in the plan area. Improvements to the overall street configuration should be made as part of a comprehensive redesign of the street, from The Embarcadero to Castro Street. Ultimately, the damage done to Market Street and the neighborhood by the poorly conceived freeway touchdown should be addressed and repaired.

OBJECTIVE 4.3

REINFORCE THE SIGNIFICANCE OF THE MARKET STREET STREETSCAPE AND CELEBRATE ITS PROMINENCE AS SAN FRANCISCO'S SYMBOLIC "MAIN STREET."

POLICY 4.3.1

Recognize the importance of the entire Market Street corridor in any improvements to Market Street proposed for the plan area.

Market Street is unquestionably the City's most memorable street. It is our primary ceremonial space, the heart of our downtown, and our most important transportation corridor. There are more demands placed on Market Street than any other street in the City: it accommodates streetcars, buses, trolleys, automobiles, *bicycles,* and pedestrians who use it as a major route to destinations and as a strolling street. *With these heavy demands, it is in the impossible role of trying to be all things for all modes of travel.*

A bold move on Market Street is needed. The City's Better Market Street project makes this bold move. The project would prioritize transit, paratransit, taxis, and people walking and riding bicycles. It would create dedicated, safe spaces for bicyclists, create safe crossings for pedestrians, widen sidewalks, integrate boarding islands for seamless transit connectivity, improve transit speeds, and significantly enliven the street. Access would be restricted for private vehicles and trucks.

POLICY 4.3.2

Improve the visual appearance and integrity of Market Street within the plan area through more *and better maintained trees and ecological features* ~~***consistent tree planting, better tree maintenance,***~~ ***de-cluttering sidewalks, and installing new pedestrian amenities.***

While an appropriate redesign of the whole of Market Street is outside of the scope of this plan, significant improvements of moderate cost are possible and desirable to enhance the street within the neighborhood. The magnificent palm trees that march down the center of the street are spotty and noncontiguous in their spacing, and their impact is lost where they are experienced: on the street. There are many opportunities to *both* infill these trees *and add* ~~*with*~~ new ones *that provide shade and habitat value to connect people to nature.* ~~*Similarly, there are many opportunities for additional trees along the street,*~~; at times in double rows. *Sidewalk gardens of low plantings also enhance neighborhood aesthetics and biodiversity, and as needed, can be designed to manage stormwater. All plantings* ~~*Both existing and new trees*~~ should receive the highest level of on-going care. Sidewalk~~*s*~~ *infrastructure and amenities such as* ~~*along the street are cluttered with a disarray of*~~ newspaper boxes, signs, refuse cans, and utility boxes, which could be clustered more attractively. Benches, *bicycle racks,* and pedestrian-scaled lighting fixtures should be provided on the street, particularly at corner plazas.

POLICY 4.3.3

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

The designs for these principal intersections should include streetscape elements—such as special light fixtures, gateways, and public art pieces—that emphasize and celebrate the special significance of each intersection.

Market Street and Van Ness Avenue

~~*The Van Ness Avenue intersection will be provided with pedestrian-oriented additions on the north side and major improvements on the south, associated with the introduction of the Van Ness Avenue Transitway, described in this plan.*~~*The intersection at the heart of the Hub neighborhood is primarily a crossroads, with little to draw people and even less to make them stay. Few buildings activate the street, conflicts between different users are constant, space is highly contested, and there is nothing to define or identify the space.* The intersection should be designed with prominent streetscape elements that signify the crossing of two important streets. This will break up the width of the street into three separate sections, thereby humanizing it and providing pedestrian refuges for people crossing~~*Van Ness Avenue*. *Widened* sidewalks can do the same at the corners, as can extended streetcar platforms on Market Street.~~*Widening, visually defining, and specially marking the crosswalks to more logically follow pedestrian desire lines will enhance the space for pedestrians. Additional greening will improve the pedestrian experience and pedestrian comfort, along with added wind canopies, street trees, and espaliers (green planted screens). Living alleys and pedestrian passageways should be integrated to help make the intersection feel more intimate. High-quality design should be leveraged to mark this location and create a sense of place. Buildings should be pulled back from the*

corner, and new entrances to the Van Ness MUNI Metro Station should be integrated within buildings when possible.

* * * *

5. BALANCING TRANSPORTATION CHOICES

Historically, the Market and Octavia neighborhood has been an imminently walkable place with good access to public transit. Its dense fabric of streets and alleys, relatively gentle topography, and role as the gateway to downtown from neighborhoods to the west have made it an essential crossroads, supporting the development of strong residential districts interspersed by active commercial streets with good transit service.

Since the 1950's, these qualities have become increasingly fragile. With the proliferation of private cars in San Francisco and the region, the Market and Octavia neighborhood's role as a crossroads has led to the imposition of a major regional freeway and the channeling of large flows of auto traffic on Fell, Oak, Gough and Franklin Streets. Because space in the area's dense physical fabric is limited, increasing auto ownership has meant more space dedicated to the movement and ~~*storage*~~*parking* of automobiles.

This has resulted in less space for housing and *civic life*~~*more space devoted to parking*~~ resulting in ~~*dead*~~*inactive* ground-floor spaces, overly-trafficked streets, and less room for safe sidewalks, bicycles and transit. Minimum parking requirements for new development, adapted from suburban jurisdictions and introduced in San Francisco in 1957, resulted in more space used for parking in the neighborhood, where driving has the most negative impact, and other ways of getting around are attractive and viable.

Today, the Market and Octavia neighborhood, *and the city as a whole,* is at a critical juncture. Over the last 40 years, this imbalance has created increased conflicts between cars and people, degrading the value of streets as the setting for public life, and crippling the potential of the sustainable modes needed to reduce emissions and the related climate crisis: transit, bicycling, and walking to provide safe and convenient means of getting around. Ultimately, we can provide adequate, affordable housing and vital, healthy neighborhoods only as we restore a balance between the transportation choices available to people. How we allocate space on city streets and ~~*how much parking we provide*~~*along our curbs amidst today's growth demands, air quality issues, and climate emergency* become ~~*basic*~~*not just a* matter~~s~~ of geometry, ~~*not ideology: but*~~ *of civic values and priorities.* ~~*w*~~*W*here travel demand is greatest, the allocation of street space must prioritize transit and other modes that move people more efficiently, even if it means reducing space for private autos. While autos will continue to have a place, keeping our streets running means giving priority to ways of getting around that make more efficient use of increasingly limited street space, and limiting the traffic-generating effects of parking where it is most harmful. At base, what this means is going back to a model of city building that strengthens neighborhoods like Market and Octavia, in keeping with its best traditions as an urban place.

To this end, this plan proposes policies to strengthen the area's accessibility by foot, bicycle, and transit, and to prioritize these modes as the long-term vision for how the area will grow. The plan discourages new parking facilities, recognizing that they generate traffic, consume space that could be devoted to housing, and have a negative effect overall on the neighborhood.

Principle: Prioritize the efficient movement of people and goods and minimize the negative effects of cars on neighborhood streets.

Responding to the "Transit-First" Policy means fundamentally changing the way we classify and plan for streets. This plan aims to make this change in the Market and Octavia neighborhood. In keeping with the "Transit-First" Policy, this plan aims to improve the reliability, frequency, and overall dignity of transit, bicycle, and pedestrian service and amenities in the area while managing the parking supply to provide efficient and equitable access to a variety of users.

Principle: Better management of existing resources is more effective in improving service than simply increasing capacity.

The easiest way to improve transit speed and reliability, for example, is to move existing transit vehicles faster by getting them out of traffic. A perceived lack of customer parking can be remedied by metering on-street spaces for short-term use. Management can effectively influence people's choice of travel mode, as the region has demonstrated with tolls on the Golden Gate and Bay Bridges that support regional transit service. Management can also be used to balance parking supply and demand, as the city has shown with short-term pricing at the 5th and Mission Garage and other city garages, which discourage all-day commuter parking and encourage short-term customer parking.

Making Public Transit Work

Transit riders, like all travelers, are rational decision makers. They are transportation consumers, and they are looking at what is the best value for their needs. Any given traveler will not select a travel mode if it is more time consuming, less convenient, less reliable, and equally costly. The primary factors that influence mode choice are:

- time and cost,
- convenience, reliability and flexibility, and
- availability of information.

To this end, the plan prioritizes the frequent and reliable operation of transit on the city's core transit streets. The plan also calls for improving the function and design of essential transit facilities and nodes. As more people come to the neighborhood, we have to give them good reasons to come without a car.

OBJECTIVE 5.1

IMPROVE PUBLIC TRANSIT TO MAKE IT MORE RELIABLE, ATTRACTIVE, CONVENIENT, AND RESPONSIVE TO INCREASING DEMAND.

For transit to meet the needs of San Francisco's population, it must offer travel times and reliability that compete well against the private automobile. Unfortunately, congestion has a disproportionate impact on transit relative to cars, given transit's fixed routes and passenger boarding needs. Moreover, traffic-light systems that are timed to benefit autos often force transit vehicles to "bunch" together, decreasing reliability for passengers. These problems can be overcome by providing transit-preferential treatments, from traffic signal prioritization to creating dedicated transit rights of way, where buses and streetcars are removed from the traffic around them. If the goal of the transportation system is to maximize the movement of

people, street improvements that give transit a clear priority over private vehicles are essential. In some cases, this may require reallocating street space from automobiles to transit.

See Map 9. Proposed Transit Improvements

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POLICY 5.1.1

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

Market Street

At the confluence of San Francisco's three main grids, a significant share of all Muni lines converge on Market Street. At Market Street at Van Ness Avenue, five lines come together and run on average every two minutes in each direction, not counting subway service. Closer to downtown, thirteen Muni lines are scheduled every 40 seconds in each direction. With so many lines in one place, seemingly insignificant delays can quickly compound through the system. For example, a continuous one-minute delay for all Muni vehicles on Market Street at O'Farrell Street results in a cumulative 2,300-minute daily delay, significantly reducing reliability system-wide. That is equal to 38 hours of service~~.~~ *, which* *o~~O~~*ver the course of a year~~,~~ ~~*the extra*~~ *is a significant* cost to the City ~~*would exceed $1 million*~~. Market Street's importance to the success of the whole transportation system cannot be overstated.

In addition to urban design improvements to make Market Street more friendly to pedestrians, it is critically important that the operations of Market Street be improved to eliminate Muni

delays. Two important ways of achieving this are by refining signal timing and creating enforceable transit-only lanes.

In order for signal timing to work without creating unnecessary red time for the cross streets, it is critical that other vehicles not impede Muni's progress. Currently, so many cars use Market Street in the downtown that it often takes several light cycles (excess of 10±minute delays) for buses and streetcars to move to the next block. As the existing "bus only" lanes are not clearly marked nor generally enforced, they are thus ignored by motorists.

The City should consider the following means to improve transit speed and reliability:

- Changes to traffic signal timing.
- Transit lane delineation.
- Increased enforcement of existing rules against driving in the transit only lanes or raising fines and post them prominently.
- Designation of other routes for private automobiles.

Van Ness Avenue

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

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

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

~~*See Figure 11. South Van Ness Avenue from Market to Howard Streets*~~

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POLICY 5.1.4

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

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

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

- dedicated bus lanes, including the possibility of bus rapid transit, on Van Ness Avenue. (*SF*MTA, ~~*Muni,*~~ Caltrans)
- transit preferential treatments, such as stop sign removal and signal preemption/prioritization, on bus route streets. (*SF*MTA~~, *Muni*~~)
- enforceable transit-only lanes on transit preferential streets. (*SF*MTA)
- transit preferential treatments outside the neighborhood along corridors outside the Plan Area to improve frequency and capacity within it. (*SF*MTA)
- new transit services outside the neighborhood that will reduce the need to drive from the west side of the city into downtown. (*SF*MTA)
- establishment of a ~~*transit impact development fee (TIDF)*~~*Transportation Sustainability Fee* to assist in funding the proposed transit improvements. The ~~*Planning Department*~~*SFMTA* shall be the implementing agency for this fee.
- prohibition of new curb cuts on traffic-preferential streets and reduction or elimination of existing curb cuts where opportunities arise. The Planning Department shall be the implementing agency for this fee.
- establishment of an impact fee for residential development that funds a range of transit, pedestrian, and bicycle improvements, and extend impact fees on commercial fees from the downtown to include the Market and Octavia neighborhood. Proceeds should go to an "Alternative Transportation Improvements Fund" for the Market and Octavia area. Funds should be used exclusively to implement the transit, pedestrian, and bicycle improvements outlined in this plan. The Planning Department shall be the implementing agency for this fee.

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OBJECTIVE 5.2

DEVELOP AND IMPLEMENT PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION MODES AND REDUCE TRAFFIC CONGESTION.

San Francisco's Downtown Area Plan successfully implemented parking management strategies that discouraged auto dependence by limiting parking development, enabling the development of 14 million square feet of commercial space to be built and thrive on public transit and very little parking. Market and Octavia parking management strategies allow some neighborhood residents to choose a "car-free" or "car-reduced" lifestyle. In a center-city neighborhood such lifestyles reduce expensive transportation costs and encourage healthy modes of transportation such as walking and bicycling. Because the Market and Octavia neighborhood is one of the city's best transit-served areas, it naturally supports transit-oriented living. In keeping with the "Transit First" Policy (City Charter, Section 16.102), every effort should be made to manage parking supply and pricing to encourage the use of public transportation and alternative ways of moving about.

POLICY 5.2.1

Eliminate minimum off-street parking requirements and establish parking caps for residential and commercial parking.

Eliminating parking requirements will support the creation of housing and increase the affordability of housing, as well as encourage new space for small-scale commercial uses and services, in keeping with the scale of existing commercial streets. Parking maximums should allow varying amounts of parking depending on a site's proximity to transit and services and the overall intensity of use expected in the future.

POLICY 5.2.2

Encourage the efficient use of space designated for parking *and amenities that support sustainable trips.*

Often, space used for parking represents a lost opportunity to provide space for housing ~~*and,*~~ commercial uses, *or community benefits*. Where it is provided, space dedicated to parking should be used as efficiently as possible~~*, thereby minimizing this lost opportunity*~~ *and integrate conveniences for residents that do not own cars*. *Through the use of reduced parking minimums,* tandem parking, valet services, *car-share parking,* and new parking technologies, the amount of space needed to park a car can be reduced dramatically. Every effort should be made to encourage efficient use of space *and increase amenities*.

- Encourage innovative means of increasing the efficiency of space devoted to parking (parking lifts, valet parking, etc.).
- Do not require individual parking and loading spaces to be independently accessible. Expand the planning code definition of a parking space to include tandem spaces, spaces in parking lifts, and valet parking spaces.
- Do not permit the minimum dimensions for a parking space to be exceeded by more than 15 percent.

- *Include community storage spaces in parking areas for car seats and other equipment that supports residents not owning their own vehicles.*

POLICY 5.2.3

Minimize the negative impacts of off-street parking on neighborhood quality.

Off-street parking, where it is above ground, detracts from the character and quality of neighborhood streets. Parking garages typically bring with them large expanses of blank walls with nothing of interest to the passerby, creating dead spaces that are almost always avoided and contribute little to the life of the neighborhood. By ensuring that parking is located below grade, or at the least lined with more active uses and activities, the negative effects of parking on the neighborhood can be kept to a minimum.

- In districts with large lots and where more intensive residential development is possible, limit the use of above-ground space for parking to minimize large frontages devoted to parking and to maximize opportunities for housing and community-serving uses.
- Where above-ground parking is permitted, require it to be setback from building facades that face public rights-of-way.
- *Maximize parking spaces outfitted with electric vehicle charging and reserved for zero-emission car share.*

POLICY 5.2.4

Support the choice to live without a car.

More than 40 percent of the households in the Market & Octavia neighborhood live without a car. The area's access to transit, local shopping, and downtown make it an ideal place to live

with less dependency on private automobiles. In addition to retiring the minimum parking requirement and ensuring that parking-free housing is available in the neighborhood, supportive services for sustainable trips (walking, biking, transit, carpool) should also be readily available, including sufficient amounts and types of bike parking, carshare, and transit shelters. The City should investigate the full costs to the public of parking in new developments; and should consider recovering these costs and using the proceeds to fund transit improvements and to increase the quality of streets for pedestrians.

~~*POLICY 5.2.5*~~

~~*Retire minimum off-street loading requirements for residential uses and establish maximums based on the existing minimums.*~~

~~*The city currently requires most new residential development to provide one off-street loading space for every 100,000 sf. of development. While space for loading is important, this requirement is geared toward meeting the building's one-time needs on "move-in day" and results in more loading spaces than are needed for its day-to-day operation. It also is geared to street designs where every use is given its own space, when flexible management of uses might work as well or better while at the same time creating better street designs. Large areas of the ground floor that could otherwise be used for housing, retail and other community-serving uses are thus given over permanently to loading spaces that are rarely, if ever, used. Rather than prescribe a requirement that responds to a one-time need or lack of street management, new development should provide the amount of loading space necessary to operate the building, and arrangements made to provide on-street space for loading to take place on move-in days.*~~

POLICY 5.2.5

Balance the pedestrian experience with individual loading needs.

When developments are required to have off-street loading, consider the evolving needs of loading and building design. Minimize frontages devoted to services and parking access and integrate loading with the overall articulation and fenestration of the façade. Combine loading with vehicular access to minimize curb cuts.

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OBJECTIVE 5.4

MANAGE EXISTING PARKING RESOURCES TO MAXIMIZE SERVICE AND ACCESSIBILITY TO ALL.

Existing parking resources should be optimized before considering any substantial increase in parking supply. Increasing supply is just one way, arguably the most costly and time-consuming, to increase the availability of parking. More effective pricing, more efficient management of supply, and better information can all result in dramatically improved parking availability in an area without adding a single parking space.

POLICY 5.4.1

~~Consider revisions to the~~Continuously refine the Residential Parking Permit (RPP) program ~~that~~to make more efficient use of the on-street parking supply and support the City's Transit First Policy.

Many San Franciscans live in older neighborhoods where parking for existing residences and businesses is scarce and they rely on a limited amount of on-street parking. While requiring

off-street parking spaces gives the appearance of a solution in the short-term, over time it only exacerbates the problem, which would be more directly addressed by limiting the issuance of parking permits based on the availability of parking spaces~~, and through increasing fees for on-street permits to more closely reflect their true market value~~.

~~*MTA and other relevant policy bodies should consider the following revisions to the Residential Parking Permit (RPP) program for the Market & Octavia neighborhood:*~~

- ~~*Grandfather existing residents with one RPP per household at the current rate, indexed annually, for as long as they live at their current address.*~~
- ~~*Restrict the issuance of RPPs to new residents based on available on-street parking supply.*~~
- ~~*Price new RPPs at market rate, allowing for only a short waiting list, if any. Revenue in excess of the administrative fee could go into the alternative transportation fund, described in Policy 5.2.1*~~
- ~~*Extend the hours of RPP zones beyond the current 9 AM to 6 PM, if residents desire.*~~
- ~~*Allow RPP residents to sell excess daytime parking capacity to businesses, but do not permit the sale or purchase of daytime capacity for commuter parking. Revenue generated should be used for neighborhood improvements, especially alternative transportation related improvements such as pedestrian improvements, bicycle parking, or transit facility enhancements.*~~
- ~~*Consider automatically establishing or extending an RPP zone when on-street parking occupancy exceeds a pre-determined benchmark, upon residents' request, or to prevent spillover effect.*~~

POLICY 5.4.2

Prioritize access to available publicly-owned parking (on- and off-street) based on user needs.

Access to public parking should be allocated based on need and should maximize accessibility to the most appropriate users. There is a clear, demonstrated need, for instance, for dedicated parking space for those with physical disabilities, for required deliveries, and for short-term users. A commuter parking space, by contrast, encourages peak-period driving trips, which negatively impact the street system when it is the most congested, and which could be most easily accommodated by transit.

The following priorities should be used to allocate on-street and public garage spaces, in this order:

1. Adequate parking space should be reserved at all times for ~~*the handicapped and the disabled*~~*people with disabilities and elderly people*.
2. Sufficient high-turnover spaces for short-term shopping and errand-running trips should be made available at all times through the provision of time-limited, metered parking, and pricing policies that discourage all-day parking and support turnover.
3. Sufficient parking should be maintained for the major arts and educational institutions in the area, but these spaces should be priced at rates comparable to those in the Downtown, and these prices should be made visible to individual users. Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions.
4. Residential parking should generally be provided along the curb, and curbside parking should be managed by limiting the number of curbside parking permits ~~*and allocating these permits by market pricing*~~.
5. Commuter parking should generally be discouraged and should only be provided to the extent that other goals are met. In any case, all commuter parking spaces should be

priced according to the prevailing downtown rates, and these prices should be made visible to users.

POLICY 5.4.3

Permit off-street parking only where loss of on-street parking is adequately offset and pursue recovering the full costs of new curb cuts to the city.

While the provision of new off-street parking may relieve some limited, private demand for on-street parking in the short term, the curb cuts required to access it usually require removing on-street parking spaces. The giving over of public parking for private parking should be carefully considered in every instance and permitted only where the new off-street parking spaces offsets the loss of public on-street parking.

A fee should be considered for all curb cuts. The curb cut fee should be sufficient to account for the long-term value of the street area no longer available for public use. The supporting fee study should consider delays to street traffic (auto, transit, bicycles), safety and aesthetic impacts on the pedestrian realm, loss of on-street publicly accessible parking, and program administration (costs and structure). This fee should be re-evaluated every five years, to capture increased costs and impacts. In general, new curb cuts should not be allowed where they would result in the removal of on-street parking and create fewer than two fully enclosed off-street spaces.

POLICY 5.4.4

Consider recovering the full costs of new parking to the neighborhood and using the proceeds to improve transit, bicycle infrastructure, and equity-focused transportation programs.

In keeping with the goal of moving more people through the overall transportation system, the costs of encouraging other users to shift to alternatives to driving should be borne by new parking facilities built in the plan area.

- Consider establishing an impact fee for new residential and commercial off-street parking. Use the fund proceeds to improve transit access and pedestrian safety as part of the alternative transportation fund.
- Consider pursuing parking benefits districts, in coordination with the ~~*Municipal Transportation Agency (*~~*SF*MTA~~)~~ and the San Francisco County Transportation Authority (SFCTA).
- *Consider supporting transit subsidies for Muni including the Lifeline Pass for Muni rides.*

POLICY 5.4.5

Improve the safety and accessibility of City-owned parking structures.

An extensive analysis of parking supply, demand, and management was undertaken in Spring 2001 to help develop the parking program for the Market and Octavia area. The study identified 1,040 off-street surface parking spaces in the initial study area, including 537 spaces on the parcels formerly covered by the Central Freeway. One of the primary findings of the study is that there is excess capacity in the Civic Center Garage during the evening—even when the Opera, Ballet and Symphony have simultaneous performances—and that the needs of the performing arts institutions can be accommodated even with the removal of parking and development of new housing on the Central Freeway parcels. There is also excess capacity in the Performing Arts Garage during the daytime, which could be better managed to address the parking needs of the neighborhood, shoppers, arts providers and commuters.

- *Offset parking demand by implementing bicycle, pedestrian, and transit improvements recommended elsewhere in this plan.*
- Improve personal security for evening parkers at the Civic Center Garage through significant urban design changes at Civic Center Plaza, and with security personnel stationed there during evening events.
- In keeping with the city's downtown parking policies, eliminate discounts offered at the Civic Center Garage.
- Adjust pricing structures at the Civic Center and Performing Arts Garages in line with those at the 5th/Mission Garage, including the elimination of the early-bird rate offered at the Performing Arts Garage.
- Optimize use of the City vehicle fleet more efficiently to decrease space needed for City vehicles and increase space available for public use.
- ~~*Offset parking demand by implementing bicycle, pedestrian, and transit improvements recommended elsewhere in this plan.*~~
- Encourage the provision of parking cash-outs for all employees in the plan area, in lieu of parking subsidies.
- Relocate and reduce reserved on-street parking around City Hall.
- Implement real-time information regarding parking availability in area parking garages.
- Introduce evening valet parking at the Civic Center Garage as appropriate.
- Provide a parking shuttle to and from the Civic Center Garage and perhaps the 5th and Mission Streets Garage for events at cultural institutions in the area.
- These actions should be considered before the City allows new parking in the area.

* * * *

Improving the Area's Bicycle Network

Bicycling *offers a simple, inexpensive, and space-efficient means of getting from place to place, and* requires nothing more than ~~*the most*~~ simple equipment~~*, no licenses, or*~~ *and basic*~~*special*~~ training. People have been bicycling for centuries. Human settlements developed compact, urban forms in order to facilitate fast and easy access to daily needs on foot. Like walking, biking harnesses our own muscle power to allow us to travel larger distances within this same compact urban form. Only relatively recently have motorized transportation technologies been developed, encouraging people to move around far more quickly, cover far greater distances, and in turn encouraging cities to spread out.

The ~~*close knit*~~ urban fabric of the Market and Octavia neighborhood *is well suited to bicycling*, ~~*along with*~~ *due to* its central location~~*, and*~~, relatively level topography, *and connections to the larger city bicycle network*~~*is well suited to bicycling, and bicycling offers a simple, inexpensive, and space-efficient means of getting from place to place*~~. As part of a comprehensive approach to transportation, this plan promotes bicycling as a safe, equitable, and convenient form of transportation that increases the neighborhood's livability, enhances public life, and improves public and environmental health.

To this end, the plan calls for creating a network of safe and convenient bike lanes, bike routes, and calmed traffic streets. It proposes several new bike facilities that would connect established bike lanes into a more complete bike system. The plan also proposes improvements to several extremely dangerous conflict points between bicycles and vehicular traffic.

See Map 11 Bicycle Network

* * * *

POLICY 5.5.2

Provide sufficient, secure, and convenient bicycle parking throughout the area.

Providing *ample and convenient*~~*secure*~~ bicycle parking is important to make cycling an attractive alternative to driving. In urban areas like San Francisco, ~~*secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such*~~ bicycle parking *must also be secure to* reduce~~s~~ theft and provide a needed sense of security.

- Building on *SF*MTA's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.
- Require a minimum amount of *easy-to-use* bicycle parking on-site for all new development, *considering unit size and number of bedrooms*.
- *Include sufficient bicycle racks that are sized to accommodate larger cargo bicycles and adequate number of electric charging facilities.*

POLICY 5.5.3

Support and expand opportunities for bicycle commuting throughout the city and the region.

In cities where bicycling is promoted and where a complete *and safe* network of bikeways is provided, such as Davis and Palo Alto, bicycling has been shown to have a measurable effect on reducing congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting, aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of

secure bicycle parking at transit facilities. To support bicycle commuting, bicycles need to be permitted on all city and regional transit operators at peak commute times and secure bicycle parking needs to be provided at transit stations.

- Encourage SamTrans, Golden Gate Transit, and other regional bus transit operators to provide bicycle racks on their buses.
- Study the feasibility of allowing bicycles on light rail vehicles, and of providing racks on all other Muni vehicles.
- Encourage BART to study the possibilities of allowing bicycles at peak periods, including a "bike car" on peak-period trains and programs to encourage the use of folding bicycles. Develop the means to allow bicyclists to use the BART system without conflicting with other riders (e.g. dedicated locations for bicycle storage on trains or dedicated "bike cars".)
- Encourage provision of secure, convenient, and supervised bicycle storage facilities at regional transit stations.

* * * *

7. A NEW NEIGHBORHOOD IN *~~SOMA WEST~~THE HUB*

Immediately south of Market Street between *10th~~11th~~* Street and *Duboce Avenue~~Valencia Street~~* lies an area that relatively few San Franciscans know well. It is where the South of Market Street grid bumps awkwardly into and connects with the Mission grid. The area is currently characterized with an overhead freeway structure and a dank Division Street beneath, with freeway entrance and exit ramps, and with a wide variety of uses, considerable housing, and a handful of new residential developments.

There are tremendous opportunities for positive change in this area - what has come to be called *"~~SoMa West~~ the Hub", a name given to the neighborhood for its prominence at the intersection of four street car lines.* The city's General Plan envisions this area's transformation into a vibrant, new, *sustainable, and resilient* mixed-use residential neighborhood, providing much-needed housing, a full range of *neighborhood serving uses*~~new services~~ and vibrant streets and public spaces. This plan carries forward this vision and articulates it further, proposing new zoning that encourages substantial new mixed-use housing development, as well as a dramatic program for recreating the public realm of streets and open spaces to serve a new residential population. This is the one part of the Market and Octavia area where creating a new, truly high-density mixed-use neighborhood can be achieved and would bring tremendous benefit to the city as a whole.

Realizing this vision will be no small task. Creating a neighborhood here will take more than changing the zoning. A great deal of vehicular traffic, much of it freeway-bound, pushes through the area's busy streets: South Van Ness, Mission, Duboce, and Division. As public spaces, these streets suffer from large unwelcoming areas of asphalt, awkward pedestrian islands, and high accident rates. Most are "no man's lands" without the most basic comforts for pedestrians. There are major, problematic intersections, for cars and pedestrians alike, including intersections at Market Street and *Van Ness Avenue, Market Street and* Gough Street, and at South Van Ness Avenue and Mission Street. *Most streets within the area are on the Vision Zero high-injury network, among the City's most dangerous streets for all users.* ~~*While injuries have steadily declined during the past decade following investments in safety from Department of Parking and Traffic, there is room for improvement. Of the more busy intersections in the area, the Gough and Market Street intersection has the dubious distinction of being among the three highest intersections in terms of injury according to MTA's 2004 Collision Report. While the South Van Ness Avenue and*~~

~~*Mission Street intersection proves less treacherous, it is nonetheless characterized by an unappealing pedestrian environment due to its scale, the many possible directions of traffic, and the confusing geometry owing to the nature of the underlying street grids.*~~

New residential developments in the area attest to what this area could become. Major transit investments, planned for Van Ness Avenue and the Market / Mission Street corridors, add to the area's potential for a dramatic new future. Ultimately, it can happen only if the city takes an active role in undertaking the improvements proposed here. It will be a large project, with the needed public realm improvements costing roughly $~~*20 – 30*~~*120* million in all. If the investment were made, it would set the stage for the creation of ~~*more than 2,000 new*~~*several thousand* housing units as part of ~~*a*~~*this* new, *high-density* mixed-use neighborhood in an area that otherwise shows little promise or hope of realizing its position ~~*at*~~*in* the center of the city. ~~*More than in any other part of San Francisco, it is up to the city to seize the*~~*There is an* opportunity here~~,~~ to encourage housing, and invest in its streets and public spaces~~-~~, thereby setting the stage for a real neighborhood to emerge in ~~*SoMa West*~~*the Hub*.

OBJECTIVE 7.1

CREATE A VIBRANT NEW MIXED-USE NEIGHBORHOOD IN ~~*SOMA WEST*~~*THE HUB*.

While a small scattering of new housing is being built in ~~*SoMa West*~~*the Hub*, the area has a tremendous untapped potential for substantial new residential development, supported by a full range of neighborhood-serving shops and services. To realize this potential, the area's existing zoning, which encourages large-scale commercial uses, will be changed to encourage a gradual transition to high-density residential uses with retail, services, and a limited amount of office uses on lower floors. Every effort should be made to encourage

mixed-use housing development as part of a gradual conversion of the area with high-density residential uses above retail and commercial activities. Because the coarser, large-scale physical fabric of the area supports tall buildings in selected areas, residential towers should be encouraged as one part of the overall urban form vision for the plan area.

POLICY 7.1.1

Maintain a strong preference for housing as a desired use.

~~*SoMa West*~~*The Hub* is unlike the smaller-scale residential areas of the rest of the plan area. Buildings here typically house commercial uses, are typically taller and more bulky, and sit on larger parcels. Where there are opportunities for new development, housing is a priority above all other uses to create a stronger residential presence in the area. To this end, the overall land use plan takes advantage of the unique scale of the ~~*SoMa West*~~*the Hub* area to accommodate higher-density housing where there are opportunity sites close to transit and services. Retail and other uses that support new housing are encouraged on the ground floor as part of new development.

POLICY 7.1.2

Encourage residential towers on selected sites.

~~*In limited areas, slender r*~~*R*esidential towers should be permitted *around the Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue intersections*~~*to extend above the streetwall height*~~. Housing should be the ~~*only permitted*~~*primary* use in these towers. Carefully control the tower form and bulk so they are not overly imposing on the skyline and do not produce excessive wind or shadows on public spaces.

- Make housing *the primary*~~a~~ required use for all *new construction and major additions*~~building area above the streetwall height.~~
- Adopt special controls for residential towers to ensure a slender profile on the skyline, as described in ~~*Element*~~*Objective* 3 of this plan.

OBJECTIVE 7.2

ESTABLISH A FUNCTIONAL, ATTRACTIVE, *GREEN,* AND WELL-INTEGRATED SYSTEM OF PUBLIC STREETS AND OPEN SPACES IN THE ~~*SOMA WEST*~~*HUB* AREA TO IMPROVE THE PUBLIC REALM.

~~*A great deal of vehicular traffic, much of it freeway bound from areas north of Market Street and from the west, pushes through SoMa West: South Van Ness Avenue and Mission, Duboce, and Division Streets. SoMa West is also lacking in public open space; what spaces do exist are negatively affected by traffic that makes them noisy and less than desirable. Public transit moves through this area, as do increasing numbers of cyclists. Most of its streets are not comfortable for pedestrians; many are dangerous. There are major, problematic intersections. Some of the worst are at Market Street / Van Ness Avenue, and at South Van Ness Avenue / Mission Street, Mission Street / Otis / Division Streets, and South Van Ness Avenue / Division Street.*~~

High volumes of vehicular through traffic, much of it freeway-bound from areas north of Market Street and from the west, push through the Hub, creating congestion, air quality, and safety issues. Particularly Van Ness and South Van Ness avenues, and Mission, Otis, Gough, Duboce, and Division streets, are impacted by this traffic, and identified as Vision Zero high-injury corridors due to known injuries or deaths to pedestrians, cyclist, and motorists. Public transit moving through this area is often delayed and the area lacks protected bicycle facilities. Most of the neighborhood's streets are

uncomfortable and unsafe for pedestrians, in part because of the numerous large, complicated intersections that are difficult to cross.

As the residential population of the area expands, every opportunity should be taken to ~~*improve pedestrian safety and calm traffic through the area*~~*reduce and calm vehicle traffic and improve safety for people that walk and bicycle*. New neighborhood open spaces should be provided through the creation of new parks and plazas, ~~*as well as through reclaiming street spaces to widen sidewalks and improve*~~*and by widening sidewalks; in part through reclaimed street* spaces dedicated to pedestrian use. The following policies describe specific strategies to make these improvements.

See Map 12. Major Routes for Vehicular Circulation and *the Hub Public Realm Plan*~~*Figure 12. A New Street System for SoMa Neighborhood*~~.

* * * *

~~*POLICY 7.2.1*~~

~~*Study a redesign of South Van Ness Avenue from Mission Street to Division Street as a surface boulevard serving regional as well as local traffic.*~~

~~*Currently a no-man's land of wide expanses of asphalt and rather frantic traffic, South Van Ness Avenue, a state highway, could be a gracious, tree-lined boulevard with wonderful views to the south, comfortable for autos, buses, pedestrians, and cyclists alike. Moreover, it can and should be a street, like Van Ness Avenue north of Market Street, that new uses, particularly housing, seek out rather than shun.*~~

- ~~*Study creating a dedicated transitway (bus rapid transit) on Van Ness Avenue. The transitway should include landscaping and pedestrian amenities, as described in this plan.*~~

- ~~*From Mission Street to Howard Street and Division Street, South Van Ness Avenue carries considerable vehicular traffic to the freeway. South Van Ness Avenue should be studied with the goal of supporting all the functions of a great street, moving traffic, facilitating transit and creating a pleasant and safe environment for bicycles and pedestrians.*~~

~~*POLICY 7.2.2*~~

~~*Embark on a study to redesign Mission and Otis Streets from South Van Ness Avenue to Duboce Avenue.*~~

~~*These two streets act as a one-way couplet making the transition from downtown to the Mission District and carrying freeway-bound traffic from Gough Street via Otis Street. Mission district buses use this pair as well. Otis Street, particularly, is rather unpleasant for pedestrians. A redesign of these streets should be studied to see if it would make the streets comfortable and efficient for buses, autos, pedestrians, and bicyclists. The scale of these streets can become more intimate and inviting for all users. As part of the study ideas for widening sidewalks and installing other new transit preferential improvements should be considered. While other ideas should be studied, the following ideas were discussed (but not yet studied) during the community planning process.*~~

- ~~*The Otis Street right-of-way is wide enough to separate local-serving traffic from through traffic between Van Ness Avenue and Gough Street via a tree-planted median. A bus-only lane gives public transit the priority it needs. Between Gough and Duboce Avenues, the freeway-bound traffic can be separated from the buses and the Mission district traffic, again by a planted median that will give the street a more human scale.*~~
- ~~*Mission Street traffic, in this area, can be accommodated on fewer lanes, allowing for enhanced sidewalks consistent with the new residential development along it. A separate bus lane and a long and comfortable boarding platform at the Duboce / Division intersection will serve transit riders.*~~

~~*This street can have parking lanes on both sides for most of its length. Where the Central Freeway off-ramp meets Mission Street, remove the unrestricted right turn onto Mission Street.*~~

POLICY 7.2.1

Street furnishings and landscaping provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm.

Throughout all new or redeveloped streets, sidewalks, and open spaces, increase public amenities such as street trees, sidewalk gardens, benches, bicycle racks, and multi-stream waste systems. Plantings should be climate appropriate species with a focus on natives to increase habitat value and support the City's biodiversity policy.

POLICY 7.2.2

Advance a redesign of South Van Ness Avenue from Mission Street to Division Street as a surface boulevard welcoming to pedestrians and serving regional as well as local traffic.

A no-human's land of wide expanses of asphalt and congested traffic, South Van Ness Avenue is a state highway partially under the control of Caltrans that is burdened by the considerable vehicular traffic it carries to the freeway. South Van Ness Avenue should be redesigned with the goal of supporting all the functions of a great street, prioritizing safety and transit, and creating a pleasant and safe environment for bicycles and pedestrians, while calmly and safely moving vehicular traffic. Support the Van Ness Bus Rapid Transit (BRT) system on South Van Ness and consider long-term improvements to South Van Ness Avenue that support and build on this significant public transit investment. A gracious, tree-lined boulevard with housing and wonderful views to the south, comfortable for autos, buses, pedestrians, and cyclists alike. Separating out local from regional travel lanes with green medians will calm traffic, enhance safety, make the neighborhood a better place to live, and

significantly improve the public realm. From Mission Street to Howard Street and Division Street, redesign this long block with a boulevard design, similar to that found on Octavia Blvd.

POLICY 7.2.3

Redesign Mission and Otis Streets from South Van Ness Avenue to Duboce Avenue.

Mission Street and Otis Street act as a one-way couplet making the transition from downtown to the Mission District and carrying freeway-bound traffic from Gough Street via Otis Street. Mission Street buses use this pair of streets as well. Otis Street is particularly unpleasant for pedestrians. Transit-priority improvements will improve the streets and make them more efficient for buses, but there is still a need to improve conditions for people walking. On Otis Street between Duboce Avenue and Gough Street, a single northbound lane could be added to enhance more direct vehicular access from the freeway. This would require additional study. This removal of the u-turn movement at Mission Street/Otis Street and South Van Ness Avenue would improve pedestrian safety at this intersection. Otis Street between Gough Street and South Van Ness Avenue carries far less vehicular traffic and there is more opportunity for improvement. A parking-protected bikeway and transit lane should replace two vehicular travel lanes, and the south sidewalk should be significantly widened for much of this block.

POLICY 7.2.~~3~~4

Redesign the southern end of Gough Street between Otis Street and Market Streets~~ with widened sidewalks and a community gathering space or garden at the northeastern side of the Gough, Otis and McCoppin Streets intersection~~.

~~*Presently a wide street with no compelling attractions except for traffic, the wide right-of-way has space for three southbound moving lanes, a tree-lined median, and a northbound lane, with parking to provide a pedestrian realm that borders the small scaled "Brady Block" to the east.*~~

A new corner bulb-out should be built on the southwestern corner of the intersection of Gough, Otis, and McCoppin Streets to provide a buffer from vehicles and additional open space. This bulb-out should be built in coordination with the development of the adjacent property at 33 Gough. The east sidewalk of the local lane on Gough Street does not meet minimum Better Streets Plan standards and should be widened to at least 12 feet.

Stevenson Street between Gough Street and Brady Street should be converted into a two-way street, to accommodate vehicles travelling between Gough Street and Brady Street. Raised crosswalks should be added at the intersection of Gough and Stevenson streets, 12th and Stevenson streets, Brady and Otis streets, and Brady and Market streets, to calm traffic at the main vehicular entrances to this new neighborhood. A raised intersection at Brady and Colton streets should be considered to highlight this key intersection and transition from different street spaces on all sides.

POLICY 7.2.45

Redesign McCoppin Street ~~*as a linear green street*~~ ***with*** *additional plantings and* ***a new open space west of Valencia Street*** *in conjunction with the redevelopment of adjacent parcels*.

With the new freeway touchdown, traffic accessing the freeway, McCoppin Street no longer has the need to be used as a cut-through. As a result, the street carries only a fraction of the traffic that it did before. There is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local

traffic. The portion of McCoppin Street west of Valencia Street is no longer needed for vehicular traffic, providing the opportunity to convert it to a small open space. The space~~,~~ ~~*approximately 80 feet by 100 feet,*~~ should be converted into a small plaza or other form of community space for the use of local residents*, activated by adjacent development*.

POLICY 7.2.~~5~~6

Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place; its interior is divided and made publicly-accessible by four alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of indefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings fronting on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of South Park: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.

~~*A small new open space can be developed in the center of the Brady Block, taking advantage of a small (approximately 80-foot-square BART-owned parcel that provides access to its tunnel below), and through purchase of an adjacent 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would by accessed via a network of mid-block alleys designed as "living street" spaces. The BART vent shaft rather than a hindrance could be the site of a central wind-driven kinetic sculpture.*~~

~~*In addition to the land use, height and bulk controls outlined in Element 1, the following actions are necessary to realize this change for the Brady Block, in order of importance:*~~

- ~~*An agreement will be necessary with BART to allow the reuse of the land where its ventilation shafts comes to the surface as a public park.*~~
- ~~*Parcels 3505031 and 3505031A, which are currently used as surface parking lots, will have to be purchased and dedicated to the Recreation and Parks Department as public open space.*~~
- ~~*Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to DPW as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.*~~
- ~~*Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to DPW as a public right-of-way connecting the two disconnected halves of Stevenson Alley.*~~

Several small alleys within this block should be designed to prioritize pedestrians. These include Colton Street from Brady Street to Colusa Street, Colusa Place, Chase Court, and Stevenson Street from 12th Street to the new open space. Colton Street east of Brady Street should be redesigned as a shared street with special paving, in conjunction with new development.

Colton Street from Brady Street to Stevenson Street is an unusually narrow right-of-way and could be converted to pedestrian-only. Private access to the garage for 36-38 Gough Street should be maintained on Colton Street. If there is an opportunity in the future to consolidate driveway access on Gough Street, then vehicle access on Colton Street could be eliminated.

POLICY 7.2.6~~7~~

Redesign 12th Street between Market Street and South Van Ness Avenue as a calm, residential street with significant linear open space.~~Embark on a study to redesign 12th Street between Market and Mission to recapture space for pedestrian use.~~

Twelfth Street is a wide street with far more space devoted to autos and parking than is necessary, especially given low traffic volumes. At least three new developments will line 12th Street with active ground floor uses and residential uses above. Twelfth Street should be repurposed to create wider sidewalks with street trees and sidewalk gardens, as well as a long linear open space along the street's eastern edge, with one travel lane in each direction and parking lanes. This would create an active and green pedestrian environment.

~~Twelfth Street, like McCoppin Street, has more space devoted to autos and parking than is necessary. During the community planning process the following idea was discussed but not yet studied: Twelfth Street could be reconfigured to provide only one travel lane in each direction, plus parking lanes, and concentrating a widened pedestrian realm on one side of the street for pedestrians, providing space for public seating, recreation and gardens, can turn it into positive, useful spaces for those who live and work along it.~~

POLICY 7.2.8

Redesign Oak Street between Market Street and Van Ness Avenue with a new public plaza at the corner of Market Street and Van Ness Avenue.

The block of Oak Street between Franklin Street and Market Street has a much different character from the rest of Oak Street. While still relatively wide, it is a one-lane, one-way street in the opposite direction as the rest of Oak Street. San Francisco Fire Department Station 36 is one block away, and Oak Street is used in a contra-flow direction for fire trucks traveling towards SoMa. Three new developments will front Oak Street with active ground floor uses and residential uses above. Some of the roadway should be repurposed to create a high-quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and deliveries.

POLICY 7.2.9

Redesign 13th Street between Valencia Street and Folsom Street to minimize the impact of freeway traffic and improve safety and comfort for people walking and riding bicycles.

Thirteenth Street is a heavily-trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. Though it runs beneath the freeway, 13th Street is also used by people walking and riding bicycles because it is flat and provides a direct connection from SoMa to the Mission. Excess roadway should be repurposed to create new protected bicycle lanes in both directions, with intersections redesigned to improve safety for all users.

For people on bicycles, protected bicycle lanes should be added from Valencia Street to Folsom Street, connecting to the parking-protected bikeways on 13th Street east of Folsom Street. A safe new crossing for bicycles across Mission Street should be created, either with a new split signal phase near South

Van Ness Avenue, or another redesign. Under the off-ramp, Caltrans parking should be reorganized with pedestrian space and a protected bicycle lane.

For people walking, the sidewalk connection between Mission Street and Howard Street on the northern side of 13th Street should be improved, and bulb-outs should be added at all corners for the safety of all users. A raised crosswalk should be added at Woodward Street for pedestrian safety. Infill tree planting should be added wherever possible, and new pedestrian lighting should be added on the extended sidewalk on the northern side of 13th Street. Opportunities for expanding public art on the freeway columns should be explored, building on the successful public art on freeway columns at the SoMa skatepark.

POLICY 7.2.10

Redesign Valencia Street between Market Street and 15th Street to prioritize safety and comfort for people walking and riding bicycles.

Valencia is a neighborhood commercial street and an important north-south connection for pedestrians and people riding bicycles. Public realm improvements were implemented south of 15th Street in 2010. These improvements should be extended to Market Street.

Valencia Street should be redesigned with parking-protected bikeways to provide full protection for people riding bicycles. Corner bulb-outs should be added at all intersections to improve the safety of all users. Raised crosswalks should be added at all alleys, including Clinton Park, Brosnan, and Rosa Parks. Infill street trees, plantings, pedestrian-scale lighting, and seating or other street furnishings should be added to improve pedestrian comfort.

POLICY 7.2.11

Redesign 11th Street between Market Street and Bryant Street to prioritize transit and improve safety and comfort for people walking and riding bicycles.

Eleventh Street is an important street for transit and bicycles connecting SoMa to Market Street. Currently, the street has three lanes of traffic, including a center turn lane, bicycle lanes, and curb-side parking lanes. The center turning lane should be repurposed to create a parking-protected bicycle lane in both directions.

Eleventh Street should be redesigned with a one-way, parking-protected bikeway along both curb edges of the street, to enhance safety for people riding bicycles. Transit boarding islands and corner bulb-outs should be added at intersections to improve the safety of all users. Raised crosswalks should be added at all alleys. Infill street trees, sidewalk plantings, pedestrian-scale lighting, and seating or other street furnishings should be added to improve pedestrian comfort.

POLICY 7.2.~~7~~12

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

South Van Ness Avenue and Mission/Otis Streets

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

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

The Mission Street and South Van Ness Avenue intersection is a convergence of six different streets with varying widths and unusual angles. Long crossings and signal wait times combined with high volumes and speeds of traffic leaves the large numbers of pedestrians crossing it consistently uncomfortable and unsafe; this Vision Zero intersection has unfortunately high rates of injury for all users (pedestrians, cyclists, and vehicle drivers and passengers). While the intersection is heavily used by people walking, it also plays an important role for State Route 101 and, as a result, there are some limitations for major transformation. The proposal includes realigning 12th Street to create a new 12th Street plaza in coordination with the Van Ness BRT project. Other changes to the intersection would aim to calm traffic and simplify turning movements to improve safety for all users and enhance the pedestrian experience.

Division Street at Mission Street and at South Van Ness Avenue

Large volumes of freeway-bound traffic move through these two intersections to access the freeway on-ramp. Pedestrian crossings are daunting, if not impossible, and cyclists find these intersections particularly difficult, mostly because of the freeway-bound traffic. The area's small traffic islands, weaving traffic lanes, and discontinuous sidewalks leave pedestrians and bicyclists lost in a sea of traffic.

~~*During the community planning process the following idea was discussed but not yet studied: The City could establish new lane configurations to make the transition from Mission Street and South Van Ness*~~

~~*Avenue to the freeway ramp more direct and minimize conflicts with pedestrians. Pedestrian spaces could be expanded and auto turning movements regularized. In addition, the City could extend the sidewalk along South Van Ness Avenue south of Division Street. This would provide better pedestrian connections and separate freeway from local traffic, possibly also creating an easier and safer transition for cyclists traveling south.*~~

* * * *

Section 3. The General Plan is hereby amended by revising the Housing Element, as follows:

* * * *

I. SUMMARY OF OBJECTIVES & POLICIES

* * * *

Issue 3:

EQUAL HOUSING OPPORTUNITIES

Objective 4

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

POLICY 4.1

Promote housing for families with children in new development by locating multi-bedroom units near common open space and amenities or with easy access to the street; and by incorporating child-friendly amenities into common open and indoor spaces.

POLICY 4.~~12~~2

Develop new housing, and encourage the remodeling of existing housing, for families with children.

POLICY 4.~~23~~3

Provide a range of housing options for residents with special needs for housing support and services.

POLICY 4.~~34~~4

Create housing for people with disabilities and aging adults by including universal design principles in new and rehabilitated housing units.

POLICY 4.~~45~~5

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

POLICY 4.~~56~~6

Ensure that new permanently affordable housing is located in all of the city's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

POLICY 4.~~67~~7

Encourage an equitable distribution of growth according to infrastructure and site capacity.

POLICY 4.~~7~~8

Consider environmental justice issues when planning for new housing, especially affordable housing.

* * * *

Issue 3:

Equal Housing Opportunities

Objective 4

Foster a housing stock that meets the needs of all residents across lifecycles.

Population diversity is one of San Francisco's most importantant assets; San Francisco's residents span ethnicities, income levels, household types and sizes. Supporting household diversity requires the City support a variety of housing opportunities, so that everyone has the opportunity to live in a suitable home that they can afford.

* * * *

POLICY 4.1

Promote housing for families with children in new development by locating multi-bedroom units near common open space and amenities or with easy access to the street; and by incorporating child-friendly amenities into common open and indoor spaces.

Since 1990 the number of households with children in San Francisco declined slightly, while the region continued to gain these households. While the Bay Area has gained both households with one child and households with two or more children, San Francisco lost households with two or more children,

perhaps indicating the difficulty of securing housing that is large enough to accommodate the needs of these households.

Citywide, development projects that include more than ten units are required to provide at least 25% of their units as two- or three- bedroom units, with a minimum of 10% for three-bedroom units. This requirement is 40% in areas of San Francisco that are subject to Area Plans. Additional design features could help make these larger units more appealing to families with children. Locating these large units adjacent to each other would encourage socializing and community. Providing easy access to common open areas from those units, either directly where possible, or accessible by stairs up to three stories, would provide children easy access to play space. Creating overlooks from those units to the common open space would provide parents better opportunities for informal supervision. Designing open spaces and indoor spaces, such as community rooms or lobby space, with child-friendly features and programing those spaces with children-oriented activities and amenities would provide engaging opportunities for children and further appeal to families with children.

POLICY 4.~~1~~2

~~*Develop new housing, and e*~~Encourage the remodeling of existing housing, for families with children.

* * * *

POLICY 4.~~2~~3

Provide a range of housing options for residents with special needs for housing support and services.

* * * *

POLICY 4.~~3~~4

Create housing for people with disabilities and aging adults by including universal design principles in new and rehabilitated housing units.

* * * *

POLICY 4.*~~4~~5*

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

* * * *

POLICY 4.*~~5~~6*

Ensure that new permanently affordable housing is located in all of the city's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

* * * *

POLICY 4.*~~6~~7*

Encourage an equitable distribution of growth according to infrastructure and site capacity

* * * *

POLICY 4.*~~7~~8*

Consider environmental justice issues when planning for new housing, especially affordable housing.

* * * *

Section 4. The General Plan is hereby amended by revising the Arts Element, as follows:

(a) The Table of Contents of the Arts Element is hereby amended by inserting a reference to "ART.IND.2.5 Encourage arts on the ground floor as avenues to the creative life and vitality of San Francisco," in accordance with the amendments described below.

(b) The Arts Element is further revised, as follows:

* * * *

OBJECTIVE III-2

STRENGTHEN THE CONTRIBUTION OF ARTS ORGANIZATIONS TO THE CREATIVE LIFE AND VITALITY OF SAN FRANCISCO.

Arts organizations provide the framework by which the work of artists is made accessible to the public. They are not only the presenters of this work but the conservators of the diverse cultural heritages and traditions of our civilization. They support artists by direct employment and through education, advocacy and technical assistance. The economic stability of arts organizations has a direct bearing on whether or not artists can create and present their work.

* * * *

POLICY III-2.5

Encourage arts on the ground floor as avenues to the creative life and vitality of San Francisco.

Background

Community-serving arts organizations are critical to strengthening neighborhoods, building community infrastructure, and fostering positive social change. In order for these organizations to continue to operate and remain accessible to residents and visitors, the City should support policies that encourage ground floor space to be made available for community-serving arts organizations. These organizations are integral to making San Francisco a city that provides cultural equity and access to high quality arts experiences.

* * * *

Section 5. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 6. Scope of Ordinance. Except as described in sections 2, 3, and 4 of this ordinance, in enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the General Plan that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
PETER R. MILJANICH
Deputy City Attorney

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III. PLANNING CODE AMENDMENTS – PCA CASE

EXHIBIT III.1 – PLANNING CODE AMENDMENTS INITIATION DRAFT RESOLUTION

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission
Draft Resolution
HEARING DATE FEBRUARY 13, 2020

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name:	**Market and Octavia Area Plan Amendment**
Case Number:	**2015-000940PCA**
Initiated by:	Planning Commission
Staff Contact:	Lily Langlois, Principal Planner Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by:	Joshua Switzky, Land Use and Community Planning Program Manager Joshua.switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate and Schedule for Adoption on or After March 12, 2020**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE TO INCORPORATE AMENDMENTS TO THE MARKET AND OCTAVIA AREA PLAN.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission (hereinafter "Commission") shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, in 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Plan includes numerous policies that support a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitates the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, while the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after "Planning Department") did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, in 2016, the Planning Department initiated a community planning process to re-look at the area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits package and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document provide a comprehensive set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider initiation of the proposed Ordinance on February 13, 2020; and

WHEREAS, The Planning Department commenced the California Environmental Quality Act (CEQA) process in December 2017, released an Initial Study Draft Environmental Impact Report in July 2019; and will complete the environmental review process prior to the Commission taking action on the proposed Ordinance; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Planning Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Planning Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

WHEREAS, The Planning Code governs permitted land uses and planning standards in the City. Thus, conforming amendments to the Planning Code are required for this Plan amendment. An ordinance, approved as to form by the City Attorney and attached hereto as Exhibit III-2, has been drafted in order to make revisions to the Planning Code. The Ordinance amends Planning Code Sections including but not limited to 145.4, 151.1, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 401, 411A.5, 415.3, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5.

WHEREAS, these amendments contain proposals for changes to standards from those currently established by the Planning Code, including but not limited to those for land use, height and bulk, building design, parking, and impact fees.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Planning Code Section 302(b), the Commission adopts a Resolution of Intention to Initiate Amendments to the Planning Code, as contained in the proposed Planning Code amendment Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit III-2.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 306.3, the Commission authorizes the Planning Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit III-2, to be considered at a publicly noticed hearing on or after **March 12, 2020**

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on February 13, 2020

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

EXHIBIT III.2 – PLANNING CODE AMENDMENTS PROPOSED ORDINANCE

[Planning Code – Amendments to the Van Ness & Market Downtown Residential Special Use District]

Ordinance amending the Planning Code to amend the Van Ness & Market Downtown Residential Special Use District, to encourage more housing and uses that support the neighborhood residents and business, and to give effect to amendments to the Market and Octavia Area Plan; and amending Planning Code Sections 145.4, 151.1, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, and 424.5; and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2020, after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the

procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code. Copies of the Planning Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File No. ___ and is incorporated herein by reference. The Board affirms this determination.

(b) The Project evaluated in the Final EIR includes the proposed amendments to the Planning Code as well as amendments to the General Plan and other related amendments. The proposed Planning Code amendments set forth in this ordinance are within the scope of the Project evaluated in the Final EIR.

(c) On _____, the Planning Commission, in Resolution No. _____, adopted findings under CEQA regarding the Project's environmental impacts, the disposition of mitigation measures, and project alternatives, as well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation monitoring reporting program (MMRP).

(d) On _____, the Planning Commission, in Resolution No. _____, recommended the proposed Planning Code amendments for approval and adopted findings that the actions contemplated in this ordinance are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

(e) On _____, the Planning Commission, in Resolution No. _____, adopted findings that the actions contemplated in this ordinance will serve the public necessity, convenience, and welfare. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____,

and is incorporated herein by reference.

(f) The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings, and hereby adopts them as its own and incorporates them by reference as though such findings were fully set forth in this Ordinance.

(g) The Board of Supervisors adopts the MMRP as a condition of this approval, and endorses those mitigation measures that are under the jurisdiction of other City Departments, and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and MMRP.

(h) The Board of Supervisors finds that no substantial changes have occurred in the proposed Project that would require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the proposed Project is to be undertaken that would require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR, and no new information of substantial importance to the proposed Project has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible that would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives that are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

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Section 2. Articles 1, 2 and 4 of the Planning Code are hereby amended by revising Sections 145.4, 151.1, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 401, 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, 424.5.

SEC. 145.4 REQUIRED GROUND FLOOR COMMERCIAL USES

* * * *

(3) Van Ness Avenue, in the Van Ness and Market ~~*Downtown*~~ Residential Special Use District, from Fell Street to Market Street;

* * * *

SEC. 151.1 SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN SPECIFIED DISTRICTS.

* * * *

Table 151.1
OFF-STREET PARKING PERMITTED AS ACCESSORY

Use or Activity	***Number of Off-Street Car Parking Spaces or Space Devoted to Off-Street Car Parking Permitted***
RESIDENTIAL USES	
* * * *	
Dwelling Units in the Van Ness and Market Downtown Residential Special Use District	P up to one car for each four Dwelling Units; ~~*C up to 0.5 cars for each Dwelling Unit, subject to the criteria and procedures of Section 151.1(e);*~~ NP ~~*above two cars for each four Dwelling Units.*~~ *above .25 cars for each Dwelling Unit.*
* * * *	

* * * *

SEC. 207.6. REQUIRED MINIMUM DWELLING UNIT MIX IN RTO, RCD, NCT, DTR, EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, *VAN NESS & MARKET RESIDENTIAL SPECIAL USE DISTRICT, AND* THE POLK STREET AND PACIFIC AVENUE NEIGHBORHOOD COMMERCIAL DISTRICTS.

(a) **Purpose.** In order to foster flexible and creative infill development while maintaining the character of the district, dwelling unit density is not controlled by lot area in RTO, NCT, and Eastern Neighborhoods Mixed Use Districts but rather by the physical constraints of this Code (such as height, bulk, setbacks, open space, and dwelling unit exposure). However, to ensure an adequate supply of family-sized units in existing and new housing stock, new residential construction must include a minimum percentage of units of at least two bedrooms. In the Pacific Avenue and Polk Street Neighborhood Commercial Districts, *and the Van Ness & Market Residential Special Use District,* a dwelling unit mix requirement addresses the need for family-sized housing production in these districts.

(b) **Applicability.**

(1) This Section shall apply in the RTO, RCD, NCT, DTR, Eastern Neighborhoods Mixed Use Districts, *Van Ness & Market Residential Special Use District,* and the Pacific Avenue and Polk Street NCDs.

(2) This Section shall apply to all applications for building permits and/or Planning Commission entitlements that propose the creation of five or more Dwelling Units.

(3) This Section does not apply to buildings for which 100 percent of the residential uses are: Group Housing, Dwelling Units that are provided at below market rates pursuant to Section 406(b)(1) of this Code, Single Room Occupancy (SRO) Units, Student Housing (all as defined in Section 102 of this Code) or housing specifically and permanently designated for seniors or persons with physical disabilities.

///

(c) **Controls.** For all RTO, RCD and NCT districts, as well as DTR, Eastern Neighborhoods Mixed Use Districts, *Van Ness & Market Residential Special Use District,* and the Pacific Avenue and Polk Street NCDs, one of the following three must apply;

(1) no less than 40% of the total number of proposed Dwelling Units shall contain at least two bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of Dwelling Units, or

(2) no less than 30% of the total number of proposed Dwelling Units shall contain at least three bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of Dwelling Units, or

(3) no less than 35% of the total number of proposed Dwelling Units shall contain at least two or three bedrooms with at least 10% of the total number of proposed Dwelling Units containing three bedrooms. Any fraction resulting from this calculation shall be rounded to the nearest whole number of Dwelling Units.

(d) **Modifications.**

(1) In NCT, RCD, RTO and the Pacific Avenue and Polk Street NC Districts, these requirements may be waived or modified with Conditional Use Authorization. In addition to those conditions set forth in Section 303, the Planning Commission shall consider the following criteria:

(A) The project demonstrates a need or mission to serve unique populations, or

(B) The project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill these requirements.

(2) In Eastern Neighborhoods Mixed Use Districts, these requirements may be waived in return for provision of family-sized affordable units, pursuant to Section 419et seq. To receive this waiver, 100 percent of the total number of inclusionary units required under

Section 415et seq. or Section 419et seq. shall contain at least two bedrooms. Also in Eastern Neighborhoods Mixed Use Districts, these requirements may be waived or modified through the Variance process set forth in Section 305, or in the case of projects subject to Section 329, through the procedures of that section.

(3) In DTR Districts, these requirements may be modified per the procedures of Section 309.1.

(4) In the Van Ness & Market Residential Special Use District, these requirements may only be modified pursuant to the procedures of Section 309, regardless of the underlying zoning district.

* * * *

SEC. 249.33. Van Ness & Market ~~Downtown~~ Residential Special Use District.

(a) Purpose. There shall be a Van Ness & Market ~~Downtown~~ Residential Special Use District, which is comprised of the parcels zoned C-3-G in the Market Octavia Better Neighborhoods Plan area, and whose boundaries are designated on Sectional Map Nos. SU02 and SU07 of the Zoning Map of the City and County of San Francisco. This District is generally comprised of parcels focused at the intersections of Van Ness Avenue at Market Street and South Van Ness Avenue at Mission Street, along with parcels on both sides of Market and Mission Streets between *9* ~~10~~th and *Division*~~12th~~ Streets. This District is intended to be a transit-oriented, high-density ~~mixed use~~ neighborhood with a significant residential presence *and a mix of neighborhood serving uses. New development and major expansions must be predominantly residential. Other non-residential uses are allowed and encouraged, including arts, institutional and retail uses. Retail controls allow for smaller retail use sizes in order to emphasize neighborhood serving character. These uses compliment the transit rich infrastructure in the area, which includes the Van Ness MUNI Metro Station and the intersection of several major transit*

corridors including Van Ness BRT, Market Street, Mission Street and other major bus lines. This area is encouraged to transition from largely a back-office and warehouse support function to downtown into a more ~~*cohesive downtown*~~ *mixed-use* residential district, and serves as a transition zone to the lower scale residential and neighborhood commercial areas to the west and south of the C-3. A notable amount of large citywide commercial and office activity will remain in the area, including government offices supporting the Civic Center and City Hall. The area was initially identified in the Downtown Plan of the General Plan as an area to encourage housing adjacent to the downtown. As part of the city's Better Neighborhoods Program, this concept was fully articulated in the Market and Octavia Area Plan, and is described therein.

(b) **Use Controls.**

(1) **Non-residential Uses.** For newly-constructed buildings or additions which exceed 20 percent or more of an existing structure's gross floor area, ~~*non-residential uses are not permitted above the fourth story, and*~~ at least ~~*two*~~ *three* occupied square feet of residential use shall be provided for each occupied square foot of non-residential use. In order to accommodate local government office uses near City Hall, publicly-owned or leased buildings or lots are exempted from the requirements of this Subsection. *Replacement of existing office uses on the same parcel and other Public Facility and Art Activities, as defined in Section 102, are exempt from the requirements of this subsection (b)(1).*

* * * *

(3) **Residential Affordable Housing Program.** All projects in this District shall be subject to all the terms of Section 415 and following of the Inclusionary Affordable Housing Program. Notwithstanding the foregoing, projects within the Van Ness and Market ~~*Downtown*~~ Residential Special Use District shall at a minimum fulfill the requirements to the levels specified in this section. Should Section 415 require greater contributions to the affordable

housing program, those requirements shall ~~supercede~~ *supersede* this section. Proposed exceptions to these requirements due to hardships associated with construction type, specifically heights above 120 feet, are not applicable in this Special Use District because parcels are receiving an up zoning through increased density and benefits through the general transformation of the district to a transit oriented neighborhood with a mixed use character. Requirements and administration of this program shall follow the conditions outlined in Section 415 of this Code unless otherwise specified in this Section.

* * * *

(5) **Lot Coverage.** The rear yard requirements of Section 134 of this Code shall not apply. Lot coverage is limited to 80 percent at all ~~*residential*~~ levels *containing a dwelling unit or group housing bedroom* ~~*except on levels in which all residential units face onto a public right-of-way*~~. The unbuilt portion of the lot shall be open to the sky except for those obstructions permitted in yards per Section 136(c) of this Code.

Exceptions to the 20 percent open area may be granted pursuant to the procedures of Section 309 ~~*for conversions of existing non-residential structures where it is determined that provision of 20 percent open area would require partial demolition of the existing non-residential structure.*~~

* * * *

*(7) **Retail Use Size**. P up to 5,999 gross square feet; C 6,000 gross square feet and above.*

*(8) **Formula Retail**. Formula Retail Uses, as defined in Section 102, shall require a Conditional Use Authorization as set forth in Section 303.1.*

*(9) **Micro-Retail**. "Micro-Retail" shall mean a Retail Use, other than a Formula Retail Use, measuring no less than 100 gross square feet, no greater than 1,000 gross square feet and a 10 foot minimum depth from the front façade.*

///

(A) Applicability. Micro-Retail controls shall apply to projects with new construction or alterations to greater than 50% of an existing building if located on a lot of at least 20,000 square feet

(B) Controls.

(i) Amount. Applicable development projects shall have at least one Micro-Retail unit for every 20,000 gross square feet of lot area, rounded to the nearest unit.

(ii) Location and Design. All Micro-Retail units shall be on the ground floor, independently and directly accessed from a public right-of-way or a publicly-accessible open space, and designed to be accessed and operated independently from other spaces or uses on the subject property. For projects adjacent to POPOS, free standing kiosks are allowed to meet this requirement through Planning Commission approval through a 309 exception.

(iii) Exemption. Any projects providing ground floor uses that are larger than 1,000 gross square feet and defined as Arts Activities, Child Care Facility, Social Service, Community Facility, or Public Facility are exempt from the Micro-Retail requirement.

(iv) Exceptions. Exceptions to the micro-retail requirement may be granted pursuant to the procedures of Section 309.

(10) ***Accessory Parking****. For projects that provide 25% or more on-site affordable housing units as defined in Section 415, accessory non-residential parking may be used jointly as accessory residential parking for residential uses within the same project, so long as the following criteria is met:*

(i) the total number of independently accessible parking stalls (whether residential or non-residential) provided in such project shall not exceed the sum of the maximum amount of accessory residential and accessory non-residential parking spaces permitted by the Planning Code and;

///

(ii) the total number of parking spaces used as residential accessory parking shall not exceed 0.4 spaces per each Dwelling Unit.

(11) ***Cannabis-Related Land Uses****. All Cannabis Related Uses, which includes Cannabis Retail (Retail Sales and Service Category), Medical Cannabis Dispensary, Industrial Agriculture, Agriculture and Beverage Processing 2, Light Manufacturing, Laboratory, Wholesale, or Parcel Delivery Service, as defined in Section 102 shall follow the land use controls of the NCT-3 Moderate-Scale Neighborhood Commercial Transit District.*

(12) ***Living Roofs and Living Walls.***

(A) Definitions. For the purpose of this subsection (b)(12), all terms shall be as defined in Sections 102 and 149.

(B) Applicability. The requirements of this subsection (b)(10) shall apply to any building and development project that meet all of the following criteria:

(i) The development project lot size is 5,000 square feet or larger;

(ii) The building constitutes a Large Development Project or Small Development Project under the Stormwater Management Ordinance (Public Works Code Sections 147-147.6); and

(iii) The building height is 120 feet or less.

(C) Requirements.

(i) Notwithstanding the requirements of Section 149, at least fifty percent of the roof area shall be covered by one or more Living Roofs.

(ii) The Living Roof shall be considered in determining compliance with the Stormwater Management Ordinance.

(iii) The Planning Department, after consulting with the Public Utilities Commission and the Department of the Environment, shall adopt rules and regulations to implement this subsection (b)(10) and shall coordinate with those departments to ensure compliance with the

Stormwater Management Ordinance.

(iv) Projects that consist of multiple buildings may choose to locate the Living Roofs required in subsection (b)(10)(B)(i) on any rooftops within the subject project site, including on buildings that are not subject to these requirements, provided that the project as a whole provides the square footage of Living Roofs required by subsection (b)(10)(B)(i).

(v) Project sponsors are encouraged to incorporate vertical living walls on building facades, composed of climate-appropriate, native, and non-invasive plantings.

(D) Waiver. If the project sponsor demonstrates to the Zoning Administrator's satisfaction that it is physically infeasible to meet the Living Roof requirements that apply to the project, the Zoning Administrator may, in their sole discretion and pursuant to the procedures set forth in Planning Code Section 307(h), reduce the requirement stated in subsection (b)(10)(B)(i) from fifty percent to thirty-three percent.

*(13) **Option for In-Kind Provision of Transportation Sustainability Fee.** Development projects in this District may propose to provide transportation improvements to the City directly. In such a case, the City, at its sole discretion, may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver for the TSF from the Municipal Transportation Agency Board of Directors (the "MTA" and the "MTA Board," respectively), subject to the following rules and requirements:*

(A) Approval criteria. The City shall not enter into an In-Kind Agreement unless the proposed in-kind improvements meet an identified community need and where they substitute for improvements that could be provided by the TSF Expenditure Program (as described in Section 411A.6). No physical improvement or provision of space otherwise required by the Planning Code or any other City Code shall be eligible for consideration as part of this In-Kind Improvements Agreement.

///

(B) Valuation. The Director of Transportation, in consultation with the Director of Planning, shall determine the appropriate value of the proposed in-kind improvements. For the purposes of calculating the total value, the development project shall provide the Planning Department and MTA with a cost estimate for the proposed in-kind improvement(s) from two independent sources or, if relevant, real estate appraisers. If the City has completed a detailed site-specific cost estimate for a planned improvement this may serve as one of the cost estimates, provided it is indexed to current cost of construction.

(C) Content of the In-Kind Improvements Agreement. The In-Kind Improvements Agreement shall include at least the following items:

(i) A description of the type and timeline of the proposed in-kind improvements.

(ii) The appropriate value of the proposed in-kind improvement, as determined in subsection (2) above.

(iii) The legal remedies in the case of failure by the development project to provide the in-kind improvements according to the specified timeline and terms in the agreement. Such remedies shall include the method by which the City will calculate accrued interest.

(D) Approval Process. The MTA Board, with the advice of the Director of Planning and the Director of Transportation, must approve the material terms of an In-Kind Agreement. Prior to the parties executing the Agreement, the City Attorney must approve the agreement as to form and to substance. The Director of Transportation is authorized to execute the Agreement on behalf of the City. If the MTA Board approves the In-Kind Agreement, it shall waive the amount of the TSF by the value of the proposed In-Kind Improvements Agreement, as determined by the Director of Transportation and the Director of Planning. No credit shall be made for land value unless ownership of the land is transferred to the City or a permanent public easement is granted, the acceptance of which is at the sole discretion of the City. The maximum value of the In-Kind Improvements Agreement

shall not exceed the required TSF.

(E) Administrative Costs. Development projects that pursue an In-Kind Improvements Agreement will be billed time and materials for any administrative costs that the Planning Department or any other City entity incurs in negotiating, drafting, and monitoring compliance with the In-Kind Improvements Agreement.

(14) ***Option for Provision of Affordable Housing Fees.*** *Development projects in this District may pay the affordable housing fees required under sections 416 and 424 by choosing any of the alternatives set forth in Section 415.5(g), provided that nothing in this subsection shall be interpreted to change any obligations established by contract with the City.*

(15) ***Required Minimum Dwelling Unit Mix.*** *Development projects in this District shall comply with Section 207.6.*

(c) In the event of a conflict between the provisions of this Section 249.33 and the provisions of Section 249.81, 1629 Market Street Special Use District, the provisions of Section 249.81 shall control.

(d) In the event of a conflict between the provisions of this Section 249.33 and the provisions of Section 249.12, 1500 Mission Street Special Use District, the provisions of Section 249.12 shall control.

SEC. 261.1. ADDITIONAL HEIGHT LIMITS FOR NARROW STREETS AND ALLEYS IN, RTO, NC, NCT, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS

* * * *

(B) any building frontage in an RH-2, RH-3, RM, RTO, NC, NCT, *Van Ness & Market Residential Special Use District,* or Eastern Neighborhood Mixed Use District that abuts a Narrow Street and that is more than 60 feet from an intersection with a Street wider than 40 feet.

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(3) "East-West Narrow Streets" shall mean all Narrow Streets, except those created pursuant to Section 270.2, that are oriented at 45 degrees or less from a true east-west orientation or are otherwise named herein: Elm, Redwood, Ash, Birch, Ivy, Linden, Hickory, Lily, Rose, Laussat, Germania, Clinton Park, Brosnan, Hidalgo, and Alert Streets.

(4) "North-South Narrow Streets" shall mean all Narrow Streets, except those created pursuant to Section 270.2, that are oriented at 45 degrees or less from a true north-south orientation.

(c) **Applicability.** The controls in this Section shall apply in all RTO, NC, NCT, ~~*and*~~ Eastern Neighborhoods Mixed Use Districts, *and the Van Ness & Market Residential Special Use District,* except in the Bernal Heights Special Use District. Notwithstanding the foregoing, in the CS Bulk District these controls shall only apply on certain frontages as described in Section 270(h).

* * * *

SEC. 263.19. HEIGHT LIMITS: PERMITTED PODIUM AND TOWER HEIGHTS IN THE R BULK DISTRICT*S*.

(a) **Intent**. ~~*As described in Section 827(a), t*~~The general development concept for ~~*Rincon Hill*~~ *R Bulk Districts* is of podium buildings ~~*up to 85*~~, *that vary from 65 to 170* feet in height *depending on the district and location*, with adequately spaced slender towers up to ~~*550*~~ *650* feet in height rising above the podium buildings. ~~*In South Beach, towers up to 200 feet in height are permitted to rise in limited locations above a podium height that varies from 65 to 105 feet. This urban form is implemented in the R height and bulk district, mapped in all portions of the Rincon Hill and South Beach Downtown Residential Districts where towers are permitted.*~~

(b) **Maximum Height Controls for Podiums and Towers.** In the R bulk district*s*, *which include the R, R-2, and R-3 bulk districts* as designated on Sectional Map No. *HT01* ~~*1H*~~, *HT02 and HT07* of the Zoning Map, maximum permitted building heights for both podiums and

towers are expressed as two numbers separated by a slash~~, *including 65/200-R, 105/200-R, 85/150-R, 85/200-R, 85/250-R, 65/400-R, 85/400-R, 45/450-R, and 45/550-R*~~. The number preceding the slash represents the height limit for podium buildings. The number following the slash represents the height limit for towers. No building may exceed the podium height limit except for towers meeting the bulk and tower spacing controls established in Section 270(e) *and (f)*.

*(c) **Maximum Height Controls for Podiums and Towers in the R-2 Bulk District and the Van Ness and Market Residential Special Use District**. In the R-2 bulk district and within the Van Ness and Market Residential Special Use District, maximum permitted building heights for both podiums and towers are expressed as two sets of numbers separated by a double slash in the format described above, in subsection (b). Each set of numbers represents the maximum heights for podium and tower applicable to the parcel and as regulated per subsection (b) above as follows: The first set of numbers represents the principally permitted height limits for the parcel, both for the podium and for the tower. The second set of numbers after the double slash represents the maximum height limits for podium and tower that can be granted by the Planning Commission for that parcel through an exception pursuant to the procedures and findings of Section 309(a)(17).*

SEC. 270 Bulk Limits: Measurement

* * * *

(f) **Van Ness and Market ~~*Downtown*~~ Residential Special Use District.** In Bulk District R-2, (Van Ness and Market ~~*Downtown*~~ *Residential* Special Use District), bulk limitations are as follows:

(1) Tower Bulk and Spacing. ~~*In height districts*~~ *In the R-2 bulk district* ~~*120/200-R-2, 20/300-R-2, 120/320-R-2, and 120/400-R-2,*~~ there are no bulk limitations below *the podium height* ~~*120 feet in 7 height*~~, and structures above ~~*120 feet in*~~ *the podium* height shall meet the bulk limitations described in subsection (e)(2)(A)-(~~*F*~~*E*). ~~*In height district 85/250-R-2 there are no bulk*~~

~~*limitations below 85 feet in height, and structures above 85 feet in height shall meet the bulk limitations described in subsections (e)(2)(A) - (F).*~~ *To ensure tower sculpting, the gross floor area of the top one-third of the height of the tower shall be reduced by not less than 10 percent from the maximum floor plates described in subsections (e)(2)(A) – (E) above and the average diagonal of the top one-third by not less than 13% from the average diagonal of the tower, unless the overall tower volume is reduced by an equal or greater volume.*

(2) ***Exceptions.*** *In the R-2 bulk district, the Planning Commission may grant bulk exceptions through the procedures and findings of Section 309(a)(17) to increase the allowed bulk of buildings up to the limits described in subsections (A) – (D) below. The procedures for granting exceptions to bulk limits described in Section 272 shall not apply.*

(A) Towers up to 350 feet in height may not exceed an average floor area of 10,000 square feet.

(B) Towers taller than 350 feet may not exceed an average floor area of 12,000 square feet, maximum plan length of 150 feet, and maximum diagonal dimension of 190 feet.

(C) Towers taller than 550 feet in height districts of 590 feet and greater may not exceed an average floor area of 18,500 square feet between a podium height of 140 feet and 170 feet. Building mass above 140 feet shall be set back at least 10 feet from the property line for a minimum of 90% of all street frontages.

(D) Exceptions to the tower sculpting requirements described in subsection (1) above may be considered up to the limits as follows:

(i) For towers less than 400 feet, the provision may be fully waived.

(ii) For Towers taller than 400 feet in height, at least one-quarter of the tower's floors shall be reduced by not less than 9% from the maximum floor areas described in (2)(B) above.

(iii) For towers between 500 and 550 feet in height, the average diagonal of the upper one-third of the height of the tower shall be reduced by not less than 5% of maximum diagonal dimension

described in subsection (e).

(~~2~~3) In order to provide adequate sunlight and air to streets and open spaces, a minimum distance of 115 feet must be preserved between all structures above ~~*120 feet in height at all levels above 120 feet in height*~~*the applicable podium height for the subject development lot*. Spacing shall be measured horizontally from the outside surface of the exterior wall of the subject building to the nearest point on the closest structure above 120 feet in height.

(~~3~~4) ~~No~~ Exceptions shall be permitted *as described in section (2) (a-c) above*. The procedures for granting special exceptions to bulk limits described in Section 272 shall not apply.

* * * *

SEC. 270.2. SPECIAL BULK AND OPEN SPACE REQUIREMENT: MID-BLOCK ALLEYS IN LARGE LOT DEVELOPMENT IN THE EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, SOUTH OF MARKET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT, FOLSOM STREET NEIGHBORHOOD COMMERCIAL TRANSIT DISTRICT, REGIONAL COMMERCIAL DISTRICT, C-3 DISTRICT, AND DTR DISTRICT.

* * * *

(d) **Requirements.**

* * * *

(3) For new construction within the Van Ness & Market Residential Special Use District on lots with greater than 300 linear feet of street frontage, the project shall provide a publicly-accessible mid-block alley between any two frontages that have at least 200 feet of length each. Such alley shall be subject to all requirements of this Section 270.2, except that the requirements of subsection 270.2(e)(14) shall not apply. A project subject to this subsection 270.2(d)(3) may seek an

///

exception to the requirements of Section 270.2(e)(6) pursuant to the procedures and findings of Section 309(a)(18).

* * * *

SEC. 309. PERMIT REVIEW IN C-3 DISTRICTS.

* * * *

(a) **Exceptions.** Exceptions to the following provisions of this Code may be granted as provided in the code sections referred to below:

* * * *

(16) Exceptions to the Micro-Retail requirements as permitted in Section 249.33.

(17) Exceptions to the height and bulk limits for parcels within the Van Ness & Market Residential Special Use District as defined by Section 270(f)(2) In considering such exceptions, the Planning Commission shall consider the extent to which the project achieves the following: (A) sculpts the building massing to achieve an elegant and creative tower form that enhances the skyline; (B) reduces or minimizes potential impacts on winds and shadows; (C) provides community-serving uses, including neighborhood-oriented retail, arts, social services or public-serving uses, particularly on the ground floor; and (D) maximizes housing density within the allowed envelope.

(18) Exceptions to the percent coverage requirements of Section 270.2(e)(6) for projects within the Van Ness & Market Residential Special Use District. The Planning Commission shall only grant such exceptions if the Planning Commission finds that: (A) the proposed mid-block alley and percent coverage do not negatively affect the use and purpose of the alley as a means of creating a more efficient pedestrian network, as described in subsections 270.2(a)-(b); and (B) the proposed percent coverage does not negatively impact the quality of the mid-block alley as an area of pedestrian and retail activity and public open space. An exception shall not be granted for any mid-block alley

that is less than 35 percent open to the sky.

(19) Exceptions to the required minimum dwelling unit mix in Section 207.6 for projects within the Van Ness & Market Residential Special Use District. In considering such exceptions, the Planning Commission shall consider the following criteria:

(i) whether the project demonstrates a need or mission to serve unique populations; or

(ii) whether the project site or existing building(s), if any, feature physical constraints that make it unreasonable to fulfill the requirements of Section 207.6 or subsection 309(a)(19)(i).

SEC. 401. DEFINITIONS.

* * * *

"Market and Octavia Community Improvements Program." The program intended to implement the community improvements identified in the Market and Octavia Area Plan, as articulated in the Market and Octavia Community Improvements Program Document on file with the Clerk of the Board in File No. 071157~~.~~ *, and as updated in the revised Market and Octavia Community Improvements Program Document, identified as part of the amendments to the Market and Octavia Area Plan for the area known as the Hub, on file with the clerk of the board in File No. XXXX.*

* * * *

SEC. 411A.5. TSF SCHEDULE.

(a) Development Projects subject to the TSF shall pay the following fees, as adjusted annually in accordance with Planning Code Section 409(b).

* * * *

(b) Development Projects in the Market & Van Ness Residential Special Use District may propose to pay their TSF in kind, as set forth in Section 249.33.

SEC. 416.3. APPLICATION OF AFFORDABLE HOUSING FEE REQUIREMENT.

* * * *

(b) Other Fee Provisions. This additional affordable housing fee shall be subject to the inflation adjustment provisions of Section 409 and the waiver and reduction provisions of Section 406. This additional affordable housing fee may not be met through the in-kind provision of community improvements or Community Facilities (Mello Roos) financing options of Sections 421.3(d) and (e). *Pursuant to Section 249.33, in the Van Ness & Market Downtown Residential Special Use District this fee may be paid in any of the alternatives set forth in Section 415.5(g).*

* * * *

SEC. 421.5. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND

* * * *

(b) **Use of Funds.** The Fund shall be administered by the Board of Supervisors.

(1) **Infrastructure**. All monies deposited in the Fund shall be used to design, engineer, acquire, improve, and develop neighborhood open spaces, pedestrian and streetscape improvements, bicycle infrastructure, childcare facilities, and other improvements that result in new publicly-accessible facilities and related resources within the Market and Octavia Plan Area or within ~~*250*~~ *1,250* feet of the Plan Area ~~*and within the Upper Market Street Neighborhood Commercial Transit District, portions of which are located outside the plan area*~~. Funds may be used for childcare facilities that are not publicly owned or publicly- accessible. The improvements, where applicable, shall be consistent with the Market and Octavia Civic Streets and Open Space System as described in Map *45* of the Market and Octavia Area Plan of the General Plan, and Market and Octavia *Community* Improvements ~~*Plan*~~*Program*. The funds shall be allocated in accordance with Table 421.5A.

* * * *

SEC. 424.1. FINDINGS SUPPORTING THE VAN NESS AND MARKET AFFORDABLE HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.

* * * *

(c) **Public Improvements.** The public improvements acceptable in exchange for granting the FAR bonus, and that would be necessary to serve the additional population created by the increased density, are listed below. All public improvements shall be consistent with the Market and Octavia Area Plan.

(1) **Open Space Acquisition and Improvement.** ~~*Brady Park*~~ *Open Spaces* (as described in the Market and Octavia Area Plan), or other open space of comparable size and performance. Open space shall be dedicated for public ownership or permanent easement for unfettered public access and improved for public use, including landscaping, seating, lighting, and other amenities.

(2) **Complete Streets.** Pedestrian and Streetscape improvements and Bicycle Infrastructure within the Special Use District as described in the Market and Octavia Area Plan, including Van Ness and South Van Ness Avenues, Gough, Mission, McCoppin, *Market,* Otis, Oak, Fell, *Valencia,* 11th, ~~*and*~~ 12th ~~*Streets*~~, *13th Streets,* along with adjacent alleys. Improvements include sidewalk widening, landscaping and trees, lighting, seating and other street furniture (e.g., newsracks, kiosks, bicycle racks), signage, transit stop and subway station enhancements (e.g., shelters, signage, boarding platforms), roadway and sidewalk paving, ~~*and*~~ public art *and living alleys.*

(3) **Affordable Housing.** The type of affordable housing needed in San Francisco is documented in the City's Consolidated Plan and the ~~*Residence*~~ *Housing* Element of the General Plan. New affordable rental housing and ownership housing affordable to households earning less than the median income is greatly needed in San Francisco.

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SEC. 424.3. APPLICATION OF VAN NESS AND MARKET AFFORDABLE HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.

(a) **Application.** Section 424.1*et seq.* shall apply to any development project located in the Van Ness and Market ~~*Downtown*~~ Residential Special Use District, as established in Section 249.33 of this Code. The Fee is due and payable to the Development Fee Collection Unit at DBI at the time of and in no event later than issuance of the first construction document, with an option for the project sponsor to defer payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be paid into the appropriate fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

(b) **Amount of Fee.**

(~~i~~1) All uses in any development project within the Van Ness and Market ~~*Downtown*~~ Residential Special Use District shall pay $30.00 per net additional gross square foot of floor area in any portion of building area exceeding the base development site FAR of 6:1 up to a base development site FAR of 9:1.

(~~ii~~2) All uses in any development project within the Van Ness and Market ~~*Downtown*~~ Residential Special Use District shall pay $15.00 per net additional gross square foot of floor area in any portion of building area exceeding the base development site FAR of 9:1.

(c) **Option for In-Kind Provision of Infrastructure Improvements and Fee Credits.** Project sponsors may propose to directly provide community improvements to the City. In such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor and issue a fee waiver from the neighborhood infrastructure portion ($15.00 per net additional gross square foot of floor area) of the Van Ness and Market ~~*Downtown*~~ Residential Special Use District Affordable Housing and Neighborhood Infrastructure Fee from the Planning

Commission, subject to the following rules and requirements:

(1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement unless the proposed in-kind improvements meet an identified community need as analyzed in the Van Ness and Market Affordable Housing and Neighborhood Infrastructure Program and where they substitute for improvements that could be provided by the Van Ness and Market ~~*Downtown*~~ Residential Special Use District Infrastructure Fee Fund (as described in Section 424.5). The City may reject in-kind improvements if they are not consistent with the priorities identified in the Van Ness and Market Affordable Housing and Neighborhood Infrastructure Program. No physical improvement or provision of space otherwise required by the Planning Code or any other City Code shall be eligible for consideration as part of this In-Kind Improvements Agreement.

* * * *

(4) **Approval Process**. The Planning Commission must approve the material terms of an In-Kind Agreement. Prior to the parties executing the Agreement, the City Attorney must approve the agreement as to form and to substance. The Director of Planning is authorized to execute the Agreement on behalf of the City. If the Planning Commission approves the In-Kind Agreement, it shall waive the amount of the neighborhood infrastructure portion of the Van Ness and Market ~~*Downtown*~~ Residential Special Use District Affordable Housing and Neighborhood Infrastructure Fee by the value of the proposed In-Kind Improvements Agreement as determined by the Director of Planning. No credit shall be made for land value unless ownership of the land is transferred to the City or a permanent public easement is granted, the acceptance of which is at the sole discretion of the City. The maximum value of the In-Kind Improvements Agreement shall not exceed the required neighborhood infrastructure portion of the Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee.

* * * *

SEC. 424.4. VAN NESS AND MARKET ~~*DOWNTOWN*~~ RESIDENTIAL SPECIAL USE DISTRICT AFFORDABLE HOUSING FUND.

(a) That portion of gross floor area subject to the $30.00 per gross square foot fee referenced in Section 424.3(b)(i) above shall be deposited into the special fund maintained by the Controller called the Citywide Affordable Housing Fund established by Section 413.10. Except as specifically provided in this Section, collection, management, enforcement, and expenditure of funds shall conform to the requirements related to in-lieu fees in Planning Code Section 415.1*et seq.*, specifically including, but not limited to, the provisions of Section 415.7.

(b) Priorities for SUD Affordable Housing Fees Implementation. *In order to increase the supply of housing affordable to qualifying households in the Market and Octavia Plan Area, the Upper Market NCT District, and to the City, the following is the prioritization of the use of these fees;*

(1) First, to increase the supply of housing affordable to qualifying households in the Van Ness & Market Special Use District;

(2) Second, to increase the supply of housing affordable to qualifying households with in 1 mile of the boundaries of the Market and Octavia Area Plan;

(3) Third, to increase the supply of housing affordable to qualifying households in the City and County of San Francisco.

SEC. 424.5. VAN NESS AND MARKET ~~*DOWNTOWN*~~ RESIDENTIAL SPECIAL USE DISTRICT INFRASTRUCTURE FUND.

* * * *

(1) All monies deposited in the Fund, plus accrued interest, shall be used solely to design, engineer, acquire and develop neighborhood recreation and open space, pedestrian amenities and streetscape improvements, and bicycle infrastructure that result in

new publicly-accessible facilities. First priority should be given to projects within the Van Ness and Market ~~*Downtown*~~ Residential Special Use District ~~*or the area bounded by 10th Street, Howard Street, South Van Ness Avenue, the northeastern line of the Central Freeway, Market Street, Franklin Street, Hayes Street, and Polk Street*~~. Second Priority should be given to projects within the Market and Octavia Plan *or within 1,250 of the Plan Area*. These improvements shall be consistent with the Market and Octavia Area Plan of the General Plan and any Plan that is approved by the Board of Supervisors in the future for the area covered by the Van Ness and Market ~~*Downtown*~~ Residential Special Use District, except that monies from the Fund may be used by the Planning Commission to commission studies to revise the fee above, or to commission landscape, architectural or other planning, design and engineering services in support of the proposed public improvements.

* * * *

Section 3. Effective Date.

(a) This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under

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the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
ANDREA RUIZ-ESQUIDE
Deputy City Attorney

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IV. PLANNING CODE AND BUSINESS AND TAX REGULATION CODE AMENDMENTS – PCA CASE

EXHIBIT IV.1 – PLANNING CODE AND BUSINESS AND TAX REGULATION CODE AMENDMENTS INITIATION DRAFT RESOLUTION

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Draft Resolution

HEARING DATE FEBRUARY 13, 2020

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name:	**Market and Octavia Area Plan Amendment**
Case Number:	**2015-000940PCA**
Initiated by:	Planning Commission
Staff Contact:	Lily Langlois, Principal Planner Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by:	Joshua Switzky, Land Use and Community Planning Program Manager Joshua.switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate and Schedule for Adoption on or After March 12, 2020**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO PLANNING CODE AND BUSINESS AND TAX REGULATIONS CODE TO CREATE THE HUB HOUSING SUSTAINABILITY DISTRICT.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend proposed amendments to the Planning Code to the Board of Supervisors; and the San Francisco Planning Department is proposing to amend the Planning Code as part of the Market and Octavia Area Plan Amendment; and

WHEREAS, Assembly Bill 73 (hereinafter "AB 73"), California Government Code Sections 66200 et seq., which took effect January 1, 2018, authorizes local municipalities to designate by ordinance one or more Housing Sustainability Districts (hereinafter "HSD") to provide a streamlined, ministerial approval process for residential and mixed-use developments meeting certain requirements. AB 73 requires local agencies to prepare an Environmental Impact Report (hereinafter "EIR") to identify and mitigate the environmental impacts of designating an HSD. Projects approved under an HSD ordinance must implement applicable mitigation measures identified in the EIR.

WHEREAS, the Planning Code and Business and Tax Regulation Code Amendments would establish the Hub Housing Sustainability District (hereinafter "Hub HSD") which would provide a streamlined, ministerial process for approval by the Planning Department of developments in the Market and Octavia Plan Area meeting the requirements of AB 73 and other eligibility criteria. The Amendments propose to remove the requirement to hold a Planning Commission hearing to consider discretionary review of these development proposals, in order to meet the streamlining requirements of AB 73.

WHEREAS, these Amendments contain proposals for changes to standards from those currently established by the Planning Code and Business and Tax Regulations Code, including but not limited to those for review and approval of residential and mixed-use developments and appeals of permit decisions to the Board of Appeals.

WHEREAS, this Resolution initiating amendments to the Planning Code and Business and Tax Regulation Code is a companion to other legislative approvals relating to amendments to the Market and Octavia Area Plan, including amendments to the General Plan, Planning Code, Zoning Map and implementation program.

WHEREAS, These Planning Code and Business and Tax Regulations Code Amendments, together with the proposed General Plan, Planning Code, and Zoning Map Amendments and the Implementation Program document, provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Planning Code and Business and Tax Regulations Code Amendments help to implement the vision for the Hub area as described in the Market and Octavia Area Plan by streamlining approval of residential and mixed-use development projects meeting certain eligibility criteria and thereby encouraging construction of on-site, permanently affordable housing units in the Plan Area.

WHEREAS, the Planning Code governs permitted land uses and planning standards in the City. The Business and Tax Regulations Code provides the legislative basis for, direction to, and limitations on the review, approval, denial, and revocation of permits by executive agencies of the City. Thus, conforming amendments to the Planning Code and Business and Tax Regulations Code are required in order to establish and implement the Hub HSD. An ordinance, approved as to form by the City Attorney and attached hereto as Exhibit IV-2, has been drafted in order to make revisions to the Business and Tax Regulations Code and Planning Code necessary to implement the proposed Hub HSD. This ordinance amends Business and Tax Regulations Code Section 8 and 26 and adds Planning Code Section 344 to establish and implement the Hub HSD.

WHEREAS, The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider initiation of the proposed Ordinance on February 13, 2020; and

WHEREAS, the Planning Department commenced the California Environmental Quality Act (CEQA) process in December 2017, released an Initial Study Draft Environmental Impact Report in July 2019; and will complete the environmental review process prior to the Commission taking action on the proposed Ordinance; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Planning Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Planning Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Planning Code Section 302(b), the the Commission adopts a Resolution of Intention to Initiate Amendments to the Planning Code and Business and Tax Regulations Code, as contained in the proposed Planning Code and Business and Tax Regulation Code amendment Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit IV-2.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 306.3, the Commission authorizes the Planning Department to provide appropriate notice for a public hearing to consider the above referenced Planning Code amendments contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit IV-2, to be considered at a publicly noticed hearing on or after **March 12, 2020**

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on February 13, 2020

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

EXHIBIT IV.2 – PLANNING CODE AND BUSINESS AND TAX REGULATION CODE AMENDMENTS PROPOSED ORDINANCE

FILE NO. ORDINANCE NO.

[Business and Tax Regulations, Planning Codes - Hub Housing Sustainability District]

Ordinance amending the Business and Tax Regulations and Planning Codes to create the Hub Housing Sustainability District, encompassing an area generally bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10th Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street from 10th Street to Washburn Street, a portion of Washburn Street, Minna Street from 10th Street to just past Lafayette Street (with certain lots excluded), midblock between Lafayette Street and 12th Street to Howard Street, Howard Street just north of 12th and 13th streets, and 13th Street to Octavia Boulevard and Haight Street), to provide a streamlined and ministerial approval process for certain housing projects within the District meeting specific labor, on-site affordability, and other requirements; creating an expedited Board of Appeals process for appeals of projects within the District; and making approval findings under the California Environmental Quality Act, findings of public convenience, necessity, and welfare under Planning Code, Section 302, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2018 after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Hub Plan (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Sections 15000 et seq.) and Chapter 31 of the Administrative Code. Copies of the Planning Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File No. _____ and are incorporated herein by reference.

(b) The Project evaluated in the Final EIR includes proposed amendments to the Planning Code, Administrative Code, and Zoning Map, as well as amendments to the General Plan to amend the Market and Octavia Area Plan and other related amendments. The proposed Planning Code amendments and Business and Tax Regulations Code amendments set forth in this ordinance are within the scope of the Project evaluated in the Final EIR.

(c) At the same hearing during which the Planning Commission certified the Final EIR, the Planning Commission adopted findings under CEQA regarding the Project's environmental impacts, the disposition of mitigation measures, and project alternatives, as well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation monitoring reporting program (MMRP), by Resolution No. _____.

(d) At the same hearing, the Planning Commission, in Resolution No. _____, recommended the proposed Planning Code amendments for approval and adopted findings that the actions contemplated in this ordinance creating the Hub Housing Sustainability District are consistent, on balance, with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

(e) Pursuant to Planning Code Section 302, the Board of Supervisors finds that the Planning Code amendments and Business and Tax Regulations Code amendments will serve the public necessity, convenience, and welfare for the reasons set forth in Planning Commission Resolution No. _____, and the Board incorporates such reasons herein by reference.

(f) The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings, and hereby adopts them as its own and incorporates them by reference as though such findings were fully set forth herein.

(g) The Board of Supervisors adopts the MMRP as a condition of this approval, and endorses those mitigation measures that are under the jurisdiction of other City Departments, and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and MMRP.

(h) The Board of Supervisors finds that no substantial changes have occurred in the proposed Project that would require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes have occurred with respect to the circumstances under which the proposed Project is to be undertaken that would require major

revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR, and no new information of substantial importance to the proposed Project has become available that indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant environmental effects will be substantially more severe, (3) mitigation measures or alternatives found not feasible that would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives that are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

Section 2. The Business and Tax Regulations Code is hereby amended by revising Sections 8 and 26, to read as follows:

SEC. 8. METHOD OF APPEAL TO THE BOARD OF APPEALS.

* * * *

(c) Appeals to the Board of Appeals of permit decisions made pursuant to Planning Code Section 344 shall be taken within 10 days of the permit decision. This subsection (c) shall expire on the Sunset Date of Planning Code Section 344, as defined in that Section. Upon the expiration of this subsection, the City Attorney shall cause this subsection to be removed from the Business and Tax Regulations Code.

(~~c~~d) Appeals to the Board of Appeals of permit decisions made pursuant to Planning Code Section 207, subsection (c)(6), shall be taken within 10 days of the permit decision.

(~~d~~e) Appeals of actions taken by the Entertainment Commission or its Director on the granting, denial, amendment, suspension, or revocation of a permit, or on denial of exceptions from regulations for an Extended-Hours Premises Permit, shall be taken within 10 days from the making of the decision. Nothing in this Section 8 is intended to require an appeal to the

Board of Appeals if any provision of Article 15, Article 15.1 (Entertainment Regulations Permit and License Provisions), or Article 15.2 (Entertainment Regulations for Extended-Hours Premises) of the Police Code governing these permits otherwise provides.

(*ef*) Appeals shall be taken by filing a notice of appeal with the Board of Appeals and paying to said Board at such time a filing fee as follows:

* * * *

(9) **Additional Requirements.**

(A) Notice of appeal shall be in such form as may be provided by the rules of the Board of Appeals.

(B) On the filing of any appeal, the Board of Appeals shall notify in writing the department, board, commission, officer, or other person from whose action the appeal is taken of such appeal. On the filing of any appeal concerning a structural addition to an existing building, the Board of Appeals shall additionally notify in writing the property owners of buildings immediately adjacent to the subject building.

(C) Except as otherwise specified in this subsection (e)(9)(C), the Board of Appeals shall fix the time and place of hearing, which shall be not less than 10 nor more than 45 days after the filing of said appeal, and shall act thereon not later than 60 days after such filing or a reasonable time thereafter.

* * * *

(v) In the case of a decision on a permit application made pursuant to Planning Code Section 344, the Board of Appeals shall set the hearing not less than 10 days after the filing of said appeal, shall act thereon not more than 30 days after such filing, and shall not entertain a motion for rehearing. This subsection (d)(9)(C)(v) shall expire on the Sunset Date of Planning Code Section 344, as defined in that Section. Upon the expiration of this subsection, the City Attorney shall cause this subsection to be removed from the Business and Tax Regulations Code.

SEC. 26. FACTS TO BE CONSIDERED BY DEPARTMENTS.

* * * *

(g) Notwithstanding subsection (a), the provisions of Planning Code Section 344 shall govern actions taken on the granting, denial, amendment, suspension, and revocation of permits regulated under that Section 344, not the standards set forth in subsection (a) of this Section 26. This subsection (g) shall become operative upon confirmation of approval of Planning Code Section 344 by the California Department of Housing and Community Development under California Government Code Section 66202(c). This subsection shall expire by the operation of law in accordance with the provisions of Planning Code Section 344(k). Upon its expiration, the City Attorney shall cause this subsection to be removed from the Business and Tax Regulations Code.

Section 3. The Planning Code is hereby amended by adding Section 344, to read as follows:

SEC. 344. HUB HOUSING SUSTAINABILITY DISTRICT.

*(a) **Purpose.** This Section 344 establishes a Housing Sustainability District within the easternmost portion of the Market and Octavia Area Plan ("Hub Housing Sustainability District" or "Hub HSD") under California Government Code Sections 66200 et seq. The purpose of the Hub Housing Sustainability District is to encourage the provision of on-site affordable housing in new residential and mixed-use projects in the Van Ness & Market Residential Special Use District by providing a streamlined, ministerial approval process for such projects. This Section 344 sets forth eligibility criteria, design review standards, and entitlement and approval procedures for projects seeking approval pursuant to the requirements of the Hub Housing Sustainability District.*

*(b) **Geography.** The Hub Housing Sustainability District shall include all parcels within the Van Ness & Market Residential Special Use District, which is defined in Section 249.33. The entirety of the Van Ness & Market Residential Special Use District is an "eligible location," as that term is defined in California Government Code Section 66200(e).*

*(c) **Relationship to Other Planning Code Provisions.** Except as otherwise provided in this Section 344, all provisions of the Planning Code, including Section 249.33, that would be applicable to projects approved pursuant to this Section 344 shall apply to such projects. In the event of a conflict between other provisions of the Planning Code and this Section, this Section shall control.*

*(d) **Eligibility**. Projects seeking approval pursuant to this Section 344 shall meet all of the following requirements:*

(1) The project is located in a zoning district that principally permits residential uses.

(2) The project proposes no less than 100 dwelling units per acre, and no more than 750 dwelling units per acre.

(3) At least half of the project's gross square footage is designated for residential uses. All non-residential uses must be principally permitted in the underlying zoning district and any applicable special use district(s), and may not include greater than 24,999 gross square feet of office space that would be subject to the annual limit on office development set forth in Sections 321 et seq.

(4) The project does not exceed a height of 120 feet, except that any project whose principal use is housing, where all such housing is restricted for a minimum of 55 years as affordable for "persons and families of low or moderate income," as defined in California Health & Safety Code Section 50093, shall be deemed to satisfy this subsection (c)(4) regardless of height.

(5) If the project sponsor seeks a density bonus pursuant to California Government Code Section 65915 et seq., the project sponsor demonstrates to the satisfaction of the Planning Department that the project would not result in a significant shadow impact.

(6) The project is not located on a lot containing a structure listed as a designated landmark pursuant to Article 10 of the Planning Code or a contributory or significant structure pursuant to Article 11 of the Planning Code.

(7) The project complies with the following affordability requirements, as applicable:

(A) Projects subject to Section 415 shall comply with Section 415 by choosing the On-Site Affordable Housing Alternative under Section 415.5(g)(1)(A), and shall provide no less than 10% of dwelling units as units affordable to very low or low income households;

(B) Projects not subject to Section 415 shall provide no less than 10% of dwelling units as units affordable to very low or low income households, by entering into a regulatory agreement with the City that contains the terms specified in Section 206.6(f).

(8) The project does not demolish, remove, or convert to another use any existing dwelling unit(s).

(9) The project complies with all applicable zoning and any adopted design review standards. Projects seeking approval pursuant to this Section 344 may not seek any exceptions to height and bulk limits pursuant to Section 309(a)(17).

(10) The project sponsor complies with all mitigation measures in the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District Environmental Impact Report (Hub EIR) that the Planning Department determines are applicable to the project.

(11) The project sponsor certifies that the project will comply with all applicable requirements of California Government Code Section 66201(f)(4).

(12) The project shall comply with Government Code Section 66201(f)(5).

(13) A project is not deemed to be for residential use if it is infeasible for actual use as a single or multifamily residence.

*(e) **Approving Authority**. The Planning Department is the approving authority designated to review permit applications for compliance with this Section 344.*

*(f) **Application**.*

(1) Prior to submittal of an application for required approvals from the Planning Department, a project sponsor seeking to apply pursuant to this Section 344 shall submit an application for a preliminary project assessment (PPA), pursuant to Planning Department procedures.

(2) In addition to any requirements under other provisions of this Code for submittal of application materials, an application under this Section 344 shall be submitted to the Department on a form prescribed by the Department and shall include at minimum the following materials:

(A) A full plan set, including site plan, elevations, sections, and floor plans, showing total number of units, and number of and location of units affordable to very low or low income households;

(B) All documentation required by the Department in its response to the project sponsor's previously-submitted PPA application;

(C) Documentation sufficient to support determinations that:

(i) the project meets all applicable zoning and any adopted design review standards;

(ii) the project sponsor will implement any and all mitigation measures in the Hub EIR that the Planning Department determines are applicable to the project, including but not limited to the following:

a. An agreement to implement any and all mitigation measures in the Hub EIR that the Planning Department determines are applicable to the project; and

b. Scope(s) of work for any studies required as part of any and all mitigation measures in the Hub EIR that the Planning Department determines are applicable to the project. An application pursuant to this Section 344 shall not be deemed complete until such studies are

completed to the satisfaction of the Environmental Review Officer.

(iii) the project sponsor will comply with subsections (d)(10) and (d)(11) of this Section 344.

(g) ***Decision and Hearing.*** *The Department shall exercise ministerial approval of projects that meet all the requirements in this Section 344.*

(1) ***Hearing.*** *The Planning Department shall conduct an informational public hearing for all projects that are subject to this Section 344 within 100 days of receipt of a complete application, as defined in subsection (f).*

(2) ***Decision.*** *Within 120 days of receipt of a complete application, as defined in subsection (f), the Planning Director or the Director's designee shall issue a written decision approving, disapproving, or approving subject to conditions, the project. The applicant and the Department may mutually agree to extend this 120-day period. If no written decision is issued within 120 days of the Department's receipt of a complete application, or within the period mutually agreed upon by the Department and applicant, the project shall be deemed approved. The Planning Director or the Director's designee shall include any certifications required by California Government Code Section 66205(e) in a copy of the written decision.*

(3) ***Grounds for Permit Denial.*** *The Department may deny a Hub HSD project application only for one or more of the following reasons:*

(A) The proposed project does not fully comply with this Section 344, including but not limited to meeting all adopted design review standards and demonstrating compliance with all applicable mitigation measures in the Hub EIR that the Department determines are applicable to the project.

(B) The project sponsor has not submitted all of the information or paid any application fee required by this Section 344 and necessary for an adequate and timely design review or assessment of potential impacts on neighboring properties.

(C) The Department determines, based upon substantial evidence in light of the whole record of the public hearing on the project, that a physical condition on the site of development that was not known and could not have been discovered with reasonable investigation at the time the application was submitted would have a specific adverse impact upon the public health or safety and that there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. As used in this subsection (g)(3)(C), "specific adverse impact" means a significant, quantifiable, direct, and unavoidable impact based on identified objective written public health or safety standards, policies, or conditions, as in existence at the time the application is deemed complete.

*(4) **Appeal.** The procedures for appeal to the Board of Appeals of a decision by the Department under this Section 344 shall be as set forth in Section 8 of the Business and Tax Regulations Code.*

*(5) **Discretionary Review.** No requests for discretionary review shall be accepted by the Planning Department for projects subject to this Section 344. As long as the Planning Commission has delegated its authority to the Planning Department to review applications for projects subject to this Section 344, the Planning Commission shall not hold a public hearing for discretionary review of projects subject to this Section 344.*

*(6) **Progress Requirement.** Approval of a project pursuant to this Section 343 shall expire if the project sponsor has not procured a building permit or site permit for construction of the project within 30 months of the date of the Department's issuance of a written decision pursuant to subsection (g)(2) of this Section 344. If the Planning Director finds that the project sponsor has demonstrated good faith in its efforts to obtain the first site or building permit for the project, the Planning Director may extend the approval for the project for a maximum of six additional months. Such deadline shall additionally be extended in the event of any appeal of such approval for the duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration of the litigation.*

*(h) **Design Review Standards.** Projects subject to this Section 344 shall be reviewed for compliance with the design standards set forth in the San Francisco Urban Design Guidelines and the Market and Octavia Area Plan, which are on file with the Planning Department, as approved by the California Department of Housing and Community Development.*

*(i) **District Affordability Requirement.** At the request of the California Department of Housing and Community Development, the Planning Department shall demonstrate that at least 20% of the residential units constructed in the Hub Housing Sustainability District during the life of the District and pursuant to this Section 344 will be affordable to very low, low-, and moderate-income households and subject to a recorded affordability restriction for at least 55 years.*

*(j) **Monitoring and Enforcement.** The Planning Department shall include, as conditions of approval of all projects approved pursuant to this Section 344, monitoring and enforcement provisions to ensure that the project meets all labor and wage requirements and complies with all identified applicable mitigation measures. Projects found to be in violation of any of these conditions shall be subject to the Administrative Enforcement Procedures in Section 176.1 of this Code, including initiation of abatement proceedings or referral to the City Attorney or District Attorney for prosecution, if not corrected within 90 days of service of any notice of violation issued under Section 176.1(c). Conditions of approval shall include, but are not limited to:*

(1) A project sponsor shall submit weekly reports to the Office of Labor Standards Enforcement, certifying that a project approved pursuant to this Section 344 is complying with subsections (d)(11) and (d)(12), if applicable to the project. Projects found to be in violation of subsections (d)(11) and (d)(12) shall be subject to penalties pursuant to Section 1741 of the Labor Code, in addition to any penalties assessed pursuant to Section 176.1 of this Code. All penalties shall be paid prior to issuance of the project's First Certificate of Occupancy.

(2) The Planning Department shall monitor compliance with the Hub EIR mitigation measures.

(3) The Planning Department shall monitor and report the construction of affordable housing units under the Hub Housing Sustainability District in its annual Housing Inventory, which shall include the following information:

(A) Number of projects approved pursuant to this Section 344.

(B) Number of projects under construction pursuant to approvals obtained under this Section 344.

(C) Number of projects completed pursuant to approvals obtained under this Section 344.

(D) Number of dwelling units within projects completed pursuant to approvals obtained under this Section 344.

(E) Number of dwelling units affordable to very low, low, moderate, and middle income households within projects completed pursuant to approvals obtained under this Section 344.

(k) Operative and Sunset Dates.

(1) This Section 344 shall become operative upon confirmation of approval by the California Department of Housing and Community Development under California Government Code Section 66202(c) ("Operative Date").

(2) This Section 344 shall expire by operation of law seven years from the Operative Date, unless this Section 344 is renewed by ordinance pursuant to Government Code Section 66201(g), in which case this Section 344 shall expire on the date specified in that ordinance ("Sunset Date").

(3) Upon the expiration of this Section 344, the City Attorney shall cause this Section 344 to be removed from the Planning Code. Pursuant to Government Code Section 66205(b), this Section 344 shall govern the processing and review of any complete application submitted pursuant to this Section 344 prior to the Sunset Date.

Section 4. Effective Date; Operative Date.

(a) This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

(b) Consistent with Section 344(k)(1) of the Planning Code, this ordinance in its entirety shall become operative upon confirmation of approval by the California Department of Housing and Community Development under California Government Code Section 66202(c).

Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
PETER R. MILJANICH
Deputy City Attorney

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V. ZONING MAP AMENDMENTS – MAP CASE

EXHIBIT V.1 – ZONING MAP AMENDMENTS INITIATION DRAFT RESOLUTION

SAN FRANCISCO
PLANNING DEPARTMENT

Planning Commission Draft Resolution

HEARING DATE FEBRUARY 13, 2020

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Project Name:	**Market and Octavia Area Plan Amendment**
Case Number:	**2015-000940MAP**
Initiated by:	Planning Commission
Staff Contact:	Lily Langlois, Principal Planner Lily.Langlois@sfgov.org, 415-575-9083
Reviewed by:	Joshua Switzky, Land Use and Community Planning Program Manager Joshua.switzky@sfgov.org, 415-575-6815
Recommendation:	**Initiate and Schedule for Adoption on or After March 12, 2020**

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE ZONING MAPS TO INCORPORATE AMENDMENTS TO THE MARKET AND OCTAVIA AREA PLAN.

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission (hereinafter "Commission") shall periodically recommend to the Board of Supervisors for approval or rejection proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions; and

WHEREAS, in 2008 the City adopted the Market and Octavia Area Plan, including new land use controls, height controls and proposed community improvements. The "Hub" neighborhood (hereinafter "Plan Area") was included within the boundaries of the Market and Octavia Area Plan. The Plan includes numerous policies that support a vision for the Hub as a "vibrant new mixed-use neighborhood," and it also created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD facilitates the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue.

WHEREAS, while the Market and Octavia Area Plan established a new framework for development, the San Francisco Planning Department (herein after "Planning Department") did not receive many major development applications in the Hub neighborhood until 2012 (four years after the plan was adopted) due to the Great Recession.

WHEREAS, in 2016, the Planning Department initiated a community planning process to re-look at the area holistically and identify opportunities to increase the amount of housing and affordable housing near transit, to develop and coordinate updated designs for the public realm, and to update the Market and Octavia public benefits package and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan. Amendments to the General Plan, Planning Code, Business and Tax Regulations

Code, Zoning Map, and public benefits document provide a comprehensive set of policies and implementation programming to realize the vision of the Hub area as originally described in the Market and Octavia Area Plan; and

WHEREAS, The Commission conducted a duly noticed public hearing at a regularly scheduled meeting to consider initiation of the proposed Ordinance on February 13, 2020; and

WHEREAS, the Planning Department commenced the California Environmental Quality Act (CEQA) process in December 2017, released an Initial Study Draft Environmental Impact Report in July 2019; and will complete the environmental review process prior to the Commission taking action on the proposed Ordinance; and

WHEREAS, the Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of Planning Department staff and other interested parties; and

WHEREAS, all pertinent documents may be found in the files of the Planning Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

WHEREAS, the Commission has reviewed the proposed Ordinance; and

WHEREAS, as a means to implement the goals of the General Plan that are specific to the Market and Octavia Area Plan, the Department is proposing Zoning Map amendments that would generally reclassify areas in the Plan area currently zoned NCT-3 to C-3-G. This amendment would also rezone some publicly owned parcels from NCT-3 to P. These amendments would also include classifying all parcels within the Plan area to be within the Van Ness and Market Special Use District and establish revised maximum height and bulk districts on certain lots. These changes correspond to conforming amendments to Sectional Maps ZN07, HT07 and SU07 of the Zoning Maps of the City and County of San Francisco; and

WHEREAS, the proposed Zoning Map amendments specify the application of Planning Code amendments to specific parcels; and

WHEREAS, the proposed zoning map amendments to land use, special use, height and bulk districts are contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit V-2. In related actions, the Department is proposing amendments to the Planning Code and to the General Plan, which include amending the Market and Octavia Area Plan, and amending relevant General Plan Elements.

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Planning Code Section 302(b), the Commission adopts a Resolution of Intention to Initiate Amendments to the Zoning Maps of the City and County of San Francisco, including amendments to Sectional Maps ZN07, HT07 and SU07, as contained in the proposed Zoning Map amendment Ordinance, approved as to form by the City Attorney and attached here to as Exhibit V-2.

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 306.3, the Commission authorizes the Planning Department to provide appropriate notice for a public hearing to consider the above referenced Zoning Map amendments contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit V-2, to be considered at a publicly noticed hearing on or after **March 12, 2020**

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on February 13, 2020

Jonas P. Ionin
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

EXHIBIT V.2 – ZONING MAP AMENDMENTS PROPOSED ORDINANCE

[Zoning Map - Van Ness & Market Residential Special Use District]

Ordinance amending the Zoning Map of the Planning Code to amend the boundaries of the Van Ness & Market Residential Special Use District, and make other amendments to the Height and Bulk District Maps and Zoning Use District Maps consistent with amendments to the Market and Octavia Area Plan, encompassing an area generally bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10th Street, midblock between 10th Street and 11th Street from Market Street to Mission Street, Mission Street from 10th Street to Washburn Street, a portion of Washburn Street, Minna Street from 10th Street to just past Lafayette Street (with certain lots excluded), midblock between Lafayette Street and 12th Street to Howard Street, Howard Street just north of 12th and 13th streets, and 13th Street to Octavia Boulevard and Haight Street); and making environmental findings, including adopting a statement of overriding considerations, and findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code Section 302.

NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.
Additions to Codes are in *single-underline italics Times New Roman font*.
Deletions to Codes are in ~~*strikethrough italics Times New Roman font*~~.
Board amendment additions are in double-underlined Arial font.
Board amendment deletions are in ~~strikethrough Arial font~~.
Asterisks (* * * *) indicate the omission of unchanged Code subsections or parts of tables.

Be it ordained by the People of the City and County of San Francisco:

Section 1. Environmental and Planning Code Findings.

(a) On _____, 2020, after a duly noticed public hearing, the Planning Commission certified the Final Environmental Impact Report (EIR) for the proposed Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (the Project) by Motion No. _____, finding the Final EIR reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, contains no significant revisions to the Draft EIR, and the content of the report and the procedures through which the Final EIR was prepared, publicized, and reviewed comply with the provisions of the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs. Section 15000 et seq.), and Chapter 31 of the San Francisco Administrative Code. Copies of the Planning Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File No. ___ and is incorporated herein by reference. The Board affirms this determination.

(b) The Project evaluated in the Final EIR includes the proposed amendments to the Planning Code and Zoning Map as well as amendments to the General Plan and other related amendments. The proposed Planning Code and Zoning Map amendments set forth in this ordinance are within the scope of the Project evaluated in the Final EIR.

(c) On _____, the Planning Commission, in Resolution No. _____, adopted findings under CEQA regarding the Project's environmental impacts, the disposition of mitigation measures, and project alternatives, as well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation monitoring reporting program (MMRP).

(d) On _____, the Planning Commission, in Resolution No. _____, recommended the proposed Planning Code and Zoning Map amendments for approval and adopted findings that the actions contemplated in this ordinance are consistent, on balance,

with the City's General Plan and eight priority policies of Planning Code Section 101.1. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

(e) On _____, the Planning Commission, in Resolution No. _____, adopted findings that the actions contemplated in this ordinance will serve the public necessity, convenience, and welfare. The Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of the Board of Supervisors in File No. _____, and is incorporated herein by reference.

(f) The Board of Supervisors has reviewed and considered the Final EIR and the environmental documents on file referred to herein. The Board of Supervisors has reviewed and considered the CEQA Findings, and hereby adopts them as its own and incorporates them by reference as though such findings were fully set forth in this Ordinance.

(g) The Board of Supervisors adopts the MMRP as a condition of this approval, and endorses those mitigation measures that are under the jurisdiction of other City Departments, and recommends for adoption those mitigation measures that are enforceable by agencies other than City agencies, all as set forth in the CEQA Findings and MMRP.

(h) The Board of Supervisors finds that no substantial changes have occurred in the proposed Project that would require revisions in the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects, no substantial changes have occurred with respect to the circumstances under which the proposed Project is to be undertaken that would require major revisions to the Final EIR due to the involvement of new environmental effects or a substantial increase in the severity of effects identified in the Final EIR, and no new information of substantial importance to the proposed Project has become available which indicates that (1) the Project will have significant effects not discussed in the Final EIR, (2) significant

environmental effects will be substantially more severe, (3) mitigation measure or alternatives found not feasible that would reduce one or more significant effects have become feasible or (4) mitigation measures or alternatives that are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment.

Section 2. The Planning Code is hereby amended by revising Zoning Use District Map ZN07, Height and Bulk District Map HT07, and Special Use District Map SU07, as follows:

(a) The San Francisco Planning Code is hereby amended by amending Zoning Use District Map ZN07 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Use Districts to be Superseded	Use Districts Hereby Approved
Assessor's Block	Lot		
0854	002, 003, 004, 005, 006, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077,	NCT-3	C-3-G

	078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166		
0855	003, 004, 010, 012, 013, 016, 017, 019, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042	NCT-3	C-3-G
	053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082,	NCT-Hayes/NCT-3	NCT-Hayes/C-3-G

	083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102		
3502	112	NCT-3	P
3502	113	NCT-3	C-3-G
3503	002	NCT-3	P
	003, 004	NCT-3	C-3-G
3504	001, 002, 011, 012, 013, 017, 019, 022, 023, 024, 025, 026, 027, 028, 030, 033, 038, 039, 040, 044, 045, 046, 047, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076	NCT-3	C-3-G
	029	P	C-3-G
3505	004, 005, 007, 008, 009, 018, 020, 021, 023, 024, 025, 026, 027, 028, 032, 032A, 041, 042, 043, 044, 045, 046, 047, 048, 049	NCT-3	C-3-G
3511	023, 025	NCT-3	C-3-G
3512	005, 006, 008	NCT-3	C-3-G

3513	001, 030, 044, 045, 046, 047, 048, 049, 050, 052, 054, 055, 056, 057, 058, 059, 062, 077, 080, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 209, 210, 211, 212	NCT-3	C-3-G

	008, 081, 082, 207	P	C-3-G
3513	071, 074	NCT-3	P
3514	004, 004A, 005, 006, 007, 008, 009, 010, 022, 028, 029, 030, 031, 039, 041, 042, 045, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168,	NCT-3	C-3-G

	169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 300, 301		

(b) The San Francisco Planning Code is hereby amended by amending Height and Bulk District Map HT07 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Height and Bulk Districts to be Superseded	Height and Bulk Districts Hereby Approved
Assessor's Block	Lot		

0835	004	120/400-R-2	120/400-R-2 // 140/520-R-2
0836	001	120/400-R-2	120/400-R-2 // 140/450-R-2
0836	002	120/400-R-2	120/400-R-2 // 140/450-R-2
0836	003	120/400-R-2	120/400-R-2 // 140/450-R-2
0836	004	120/400-R-2	120/400-R-2 // 140/450-R-2
0836	005	120/400-R-2 / 120-R-2	120/400-R-2 / 120-R-2 // 140/450-R-2 / 120-R-2
0836	008	85-X	85-X // 120/365-R-2
0836	009	85-X	85-X // 120/365-R-2
0836	013	85-X	85-X // 120/365-R-2
3504	029	85-X	85-X // 85/250-R-2
3505	012	85/250-R-2	85/250-R-2 // 120/320-R-2
3505	013	85/250-R-2	85/250-R-2 // 120/320-R-2
3505	020	50-X	50-X // 65-X
3505	021	50-X	50-X // 65-X
3506	001	120/400-R-2	120/400-R-2 // 140/650-R-2

3506	003A	120/400-R-2	120/400-R-2 // 140/590-R-2
3506	004	120/400-R-2 / 120-R-2	120/400-R-2 / 120-R-2 // 140/590-R-2
3511	093	50-R-2/120-X/120-R-2	50-R-2/120-X/120-R-2 // 50-R-2/120-X/250-R-2
3513	008	85-X	85-X // 45-X/85-X/150-R-2
3513	081	85-X	85-X // 45-X/85-X/150-R-2
3513	207	125-X	125-X // 45-X/85-X/150-R-2
3514	003	85-X	85-X // 120-R-2
3514	004	85-X	85-X // 120-R-2
3514	004A	85-X	85-X // 120-R-2
3514	022	85-X	85-X // 120-R-2
3514	028	85-X	85-X // 120-R-2
3514	029	85-X	85-X // 120-R-2
3514	039	85-X	85-X // 120-R-2
3514	041	85-X	85-X // 120-R-2
3514	042	85-X	85-X // 120-R-2

(c) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU01 of the Zoning Map of the City and County of San Francisco, as follows:

Description of Property		Special Use District Hereby Superseded	Special Use District Hereby Approved
Assessor's Block	Lot		
0854	002, 003, 004, 005, 006, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157,		Van Ness and Market Residential SUD

	158, 159, 160, 161, 162, 163, 164, 165, 166		
0855	003, 004, 010, 012, 013, 016, 017, 019, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102		Van Ness and Market Residential SUD
3502	113		Van Ness and Market Residential SUD
3503	003, 004		Van Ness and Market Residential SUD
3504	001, 002, 011, 012, 013, 017, 019, 022, 023, 024, 025, 026, 027, 028, 029, 030, 033, 038, 039, 040, 044, 045, 046, 047, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076		Van Ness and Market Residential SUD

3505	004, 005, 007, 008, 009, 018, 020, 021, 023, 024, 025, 026, 027, 028, 029, 031, 031A, 032, 032A, 034, 035, 041, 042, 043, 044, 045, 046, 047, 048, 49		Van Ness and Market Residential SUD
3506	003A, 008, 009, 010, 011		Van Ness and Market Residential SUD
3511	023, 025		Van Ness and Market Residential SUD
3512	005, 006, 008-010		Van Ness and Market Residential SUD
3513	001, 008, 030, 044, 045, 046, 047, 048, 049, 050, 052, 054, 055, 056, 057, 058, 059, 062, 077, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156,		Van Ness and Market Residential SUD

		157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212		
	3514	004, 004A, 005, 006, 007, 008, 009, 010, 022, 028, 029, 030, 031, 039, 041, 042, 045, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173,		Van Ness and Market Residential SUD

	174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 300, 301		

Section 3. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor's veto of the ordinance.

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

By: _____
PETER R. MILJANICH
Deputy City Attorney

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EXHIBIT V.3 – ZONING DISTRICTS MAPS (EXISTING AND PROPOSED)

The Hub - Existing Zoning Districts

SAN FRANCISCO

0 250 500 1,000 Feet

January 24, 2020

The Hub - Proposed Zoning Districts

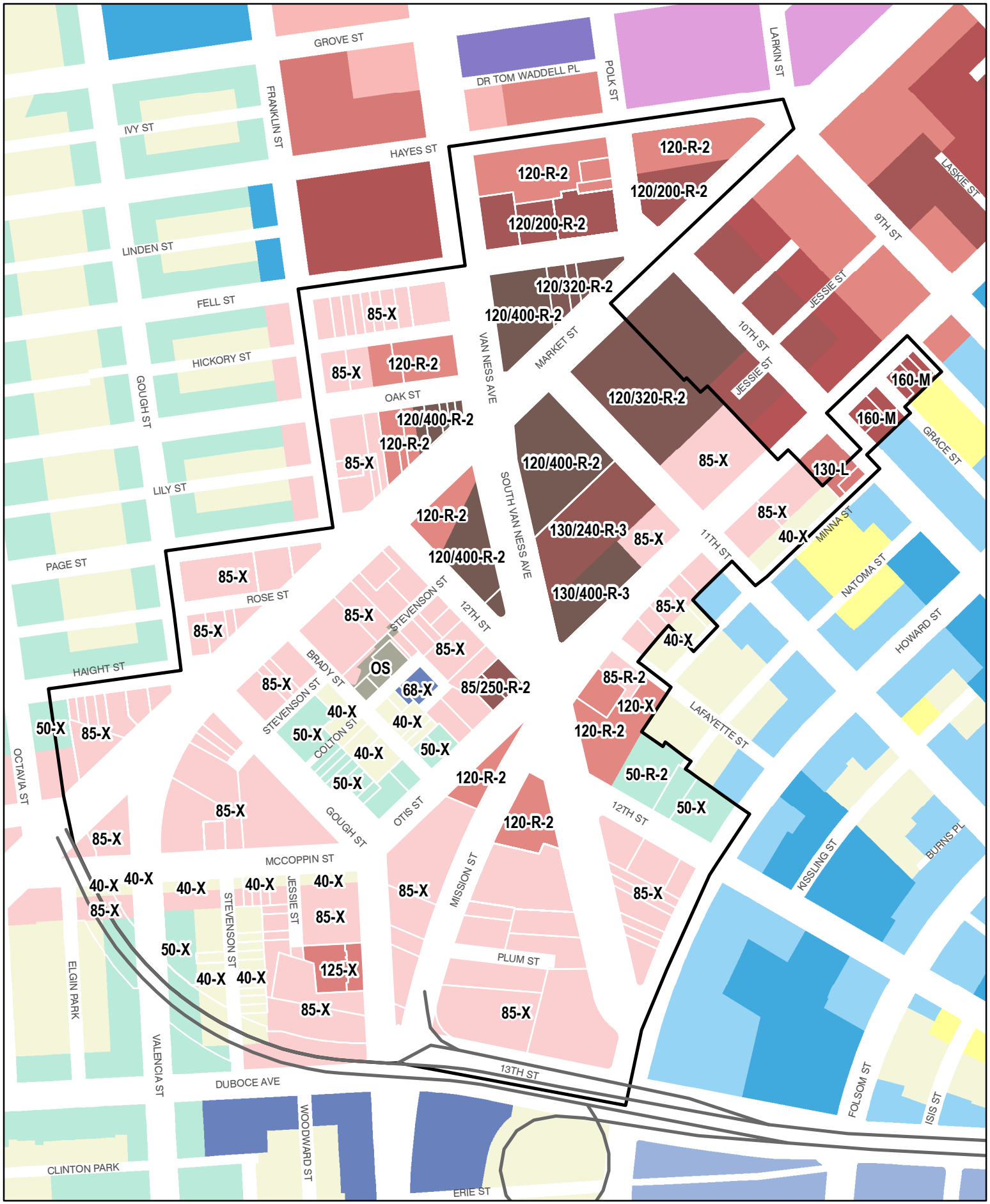
SAN FRANCISCO

0 250 500 1,000 Feet

January 24, 2020

EXHIBIT V.4 – HEIGHT AND BULK DISTRICTS MAPS

(EXISTING AND PROPOSED)

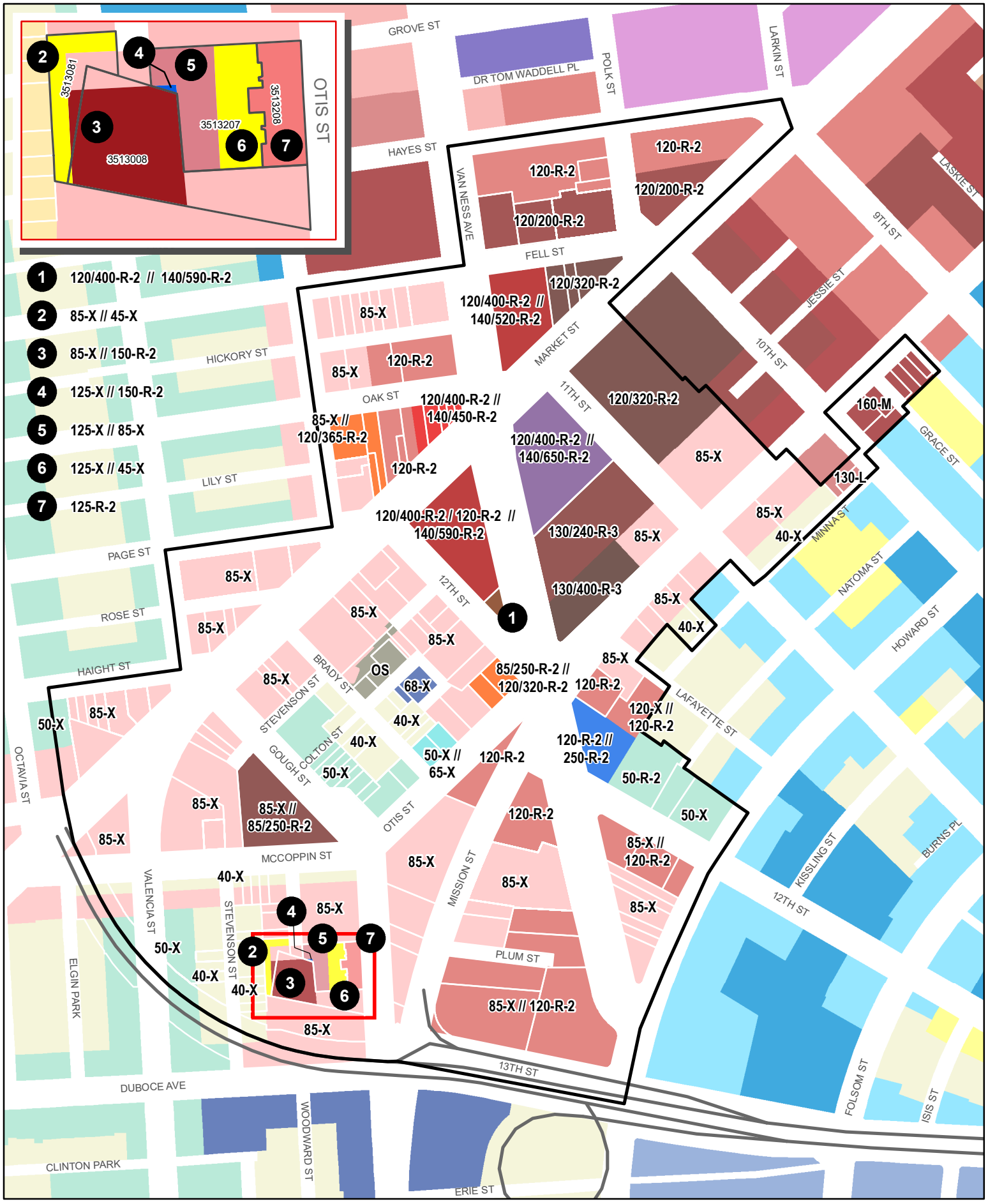


The Hub - Existing Height Limits and Bulk Districts

SAN FRANCISCO

0 250 500 1,000 Feet

January 24, 2020



The Hub - Proposed Height Limits and Bulk Districts

SAN FRANCISCO

0 250 500 1,000 Feet

January 24, 2020

EXHIBIT V.5 – SPECIAL USE DISTRICTS MAPS

(EXISTING AND PROPOSED)

The Hub - Existing Special Use District

SAN FRANCISCO

Van Ness and Market Downtown Residential Special Use District

0 250 500 1,000 Feet

January 24, 2020

The Hub - Proposed Special Use District

SAN FRANCISCO

Van Ness and Market Residential Special Use District

0 250 500 1,000 Feet

January 24, 2020

VI. SUPPLEMENTAL INFORMATION

EXHIBIT VI.1 – MARKET AND OCTAVIA AREA PLAN: HUB PUBLIC BENEFITS DOCUMENT

MARKET AND OCTAVIA AREA PLAN
HUB PUBLIC BENEFITS PROGRAM

Last Updated December 2019

HUB PUBLIC BENEFITS PROGRAM

The vision for the Hub is one with more housing, especially affordable housing, safer, walkable streets, active public spaces; increased transit capacity, and neighborhood services and amenities to serve a diverse population. The Hub sits within the most eastern boundary of the Market and Octavia Plan which came out of a robust ten year community planning effort. The Hub is fortunate enough to be located in a transit-rich part of the City. A multitude of major transit lines run through the neighborhood, all MUNI metro lines stop at Van Ness Station, a new bus rapid transit line is under construction on Van Ness Avenue and major improvements are planned for Market Street.

With space for approximately 12,000 housing units and 11,400 jobs, as the area grows and evolves over the next 20 years, the Hub area will require significant investments in infrastructure to meet the needs of a growing residential population. As such, the City places requirements on new development to help ameliorate and mitigate its impacts. These requirements and controls will result in approximately $958 million in public benefits to serve the neighborhood – compared to the estimated $728 million in revenues that could be generated under the existing zoning.

The purpose of this Public Benefits Program Document is to summarize the Plan's public infrastructure program, sources of funding, relative allocation of revenues from the various sources among the infrastructure projects, and implementation processes and mechanisms. It includes the following sections:

1. **Process:** This section briefly outlines the process of developing the implementation program and strategy for the Hub, including describing the supporting needs assessments, community outreach and interagency process, and technical analyses.

2. **Public Benefits Package:** This section outlines a range of infrastructure and services that may serve new growth anticipated under the Plan, including a description of the implementing agencies/ organizations and anticipated timeline for delivery.

3. **Funding Strategy:** This section describes the requirements on new development to finance the improvements proposed in the Public Benefits Package.

4. **Administration & Monitoring:** This section describes the interagency processes for ensuring coordination during the plan implementation period, as well as procedures for ongoing monitoring to ensure that the Plan's objectives are being met.

Several of the funding and implementation processes are legally established and more thoroughly described in other City codes and ordinances, including the Planning Code and Administrative Code. Also note that these proposals are designed to be consistent with the requirements of California Mitigation Fee Act and all proposed development impact fees have been evaluated against relevant maximum justified nexus amounts, where applicable.[1]

1 Pursuant to the California Mitigation Fee Act (CA Government code § 66000 et seq.), Cities may enact development impact fee requirements provided they are roughly proportional in nature and extent to the impact of the new development.

I. PROCESS

The Planning Department worked closely with other agencies and stakeholders to develop the public benefits, financing, and administration strategies described in this Implementation Plan. Concepts for infrastructure and public benefits were first developed for the Public Realm Plan in March 2017, and further refined through additional outreach leading up to adoption hearings at the end of 2019. The Department held a series of public meetings and targeted outreach to neighborhood groups and the Market and Octavia Community Advisory Committee to solicit public feedback on needs and funding priorities for public benefits.

This document describes the list of infrastructure projects that has been prioritized based on City and community feedback. It may not reflect the entire scope of possible infrastructure and service needs in the Plan Area, nor the longer term needs beyond the life of the Plan (anticipated as 20 years). It reflects public input on key neighborhood priorities and needs, informed by feedback from implementing agencies on project feasibility and cost. The public benefits identified may require further scoping and analysis on project design, financial feasibility, environmental review, and implementation. Project scoping and planning has already begun for a number of the City agency projects identified here, with the goal of having projects ready for construction by the time that funding generated by the Plan becomes available. In addition, project scoping and planning has already begun for a number of the infrastructure projects that will be delivered by the private sector in coordination with the development project.

Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in this Public Benefits Program. The City may modify this list of projects in the future, as the neighborhood evolves, new needs are identified, and/or any additional required environmental review is completed. Any such process would involve substantial public input and would require a revision to this Implementation Document. As described further in Section IV (Administration & Monitoring), oversight for implementation of this plan will be shared among various public agencies and elected officials, with input from the public through the Community Advisory Committee (CAC) and other events or hearings. These regulatory bodies will be responsible for overseeing ongoing capital planning efforts, including: financial reporting and monitoring; deliberation regarding the sequencing and prioritization of expenditures; and if necessary, modifications to the Implementation Document, which would require ultimate approval by the Board of Supervisors.

II. PUBLIC BENEFITS PACKAGE

Public benefits are goods and services expected to be generated by new development that typically: 1) support the broader community's wellbeing; 2) are not provided voluntarily by the private sector (or at least not in sufficient quantity or quality to meet demand); and, 3) require some sort of subsidy or opportunity cost (e.g. public or private funding) to create, operate, and maintain. Common types of public benefits include affordable housing, parks, and transit service. In order to fund public benefits, government agencies utilize "value capture" strategies – such as development requirements, taxes, fees, or other exactions. These strategies are often implemented concurrent to investments in public infrastructure (such as new transit service) or increases in development potential for property owners. The public benefits generated through these strategies are typically delivered through one or more of the following two mechanisms:

- **Direct provision of benefit by a specific development project** (e.g. on-site affordable housing units or the provision of Privately Owned Public Open Spaces (POPOS) or an in-kind improvement. These public benefits are typically provided at the same time as the new development or shortly thereafter.
- **One-time impact fees** paid when a project is ready for construction, such as citywide (e.g. Child Care Fee) and area plan fees (e.g. Market Octavia Community Infrastructure Fee).

This section describes the public benefits and the key funding sources expected to be generated by the Plan. There are five categories of public benefits that may be funded by development in the Hub in support of the Goals, Objectives, and Policies outlined in the Market and Octavia Area Plan. Table 1 summarizes the maximum amount of impact fee that is estmated for this area over time. The table also summarizes how the revenues generated by Plan may be allocated among these public benefits, accompanied by a detailed discussion of each category of public benefit provided in order of allocated funding.[1]

1 All dollar amounts expressed here are in 2019 dollars. Actual average revenues collected each year will be higher, due to scheduled tax rate escalation as well as indexing of City fees (which are escalated annually to reflect construction costs).

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1A. BENEFITS SUMMARY (IN 2019 DOLLARS)

BENEFIT		TOTAL REVENUES	ALLOCATION (%)
Affordable Housing		**$682,000,000**	**71%**
New on-site units and affordable housing resources		$682,000,000	71%
Transit		**$116,000,000**	**12%**
Improvements to transit service and capacity including modernization of Van Ness Station		$116,000,000	12%
Parks & Recreation*		**$32,000,000**	**3%**
New Park at 11th and Natoma		7,500,000	.79%
Improvements to Buchanan Mall		7,500,000	.79%
Improvements to Koshland Park		2,000,000	.21%
New/Improved Civic Center Public Spaces		7,500,000	.79%
Other open spaces in the Plan Area TBD		7,500,000	.79%
Complete Streets*		**$71,000,000**	**7%**
Priority 1: Redesign of major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	11th Street (Market Street to Bryant Street)		
	12th Street (Market Street to Mission Street) and 12th/Otis Plaza		
	13th Street (Valencia Street to Folsom Street)		
	Gough Street (Stevenson Street to Otis Street)		
	Market Street (11th Street to 12th Street)		
	Oak Street (Franklin Street to Van Ness Avenue) and Oak/Van Ness Plaza		
	Otis Street (Duboce Avenue to South Van Ness Avenue)		
	South Van Ness Avenue (Mission Street to 13th Street)		
	Valencia Street (Market Street to 15th Street) and Valencia Hub		
Priority 2: Living Alleys	Brady Street (Market Street to Otis Street)		
	Chase Court		
	Colton Street (Gough Street to Colusa Place)		
	Colusa Place		
	Stevenson Street (Gough Street to 12th Street)		
	Jessie Street (off McCoppin)		
	Lafayette Street (Mission Street to Howard Street)		
	Lily Street (Franklin to Gough Street)		
	Minna Street (10th Street to Lafayette Street)		
	Plum Street (Mission Street to South Van Ness Avenue)		
	Rose Street (Gough Street to Market Street)		
Schools & Childcare		**$57,000,000**	**6%**
New childcare centers		$20,000,000	2%
Capital investments in schools serving K-12 population		$37,000,000	4%
	TOTAL	**$958,000,000**	**100%**

* This represents the maximum amount of impact fee money that could be generated for this infrastructure category. It does not represent the full cost of delivering the projects listed. The projects listed could be funded by a combination of revenue sources including impact fees.

MARKET AND OCTAVIA AREA PLAN HUB PUBLIC BENEFITS PACKAGE

TABLE 1B. DETAILED FUNDING SOURCES AND USES (IN 2019 DOLLARS)

PUBLIC BENEFIT	Direct Provision By New Development	Market Octavia + Van Ness And Market Sud Infrastructure Fee (§421 And 424)	Transportation Sustainability Fee (§411A)	Market Octavia + Van Ness And Market Sud Affordable Housing Fee (§416 And 424)	School Impact Fee (Ca Ed. Code §17620)	Child Care Fee (§414 and 414(A))	TOTAL (BY CATEGORY)	% SHARE
Affordable Housing	$528,000,000			$154,000,000			**$682,000,000**	**71%**
Transit		$34,000,000	$82,000,000				**$116,00,000**	**12%**
Parks & Recreation		$32,000,000					**$32,000,000**	**3%**
Complete Streets		$68,000,000	$3,000,000				**$71,000,000**	**7%**
Schools & Childcare					$37,000,000	$20,000,000	**$57,000,000**	**6%**
TOTAL (BY SOURCE)	**$528,000,000**	**$134,000,000**	**$85,000,000**	**$154,000,000**	**$37,000,000**	**$20,000,000**	**$958,000,000**	**100%**

NOTE: Over the course of Plan build out (roughly 25 years), the City expects to allocate funds among the public benefit categories in the amounts listed (or proportionally according to the category allocation percentages listed, should the final amount of revenues differ from what is shown here). However, the sequence of fund disbursement will be determined based on a variety of factors, including project readiness, community priorities, completion of any additional required environmental review, and other funding opportunities. The list of specific projects is subject to change and is not legally binding.

III. FUNDING STRATEGY

Affordable Housing

Market and Octavia Area Plan Objective 2.4, states that "Provide increased housing opportunities affordable to households at varying income levels". The Hub area could have up to 2,200 affordable units. This includes an additional 430 affordable units that could be generated by the proposed amendment to the Market and Octavia Area Plan. The Market and Octavia Area Plan requires that the Market and Octavia Affordable Housing fee be spent in order of priority; (1) within the Market and Octavia Plan Area and the Upper Market NCT District, (2) within 1 mile of the Market and Octavia Plan Area and the Upper Market NCT District, and (3) citywide. As part of the Market Octavia Plan Amendment, the priorities for the Van Ness and Market Special Use District Affordable Housing fee are being established.

TABLE 2. TOTAL ESTIMATED COSTS AFFORDABLE HOUSING

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
2,200 BMR units	$525,800,000	Inclusionary Housing Program (Planning Code Section (Sec.) 415)	Applicable to new residential projects. Individual developments may choose how to satisfy the program requirements, but revenues are generally expected to be split 50-50 between: 1) on-site Inclusionary Housing Program units provided directly by development projects; and, 2) off-site Inclusionary Housing units or units provided by MOHCD, funded by payment of the Affordable Housing Fee	MOHCD
643 BMR units	$154,000,000	Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416); Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)	Applicable to new residential projects.	MOHCD
TOTAL	**$682,000,000**			

DELIVERY AND TIMING

All of the funding sources for below-market rate (BMR) units in the Plan Area are provided through either direct provision or impact fees paid by new developments. As such, the delivery of BMR units is highly dependent on the volume of new development. On-site and off-site BMR units provided through the Inclusionary Housing Program are expected to be provided at the same time as market rate units of the affiliated project.

BMR units funded through impact fees at the time of development are directed to the Mayor's Office of Housing and Community Development (MOHCD), which uses the money to identify and purchase sites and construct new affordable housing units, often in conjunction with nonprofit housing developers.

MOHCD may need to assemble the impact fees from several market-rate projects to obtain sufficient funds for each new affordable housing project. Thus, the development of these units may lag behind the market rate units, unless additional affordable housing funds are directed to the Plan Area in the interim.

In addition, MOHCD is increasingly exploring affordable housing preservation strategies, in which they convert existing housing units (such as rent-controlled apartments) into permanently affordable BMR units. The City's Small Sites Program is one such tool, funding acquisition and rehabilitation of 5-to-25-unit rental buildings. The Hub could rely on both production and preservation strategies outlined in the Community Stablization Initiative[1] in order to achieve the Plan's affordable housing goals.

Transit

Market and Octavia Area Plan Objective 5.1, states that "Improve public transit to make it more reliable, attractive, convenient, and responsive to increasing demand". New and enhanced public transportation infrastructure is fundamental to accommodating new housing units in this area.

TABLE 3. TOTAL ESTIMATED COSTS – TRANSIT

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Improvements to transit service and capacity including modernization of Van Ness Station	$116,000,000	Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Funds may go to SFMTA to improve transit service and capacity including modernization of Van Ness Station.	SFMTA
TOTAL	**$116,000,000**			

DELIVERY AND TIMING

Funds for local transit improvements would be directed to and administered by the San Francisco Municipal Transportation Agency (SFMTA). The funds derived from impact fees (the TSF, Market Octavia Infrastructure Impact Fee, and the Van Ness and Market Special Use District Infrastructure Impact Fee) will accrue as development projects receive their building permits, and are thus tied directly to the rate of new development.

In addition, the portion of revenues from Market Octavia Infrastructure Impact Fee and the Van Ness and Market Special Use District Infrastructure Impact Fee are programmed through the Interagency Plan Implementation Committee (IPIC) and the Market and Octavia Community Advisory Committee (MOCAC), described further in Section IV. The MOCAC, comprised of community stakeholders, provides annual recommendations for how to allocate fee revenues to high priority public projects. These proposals are subsequently evaluated, modified, and approved by the IPIC and the City Capital Planning Committee, and included in the City's annual Capital Budget and 10-year Capital Plan (adopted biennially).

1 https://sfplanning.org/community-stabilization-strategy

Parks & Recreation

Market and Octavia Area Plan Objective 7.2 states "Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm". Because the Hub is a relatively small area, many of the opportunities to create significant new parks and open spaces fall just outside the Plan area boundary. The Plan proposes to expand the area in which impact fee money can be spent to make improvements to existing facilities and create new open space opportunities to serve a wide variety of needs.

TABLE 4. TOTAL ESTIMATED COSTS – PARKS & RECREATION[1]

BENEFIT	TOTAL REVENUES	FUNDING SOURCES[2]	DESCRIPTION	LEAD AGENCIES
New Park at 11th and Natoma	$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new park on 11th and Natoma.	Rec & Park
Improvements to Buchanan Mall	$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Improvements to Koshland Park	$2,000,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
New / Improved Civic Center Spaces	$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Enhancement/expansion of existing facility to accommodate growth in demand.	Rec & Park
Other open spaces in the Plan Area TBD	$7,500,000	Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Development of a new parks or recreation amenities in the Plan area to accommodate new growth.	Rec & Park
TOTAL	**$32,000,000**			

DELIVERY AND TIMING

Revenues from impact fees will accrue concurrently with the pace of new development. The prioritization of projects is conveyed in table 4, with the highest priority for funding at the top of the table. However, this order may be amended, through input from the Market and Octavia Community Advisory Committee and Interagency Plan Implementation Committee, policy makers, and other public feedback, based on timing considerations (such as shovel readiness) and financial considerations (such as leveraging other funds).

1 This list of projects is ordered by priority, based on community feedback and discussions with the Recreation and Parks Department. It is not legally binding and is subject to change in response to future open space opportunities and priorities in the Plan Area. The cost of parks and recreational benefits is highly subject to design decisions and identification of complementary funding sources. If the benefits listed all cost the City the maximum foreseeable, then the sum of these benefits will exceed the amount allocated.

Complete Streets

Market and Octavia Area Plan Objective 7.2 states "Establish a functional, attractive and well-integrated system of public streets and open spaces in the Hub to improve the public realm". The current network of streets in the Plan Area provides a poor experience for people walking and riding bikes. In addition, with the freeway on and off ramps directly adjacent to this area, there is a strong presence of cars. The Plan calls for improvements to make walking and biking more safe and convenient, and encourage people to drive less. Funding generated by new development may be used to transform the vast majority of all major streets in the Plan Area into high quality streets for walking, biking, and transit.

TABLE 5. TOTAL ESTIMATED COSTS – COMPLETE STREETS

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Redesign of all major streets in the Plan Area		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Redesign of all major streets (including portions of 11th, 12th, 13th, Gough, Market, Oak, Otis, South Van Ness, and Valencia Streets)	SFMTA, Public Works
Living Alleys		Transportation Sustainability Fee (TSF) (Sec. 411A); Market and Octavia Infrastructure Impact Fee (Sec. 421); Van Ness Market Special Use District Infrastructure Fund (Sec 424)	Create new living alleys in the plan area	Public Works
TOTAL	**$71,000,000**			

DELIVERY AND TIMING

All funding dedicated to complete streets would be directed to the SFMTA and San Francisco Department of Public Works (Public Works) for planning, design, and construction. These funds are projected to be used in combination with other funding sources to redesign the vast majority of the major streets in the Plan Area and construct new living alleys. The Hub Public Realm Plan includes conceptual designs for the major streets, each street will need to undergo a more detailed design process, incorporating additional public feedback and environmental review as necessary, and including opportunities for incorporating environmental sustainability and green landscaping elements. Although improving the major streets is the highest priority, improvements may also be implemented to create more living alleys in the Plan Area as funding allows. Within the major streets, prioritization will be set by SFMTA and Public Works.

As noted in the Transit section above, revenues from the Market and Octavia Infrastructure Impact Fees receive additional oversight through the Market and Octavia Community Advisory Committee and the IPIC.

Alternatively, some improvements may be provided directly by private development in order to meet minimum Better Streets Plan requirements or to satisfy an In-Kind Agreement. These improvements would be completed at the same time as the affiliated development project.

Schools and Child Care

In terms of schools and child care, the Plan Area is expected to see an increase in the number of children as it continues to transition from a primarily industrial neighborhood to a mixed-use hub for jobs and housing. The Plan will generate funding to meet the demand for schools and childcare for youth ages 0-18 through existing City impact fees.

TABLE 6. TOTAL ESTIMATED COSTS – SCHOOLS & CHILDCARE

BENEFIT	TOTAL REVENUES	FUNDING SOURCES	DESCRIPTION	LEAD AGENCIES
Schools	$37,000,000	School Impact Fee (State Education Code Sec. 17620)	Impact fees to meet demand for school facilities to serve growth generated within the Plan Area.	SFUSD
Childcare	$20,000,000	Child Care Fee (Sec. 414, 414A); Market Octavia Impact Fee (Sec. 414 and 414.A)	Impact fees to meet demand for child care facilities to serve growth, located within the Plan area.	HSA Office of Early Care & Education
TOTAL	**$57,000,000**			

DELIVERY AND TIMING

The School Impact Fee will accrue at the time projects receive building permits. It is directed to the San Francisco Unified School District for use at their discretion throughout the city. New school facilities are expected to serve a broader area than just the Market and Octavia Plan Area and will cost significantly more than the funds generated by the fees in the Plan Area. Additional fees, including those collected by the School Impact Fee in previous years, will be required to accrue enough to build new facilities.

Funds from the Child Care Fee and Market and Octavia Infrastructure Impact Fee will accrue at the time projects receive building permits. They will go to the Child Care Facilities Fund, which is administered jointly by the City's Human Services Agency Office of Early Care and Education and the Low-Income Investment Fund (LIIF). The Child Care Fee money can be spent throughout the City, while the Market Octavia fee must be spent within 1,250 feet of the Plan Area. Child care facilities are less costly than school facilities and might come online sooner. New developments have the option to satisfy their entire Market Octavia Neighborhoods Impact Fee requirement by directly providing publicly-accessible child care on-site through an In-Kind Agreement (IKA), which could result in faster delivery of services.

IV. ADMINISTRATION & MONITORING

Implementation of the Market Octavia Area Plan requires collaboration among a diverse group of stakeholders, city agencies, community members, and private actors. This section describes the interagency governance bodies and processes that are responsible for overseeing implementation of the Market and Octavia Area Plan and its public benefits. In addition, a number of the aforementioned funding sources each have their own processes for implementation, administration, and monitoring.

PLAN IMPLEMENTATION GOVERNANCE ENTITIES

San Francisco Controller's Office

The Controller serves as the chief accounting officer and auditor for the City and County of San Francisco, and is responsible for governance and conduct of key aspects of the City's financial operations. The office plays a key role in implementing area plans by managing the City's bonds and debt portfolio, and processing and monitoring the City's budget. The department produces regular reports and audits on the City's financial and economic condition and the operations and performance of City government.

The Controller's Office, working in concert with the Mayor's Office, IPIC, and other entities mentioned below, is responsible for overseeing a funding prioritization process for the Market and Octavia Area Plan to help ensure that funds are allocated to public benefits in a logical and equitable manner.

The City is required to regularly report on impact fees revenues and expenditures. San Francisco Planning Code Article 4, Section 409 requires the San Francisco Controller's Office to issue a biennial Citywide Development Impact Fee Report[1] including:

- All development fees collected during the prior two fiscal years, organized by development fee account;
- All cumulative monies collected and expended over the life of each fee;
- The number of projects that elected to satisfy development impact requirements through in-kind improvements;
- Any annual construction cost inflation adjustments to fees made using the Annual Infrastructure Construction Cost Inflation Estimate published by the Office of the City Administrator's Office of Resilience and Capital Planning; and
- Other information required pursuant to the California Mitigation Fee Act Government Code Section 66001, including: fee rate and description; the beginning and ending balance of the fee account; the amount of fees collected and interest earned; an identification of each public improvement on which fees were expended and the percentage of the cost of the improvement funded with fees; an approximate construction start date; and a description of any transfers or loans made from the account.

1 The FY2014-2015 and 2015-2016 report is available at: https://sfcontroller.org/sites/default/files/Documents/Budget/FY2014-15%20&%20FY2015-16%20Biennial%20Development%20Impact%20Fee%20Report.pdf

Capital Planning Committee

The Capital Planning Committee (CPC) makes recommendations to the Mayor and Board of Supervisors on all of the City's capital expenditures. The CPC annually reviews and approves the 10-year Capital Plan, Capital Budget, and issuances of long-term debt. The CPC is chaired by the City Administrator and includes the President of the Board of Supervisors, the Mayor's Finance Director, the Controller, the City Planning Director, the Director of Public Works, the Airport Director, the Executive Director of the Municipal Transportation Agency, the General Manager of the Public Utilities System, the General Manager of the Recreation and Parks Department, and the Executive Director of the Port of San Francisco.

The IPIC fee revenue budgets and associated agency project work programs / budgets are incorporated as part of the 10-year Capital Plan. Updated every odd-numbered year, the Plan is a fiscally constrained expenditure plan that lays out infrastructure investments over the next decade. The Capital Plan recommends projects based on the availability of funding from various sources and the relative priority of each project. Enterprise departments (such as the San Francisco International Airport and Public Utilities Commission) can meet most needs from usage fees and rate payers. However, other fundamental programs that serve the general public (such as streets and fire stations) rely primarily on funding from the City's General Fund and debt financing programs.

Interagency Plan Implementation Committee (IPIC)

The Interagency Plan Implementation Committee (IPIC) is comprised of City staff members from various City Departments who are collectively charged with implementing capital improvements in connection with the City's Area Plans: Eastern Neighborhoods (comprised of separate Area Plans for Central SoMa, Central Waterfront, East Soma, Mission, Showplace Square / Potrero, and Western Soma), Market and Octavia, Rincon Hill, Transit Center District, Balboa Park and Visitacion Valley (including the Executive Park Subarea Plan and the Schlage Lock Master Development). Developments within these area plan boundaries are required to pay impact fees specific to the respective Plan geographies, which are allocated through the IPIC and Capital Planning processes towards priority projects and other infrastructure needed to serve new growth.

The IPIC is required to develop a capital plan for each Plan Area and an Annual Progress Report indicating the status of implementation of each of the Area Plans. This report includes a summary of the individual development projects (public and private) that have been approved during the report period, progress updates regarding implementation of the various community improvements in accordance with the Plan's projected phasing, and proposed departmental work programs and budgets for the coming fiscal year that describe the steps to be taken by each responsible department, office, or agency to implement community improvements in each plan area. The IPIC Annual Progress Report is heard each year before the Capital Planning Committee, the Planning Commission, and the Land Use and Economic Development Committee of the Board of Supervisors prior to finalization of the report. In addition, the IPIC Annual Progress Report, impact fee allocations, and related agency work programs and budgets are inputs to the City's 10-year Capital Plan, developed by the Capital Planning Committee.

Market and Octavia Community Advisory Committee (MOCAC)

The Market and Octavia Citizens Advisory Committee (MOCAC) is the central community advisory body charged with providing input to City agencies and decision makers with regard to all activities related to implementation of the Market and Octavia Area Plans. The group was established as part of the Market and Octavia Area Plan, and is comprised of 7 members representing the diversity of the plan areas, including renters, homeowners, low-income residents, local merchants, and established neighborhood groups within the Plan area.[1]

The MOCAC is established for the purposes of providing input on the prioritization of public benefits, updating the community improvements program, relaying information to community members regarding the status of development proposals in the Market and Octavia Plan Area, and providing input to plan area monitoring efforts as appropriate (described further in the Plan Monitoring & Reporting section below). The MOCAC serves an advisory role, as appropriate, to the Planning Department, the IPIC, the Planning Commission, and the Board of Supervisors.

The MOCAC also advises on the allocation of development fees to public benefits in the Market and Octavia Plan Area. These recommendations are advisory, as an input to the IPIC and Capital Planning Committee processes described above.

PLAN MONITORING & REPORTING

City agencies are required to monitor and report on the implementation of the Market and Octavia Area Plan. The Planning Department, in coordination with the MOCAC, is required to produce the Market and Octavia Monitoring Report (scheduled to be updated in 2020, and at five-year intervals thereafter). This community and data-driven report provides information on the housing supply and development, commercial activities and transportation in the plan area. The report is required to be presented to the Board of Supervisors, Planning Commission, the Citizens Advisory Committee and Mayor.

1 More information is available at:https://sfplanning.org/project/market-octavia-community-advisory-committee-cac

V. DESCRIPTION OF MARKET AND OCTAVIA AREA PLAN FUNDING SOURCES

This section provides further information on the purpose, administration, and uses of various funding sources at time of Plan Adoption. For the most updated information on these funding sources, consult the Planning Code and associated legislation.

AFFORDABLE HOUSING

Inclusionary Housing Program (Sec. 415)

The Inclusionary Housing Program (Planning Code §415) requires new market-rate residential development projects to provide funding for affordable housing, either through direct on-site provision or via payment of the Affordable Housing Fee. Revenues from this Fee are directed to the Mayor's Office of Housing and Community Development (MOHCD), which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Affordable Housing Fee may typically be used anywhere within the city. However, as discussed in Section III above, fees generated by projects within Market and Octavia Plan Area are required to be expended in order of prioirty, (1) within Market and Octavia, (2) within 1 mile of Market and Octavia, and (3) Citywide.

Jobs-Housing Linkage Fee (Sec. 413)

The Jobs-Housing Linkage Fee (§413) is a citywide impact fee levied on new non-residential developments of 25,000 GSF or greater. Revenues from this Fee are directed to MOHCD, which utilizes the Fee to develop 100 percent affordable housing development and/or preservation of existing affordable units. Revenues from the Jobs-Housing Linkage Fee may typically be used anywhere within the city.

TRANSPORTATION

Transportation Sustainability Fee (Sec. 411A)

The Transportation Sustainability Fee (TSF; §411A) is a citywide impact fee assessed on both Residential and Nonresidential development, with funds directed to the Controller's Office and the San Francisco Municipal Transportation Agency (SFMTA) for programing and administration. Funds are allocated to projects specified in the Expenditure Program shown in table 7 below: state of good repair projects (capital maintenance), system capacity expansion, complete streets projects, and regional transit improvements. Some uses are exempt from paying the fee, including smaller market-rate residential projects (20 units or fewer), 100% affordable housing projects, and most nonprofit owned and operated uses. Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

Although TSF funds may be spent on transportation system improvements citywide, the Planning Code specifies that revenues will prioritize new/existing area plans and areas anticipated to receive significant new growth.

TABLE 7. TSF EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION
Transit Capital Maintenance	61%
Transit Service Expansion & Reliability Improvements - San Francisco	32%
Transit Service Expansion & Reliability Improvements - Regional Transit Providers	2%
Complete Streets (Bicycle and Pedestrian) Improvements	3%
Program Administration	2%

Other Agency-Identified Transportation Funds

The SFMTA produces a biennial Capital Improvement Plan (CIP) that identifies projects that could be funded with a variety of funding sources including impact fees as presented in the CIP. The SFMTA is committed to funding projects listed in the CIP as funding becomes available. Many of the streets identified in this public benefits document are also listed in the SFMTA's FY2019-2023 CIP including; 11th Street, 13th Street, Otis Street, South Van Ness Avenue, Valencia Street and Market Street.

PUBLIC ART

San Francisco has a 1% Art Program that requires all projects involving new building, or the addition of 25,000 square feet or more in the Downtown and nearby neighborhoods, to provide public art equal to at least 1% of the total construction cost or to dedicate a portion of this requirement to the City's Public Art Trust. The program was established by the 1985 Downtown Plan and is governed by Section 429 of the Planning Code. Because the base zoning in this area is C-3-G, projects in the Hub would be subject to this fee.

PARKS & RECREATION

Downtown Park Fund (Sec. 412)

Office developments of a certain size are required to pay a fee to support new parks in the Downtown. The Fund are administered by the Recreation and Park Commission and the Planning Commission

Privately-Owned Public Open Spaces (POPOS) Requirement (Sec. 138)

Non-residential developments of a certain size are required to provide Privately-Owned Public Open Spaces (POPOS). This space can be located outdoors or indoors and must be accessible to the public open seven days a week. All new office projects are required to provide one square foot of POPOS for every 50 occupied square feet of office use. The Planning Department is the agency primarily responsible for reviewing and approving POPOS proposals as part of the associated development application.

SCHOOLS & CHILDCARE

School Impact Fee (CA Education Code Sec. 17620)

The School Impact Fee (enabled by CA State Education Code §17620) is a citywide impact fee on new/expanded Residential and Non-Residential developments, with funds directed to the San Francisco Unified School District (SFUSD) for new capital facilities serving the public school population. Funds are not required to be spent in the Plan Area; revenues are programmed at SFUSD's discretion based on current and future projections of growth in the school-aged population in each neighborhood.

Child Care Fee (Sec. 414 & 414A)

The Child Care Fee (Planning Code §414 & 414A) is a citywide impact fee collected on Office and Hotel projects greater than 25,000 GSF and on Residential and residential care developments adding more than 800 square feet of net new space. Funds are directed to the Human Services Agency Office of Early Care & Education and the Low-Income Investment Fund (LIIF, a non-profit child care developer contracting with the City) to develop new capital facilities for child care services. Funds may be spent citywide and are not required to be spent within the Plan area.

AREA-PLAN & MULTI-CATEGORY FUNDING SOURCES

Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Sec. 416)

The Market and Octavia Area Plan and Upper Market Neighborhood Commercial District Affordable Housing Fee (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for affordable housing. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC).

Market and Octavia Community Improvement Fund (Sec. 421)

The Market and Octavia Community Improvement Fund (Planning Code §421) is an area plan impact fee that was adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market Octavia will continue to pay this impact fee that is used for infrastructure. The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 8.

Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Sec 424)

The Van Ness and Market Affordable Housing and Neighborhood Infrastructure Fee and Program (Planning Code §424) is an area plan impact fee that was also adopted concurrently with the Market Octavia Area Plan in 2008. Projects in Market and Octavia will continue to pay this impact fee. Funds are allocated to affordable housing and infrastructure based on the development site floor area ratio (FAR). The fee is administered by the Planning Department and the Interagency Plan Implementation Committee (IPIC) in consultation with the Market and Octavia Community Advisory Committee (MOCAC). Funds are allocated into public benefit categories shown in table 9 below.

TABLE 8. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND EXPENDITURE PROGRAM

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	61%
Transit	22%	20%
Recreation and Open Space	21%	14%
Childcare	8%	Not applicable
Program Administration	5%	5%

TABLE 9. VAN NESS AND MARKET DOWNTOWN RESIDENTIAL SPECIAL USE DISTRICT INFRASTRUCTURE FUND

IMPROVEMENT TYPE	% ALLOCATION (RESIDENTIAL DEVELOPMENT)	% ALLOCATION (NON-RESIDENTIAL DEVELOPMENT)
Complete Streets: Pedestrian and Streetscape Improvements, Bicycle Facilities	44%	30%
Transit	22%	45%
Recreation and Open Space	21%	20%
Childcare	8%	Not applicable
Program Administration	5%	5%

OTHER SOURCES OF FUNDING

The fees and requirements discussed above are largely designed to mitigate the infrastructure needs created by new development. However, there are already substantial needs in the neighborhood. The responsibility for responding to some needs will need to be shared with a broader set of stakeholders than just new developments (sea level rise mitigation, for instance). As such, additional revenue sources will be needed to create a fully sustainable neighborhood. These additional revenue mechanisms will require interdepartmental efforts that continue after the Plan's adoption, and may require future authorization by the Mayor and Board of Supervisors. A few potential sources of additional funding are described below

General Fund

The City's discretionary property tax proceeds are deposited into the General Fund, and are available for the appropriation to any public purpose, including operations, programs, maintenance, and capital projects.

Theoretically, these revenues could be directed to the Plan Area to accelerate the delivery of public benefits, or to fund other public benefits not identified here.

Grants & Bonds

Many local, state, and federal agencies offer potential grants to fund needed capital projects. In particular, regional and state funds earmarked to facilitate higher density development near major transit

infrastructure (such as the One Bay Area Grants run by the Metropolitan Transportation Commission) are a good fit for the goals of the Plan and could potentially be paired with matching local funds.

Other local bond measures may provide additional opportunities to fund projects identified here or in the future. For instance, San Francisco voters have adopted multiple bond measures in recent years to fund new or renovated parks and open spaces.

Direct provision through Development Agreements and other negotiated conditions of approval

Project sponsors may elect to provide community benefits directly, through mechanisms such as a Development Agreement or other negotiated condition of approval. These benefits may be provided in-lieu of some other requirement, or they may be voluntarily provided above and beyond the development requirements. It is impossible to predict how many projects would opt to do this.

EXHIBIT VI.2 –MARKET AND OCTAVIA COMMMUNITY IMPROVEMENT PROGRAM (APPENDIX C)

APPENDIX C. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS, DETAILED PROJECT SCOPE AND COSTS

This appendix corresponds to Table 6. For each line item in Table 6 we provide:

1. The **Project Scope**, usually referring to the Neighborhood Plan policies, as they are provide descriptive information about the plan's vision for specific projects;
2. A **Cost Projection**, describing how cost estimates were made; and
3. A list of **Relevant Agencies**, the lead agency is listed first.

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A1. "Living Street" Improvements for Select Alleys

Project Scope

POLICY 4.1.6
Introduce traffic-calming measures for residential alleys. Consider improvements to alleys with a residential character to create shared, multipurpose public space for the use of residents.

Traffic calming can improve residential streets and alleys in a number of ways. Parking can be concentrated along the curbside with the fewest driveway breaks; new pedestrian-scaled lighting can be added; trees can be planted (if residents desire trees), with agreement on a single tree species and a unified planting pattern. Narrow traffic lanes are more conducive to slow vehicular movement than are wide lanes. Because these alleys carry relatively little traffic, they can be designed to provide more public space for local residents—as a living street with corner plazas to calm traffic, seating and play areas for children, with space for community gardens and the like— where people and cars share space. By calming traffic and creating more space for public use, the street can become a common front yard for public use and enjoyment.

Working closely with DPT's "Livable Streets" traffic-calming program, prototypes should be developed for more extensive improvements to residential alleys. And a process should be developed whereby local residents can propose living-street improvements and participate actively in the design for their alley.

- Develop prototypes for residential alley improvements, to be used as part of the "Livable Streets" traffic-calming initiative.

- Develop a process whereby local residents can propose living street improvements and participate in the design and implementation of improvements to their alley.

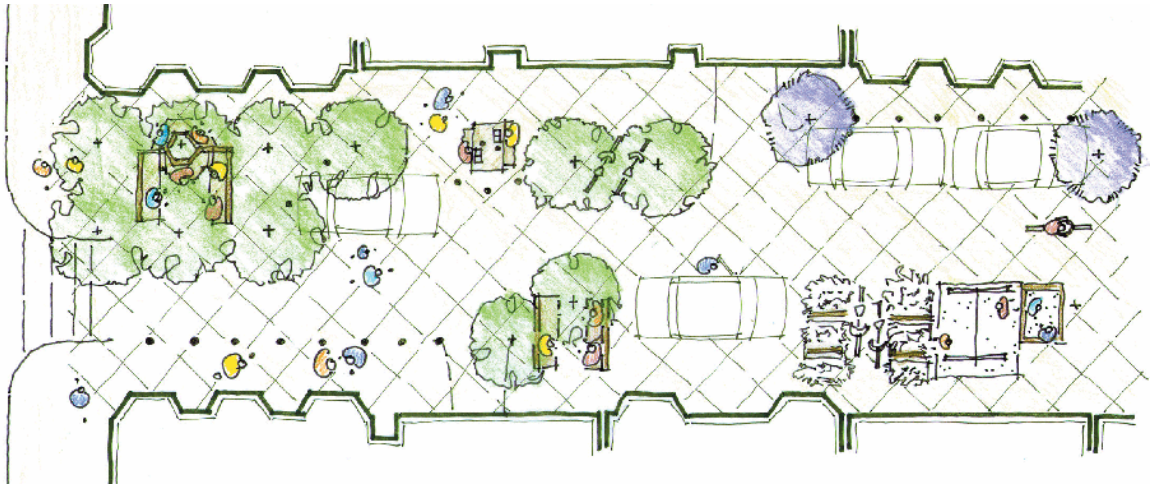


Figure 1. Schematic of Living Street Alleyway Concept

The following policy from the Market and Octavia Area Plan provides guidelines for Non-residential alley improvements.

POLICY 4.1.8
Consider making improvements to non-residential alleys that foster the creation of a dynamic, mixed-use place.

Certain alleys support non-resident al uses. Coordinated approaches to the design of these alleys should protect the intimate scale of these alleys and yet create public space that contributes to and supports the varied uses along them.

Enliven the ground floor space with active uses where possible. Loading spaces can be accommodated in ways that add to the character of the alley.

Non-residential alleys can benefit from "living street" improvements that provide public open spaces that enhance the commercial uses.

Encourage coordinate on throughout the alley by using similar or complementary details throughout.

Create spaces that allow for the growth and evolution of uses.

Non-resident al alleys may provide for a number of different and often conflicting uses. Reduce the conflict of uses by providing an uncluttered environment. Consider placing furnishings such as trash cans in a recessed area.

Map 7 Alleys for "Living Street" Improvements

Map 1 Alleys for "Living Street" Improvements

Cost Projection

"LIVING STREETS IMPROVEMENTS" WOONERF STREETSCAPE

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Curb	1	$25	$30
Demo curb	1	$5	$5
Concrete curb ramp with truncated domes @ bulb outs	103	$3,000	$29
Benches	100	$1,500	$15
Tables	100	$1,500	$15
Shrubs (med)	5	$35	$7
Special trees	20	$2,000	$100
Tree grates	20	$850	$43
Trash bins	100	$600	$6
Drainage	410	$35,000	$85
Bollards	51	$1,800	$35
Signage	68	$100	$1
Ped lighting	40	$10,000	$250
		cost/lf	**$622**

	TOTAL LINEAR FT	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
Living Alleyways	31,867	$621.72	$19,812,336
Soft Costs			
Subtotal			$19,812,336
Soft Costs			$13,208,224
Total			**$33,020,559**

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A2. Street Tree Plantings

Project Scope

POLICY 4.1.2
Enhance the pedestrian environment by planting trees along sidewalks, closely planted between pedestrians and vehicles.

Closely spaced and sizeable trees parallel and close to curbs, progressing along the streets to intersections, create a visual and psychological barrier between sidewalks and vehicular traffic, like a tall but transparent picket fence. More than any other single element, healthy street trees can do more to humanize a street, even a major traffic street. On many streets within the Market and Octavia neighborhood, successful environments can be created through aggressive tree infill, for example on Otis, Mission, Franklin, and Gough Streets north of Market Street. On other streets, such as Gough Street south of Market, Fell, and Oak Streets, and Duboce Avenue, it will mean major new tree planting.

Consistent tree plantings make an important contribution to neighborhood identity. Different tree species can be used on different streets, or even different blocks of the same street, thereby achieving diversity on a broader basis. Rather than removing existing trees from any given street, the dominant tree species—or preferred tree species—on each block should be identified and future tree planting should be of that tree type.

Tree Type

- Special Trees
- Special Trees (Long Term)
- Trees

0 400 800 1,600 Feet

0 125 250 500 Meters

Map 2 Streets scheduled for intensive street tree plantings

Cost Projection

TYPICAL STREETSCAPE (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees	20	850	$43
Curb	1	30	$30
Demo curb	1	5	$5
Tree grates	20	850	$43
Trash bins	100	600	$6
Ped lighting	40	10,000	$250
Bench	200	1500	$8
		cost/lf	**$384**

SPECIAL STREETS (EXCL. PAVING)

	SPACING (UNIT: LINEAR FEET PER ITEM)	COST PER UNIT	TOTAL
Trees special	20	2,000	$100
Curb	1	30	$30
Demo curb	1	5	$5
Tree grates	20	850	$43
Trash bins	100	600	$6
Ped lighting	40	10,000	$250
Bench	200	1500	$8
		cost/lf	**$441**

	TOTAL LINEAR FEET	AVERAGE COST PER LINEAR FOOT	TOTAL COSTS
typical tree scape improvements	11,444	$384	$4,388,774
special tree scape improvements	19,035	$441	$8,394,435
Subtotal			$12,783,209
Soft Costs			$8,522,139
Total			**$21,305,348**

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A3. McCoppin Street Greening

Project Scope

POLICY 7.2.4
Redesign McCoppin Street as a linear green street with a new open space west of Valencia Street.

With the new freeway touchdown, traffic accessing the freeway will no longer have the option of using McCoppin Street as a cut-through. As a result, the street will carry only a fraction of the traffic that it does today. Anticipating this change, there is the opportunity to reconfigure McCoppin Street from Otis to Valencia Streets as a linear green street, with a substantial portion of the vehicular right-of-way reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-of-way for local traffic. The portion of McCoppin Street west of Valencia Street will no longer be needed for vehicular traffic, providing the opportunity for a small open space. The space, approximately 80 feet by 100 feet, would provide an excellent location for a small plaza or other form of community space for the use of local residents.

Cost Projection

(B1) MCCOPPIN STREETSCAPE IMPROVEMENTS- CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTAL
	PLANNING					**$94,718**
1	Planning Community Outreach (10% of total construction costs)	1	LS	$85,402	$85,402	
	DESIGN					**$94,718**
3	Design (10% of total construction costs)	1	LS	$85,402	$85,402	
	CONSTRUCTION					**$947,182**
S&H						
4	Demolition	1	LS	$50,000	$50,000	
5	Asphalt Concrete Wearing Surface	275	TON	$150	$41,250	
6	8-Inch Thick Concrete Base	6,500	SF	$10	$65,000	
7	6-Inch Wide Combined Concrete Curb and 2-Foot Concrete Gutter	1,300	LF	$40	$52,000	
8	3 1/2-Inch Thick Concrete Sidewalk	26,000	SF	$8	$208,000	
9	12-Inch Diameter VCP Sewer, Culverts, Sewer Vents, and Base Over Sewer	600	LS	--	$150,000	
10	Concrete Catch basin with New Frame and Grating	2	EA	$10,000	$20,000	
11	Relocate Catch basin	3	EA	$10,000	$30,000	
12	Relocate Low-Pressure Fire Hydrant	2	EA	$15,000	$30,000	
13	Relocate Utilities for Sidewalk Widening	37	EA	$2,000	$74,000	
14	Typical Concrete Curb Ramp	17	EA	$2,500	$42,500	
15	Detectable Warning Surface	160	SF	$60	$9,600	
16	6-Inch Wide Concrete Curb at Curb Return	170	LF	$30	$5,100	
17	3 1/2-Inch Thick Concrete Sidewalk at Curb Return	400	SF	$8	$3,200	
18	Relocate Utilities for Sidewalk Widening	37	EA	$2,000	$74,000	
DPT						
19	Double Yellow Line	500	LF	$4	$1,750	
20	Raised Pavement Markers (white or Yellow)	22	EA	$8	$182	
21	Parking Stalls	100	EA	$20	$2,000	
LA						
22	36" Box Trees	50	EA	$800	$40,000	
23	36" Root Barrier	1,200	LF	$10	$12,000	
24	Mulch	20	CY	$50	$1,000	
25	Irrigation System	8,900	SF	$4	$35,600	
				CONTINGENCY 15%		**$142,077**
				TOTAL CONSTRUCTION COST AND CONTINGENCY		**$1,089,259**

				CONSTRUCTION MANAGEMENT		**$217,852**
26	Inspection (15% const. total & contingency cost)	1	LS	$163,389	$163,389	
27	Construction Support (5% const. total & contingency cost)	1	LS	$54,463	$54,463	
				ESTIMATE OF TOTAL PROJECT COST		**$1,496,547**

Project Scope: The closure of McCoppin Street west of Valencia Street is expected to reduce the amount of vehicular traffic on McCoppin Street between Valencia and Otis Street. This proposal, also part of DPT's Livable Streets Program, would reduce the n…

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A4. Brady Park

Project Scope

POLICY 7.2.5
Make pedestrian improvements within the block bounded by Market, Twelfth, Otis, and Gough Streets and redesign Twelfth Street between Market and Mission Streets, creating a new park and street spaces for public use, and new housing opportunities.

The block bounded by Market, Gough, Otis and 12th Streets, known as the "Brady Block" is a unique place, in that its interior is divided and made publicly-accessible by four different alleys bisecting it in different directions. At its core, the block shows the signs of many years of neglect; surface parking lots and a large ventilation shaft for the BART system create a large swath of undefensible space.

The block has tremendous potential despite its present conditions. It is an intimate space of small buildings facing on narrow alleys. It isn't hard to envision a small neighborhood here-on the scale of Southpark: small residential infill and existing buildings framing a new public park at the core of the block's network of alleys. The addition of new housing and the development of a small-scaled living area with a narrow but connected street pattern can make this an enviable mini-neighborhood. Existing uses can stay, but new uses can, by public and private cooperation, create a residential mixed-use enclave.

A small new open space can be developed in the center of the Brady Block, taking advantage of a small, approximately 80-foot-square BART-owned parcel that provides access to its tunnel below, and through purchase, an additional 100 foot by 80 foot parcel, currently surface parking. By creating a small open space here and connecting the existing alley network, the city would have created a magnificent centerpiece for this intimate mini-neighborhood. The park will be surrounded by several housing opportunity sites and would by accessed via a network of mid-block alleys designed as "living street" spaces, in accordance with policies for residential alleys outlined in Element 3 of the Neighborhood Plan. The BART vent shaft rather than a hindrance, could be the site of a central wind driven, kinetic sculpture.

Cost Projection

BRADY PARK	NEED	UNIT	COST PER UNIT	COST
land cost	11,800	sf	$80	$944,000
open space (soft)	13,000	sf	$20	$263,250
Lawn	7,500	sf	$3	22500
Irrigation	10,000	sf	$6	$60,000
benches	6	each	$1,500	$9,000
tables	2	each	$1,500	$3,000
shrubs (large)	30	each	$150	$4,500
trees	15	each	$850	$12,750
brick paving	1,500	sf	$40	$60,000
soil	333	cubic yard	$40	$13,320
drinking fountain	1	each	$4,500	$4,500
pedestrian lighting	8	each	$10,000	$80,000
Subtotal				$1,476,820
Soft Costs				$984,546.67
Total				**$2,461,367**

Relevant Agencies

Recreation and Parks Department
Department of Public Works
Mayor's Office of City Greening
Department of Real Estate
Planning Department

A5. McCoppin Plaza – Phase I

Project Scope

POLICY 4.2.4
Create new public open spaces around the freeway touchdown, including a plaza on Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.

Bringing the freeway down to ground south of Market Street offers the opportunity to created two new small public open spaces: a plaza along Market Street west of the freeway touchdown, and a plaza or other form of small open space within the closed last block of McCoppin Street, west of Valencia Street. The plaza on Market Street will enhance the pedestrian experience of the street, and facilitate safer pedestrian crossings. Because of its prominent location at the end of the freeway and beginning of Octavia Boulevard, it should be designed with elements that signal an entry to the city, including seating, trees and other pedestrian amenities. The leftover space on McCoppin Street is an appropriate place for a community-serving open space, integrated into the overall "green street" treatments proposed for McCoppin Street east of Valencia Street, as well as the proposed bikepath on the east side of the touchdown. The triangular parcel immediately south of the McCoppin Street right-of-way, currently serving as a truck-rental office, could be part of a larger open space at this location.

Cost Projection

(D1) MCCOPPIN COMMUNITY PARK -CONCEPTUAL COST ESTIMATE, 2/15/2005

PROJECT COSTS						
NO.	ITEM	QUANTITY	UNIT	UNIT COST	EXTENSION	SUBTOTAL
	PLANNING					**$55,368**
1	Community Outreach (7% of Const. Cost)	1	LS	$38,758	$38,758	
2	Project Development (3% of Const. Cost)	1	LS	$16,610	$16,610	
	DESIGN					**$55,368**
3	A&E services (10% Total Construction Cost)	1	LS	$55,368	$55,368	
	CONSTRUCTION					**$553,680**
4	Demolition	1	LS	$20,000	$20,000	
5	Hazardous Material Assessment & Abatement	900	Tons	$50	$45,000	
6	Import Fill	671	CY	$80	$53,680	
7	Grading and Drainage	1	LS	$35,000	$35,000	
8	Landscape Construction	1	LS	$300,000	$300,000	
9	Planting and Irrigation	1	LS	$100,000	$100,000	
	CONTINGENCY 15%					**$83,052**
	TOTAL CONSTRUCTION COST AND CONTIGENCY					**$636,732**
	CONSTRUCTION MANAGEMENT					**$127,346**
10	Inspection (15% total const. & contingency cost)	1	LS	$95,510	$95,510	
11	Construction Support (5% total const. & contingency cost)	1	LS	$31,837	$31,837	
	ESTIMATE OF TOTAL PROJECT COST					**$874,814**

Project Scope: When the new Central Freeway touches down at Market Street, McCoppin Street west of Valencia Street will no longer connect with Market Street. The proposal for the resulting right-of-way cul-de-sac is to convert the roadway into a secured community park, approximately 7,210 square feet. This particular estimate includes a community garden including low terraces conforming to the existing slope. The design of the community park will be coordinated with the proposed bike lane connecting Valencia Street with Market Street and Octavia Boulevard.

Relevant Agencies

Recreation and Parks Department
Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A6. McCoppin Plaza Extension – Phase II

Project Scope

Following Policy 4.2.4 reprinted on page 53, this project explores as a long term strategy the possibility of acquiring lot 3502113 west of Valencia Street, currently owned by U-haul, with the purpose of using the site as an addition to the McCoppin Community Park.

Cost Projection

MCCOPPIN STUB EXTENSION AND IMPROVEMENTS

	NEED	UNIT	COST PER UNIT	COST
acquisition of lot 3502113	4,929	sf	$120.00	$591,432
greening of lot	4,929	sf	$80.00	$626,001
Subtotal				$1,217,433
Soft Costs				811622
Total				**$2,029,055**

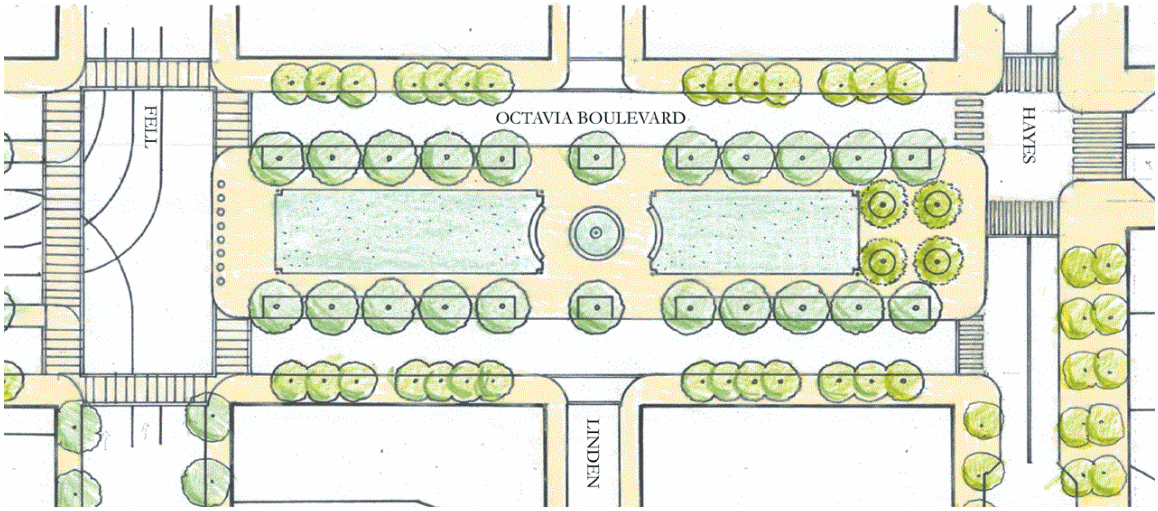
Relevant Agencies

Recreation and Parks Department
Department of Public Works
Municipal Transportation Agency
Mayor's Office of City Greening

A7. Patricia's Green Hayes in Hayes Valley

Project Scope

Completed 2005.



Project Costs

$1,500,000
Source: Ramon Kong, DPW

Relevant Agencies

Park and Recreation Department
Caltrans
Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency

A8. Under Freeway Park

Project Scope

Use the Caltrans parcels beneath the new Central Freeway structure for uses other than parking (unless parking revenue could fund additional maintenance of ancillary projects), such as recreational open space (for example, a dog run) and/or temporary structures housing cultural arts programs.

Cost Projection

CENTRAL FREEWAY - SITE WORK
CONCEPTUAL COST ESTIMATE (12/15/05)

ITEM	QUANTITY	UNIT	UNIT COST	COST	SUBTOTAL
Parcel A					$740,200
Skatepark Equipment (Area:15,750 SF)	1	LS	500,000	$500,000	
Fencing	970	LF	150	$145,500	
Pathway Colorcoat	2,950	SF	2	$5,900	
Double Gates	6	EA	1,800	$10,800	
Lighting	13	EA	6,000	$78,000	
Parcel B					$444,650
Basketball Court/Play Area Colorcoat	15,000	SF	2	$30,000	
Pathway Colorcoat	3,200	SF	2	$6,400	
Dog Park Surfacing	8,500	SF	2	$17,000	
Fencing	1,055	LF	150	$158,250	
Single Gates	8	EA	2,000	$16,000	
Double Gates	2	EA	3,000	$6,000	
Sliding Gates	2	LS	8,000	$16,000	
Basketball Backboards	3	EA	5,000	$15,000	
Lighting	18	EA	6,000	$108,000	
Seat Wall	480	LF	150	$72,000	
MISC					$10,000
ADA Improvements (curb ramps at Stevenson)	1	LS	10,000	$10,000	
Subtotal					$1,200,000
20%Contingency					$240,000
Construction Cost					$1,440,000
A/E & Construction Management Services (35% Construction)					$504,000
Maintenance Cost	3	Year	$80,000	$240,000	$240,000
Total Project Cost					**$2,184,000**

Relevant Agencies

Department of Public Works
Caltrans
Municipal Transportation Agency
Recreation and Parks Department
San Francisco County Transportation Agency
Mayor's Office of Economic and Workforce Development

A9. Hayes Green Rotating Art Project

Project Scope

The community and the San Francisco Arts Commission has identified Hayes Green as a wonderful opportunity to feature a variety of temporary public art pieces. David Best's temple, which was temporary by design, certainly influenced the community's dedication to this very progressive method of selecting art for public spaces.

Cost Projection Strategey

HAYES GREEN ROTATING ART PROJECT - PER YEAR

	NEED	UNIT	COST PER UNIT	COST
Acquisition	2	piece	$50,000	$100,000
Insurance	2	piece	$15,000	$30,000
Re-habilitation	2	piece	$10,000	$20,000
Subtotal				$150,000
Soft Costs				$100,000
Total				**$250,000**

Relevant Agencies

San Francisco Arts Council
Department of Public Works
Recreation and Parks Department

A10. Improvements to Existing Parks

Project Scope

Make necessary improvements to existing parks, such as the addition of recreational facilities or other ammenities, additional landscaping programs, and activation of the space.

Cost Projection Strategey

TBD

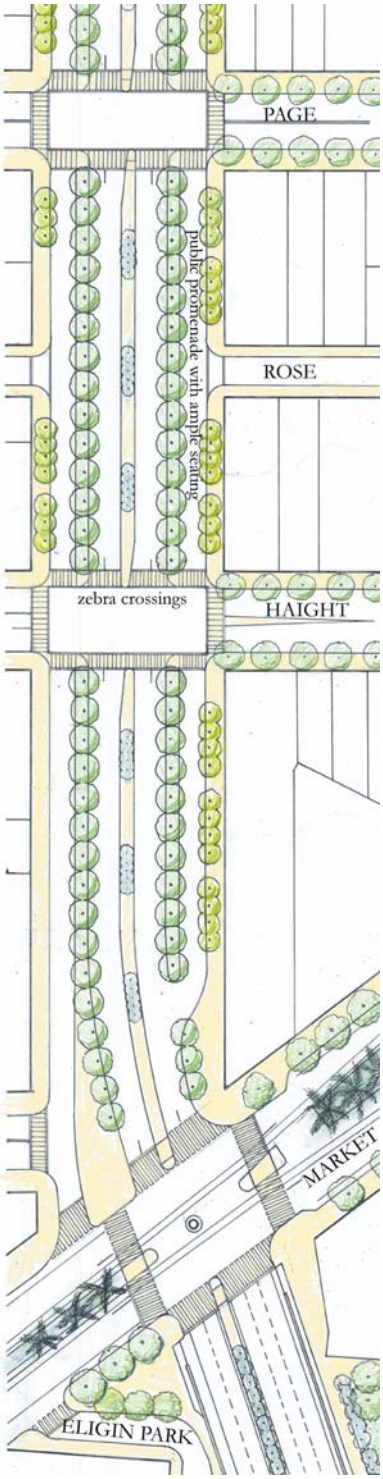
Relevant Agencies

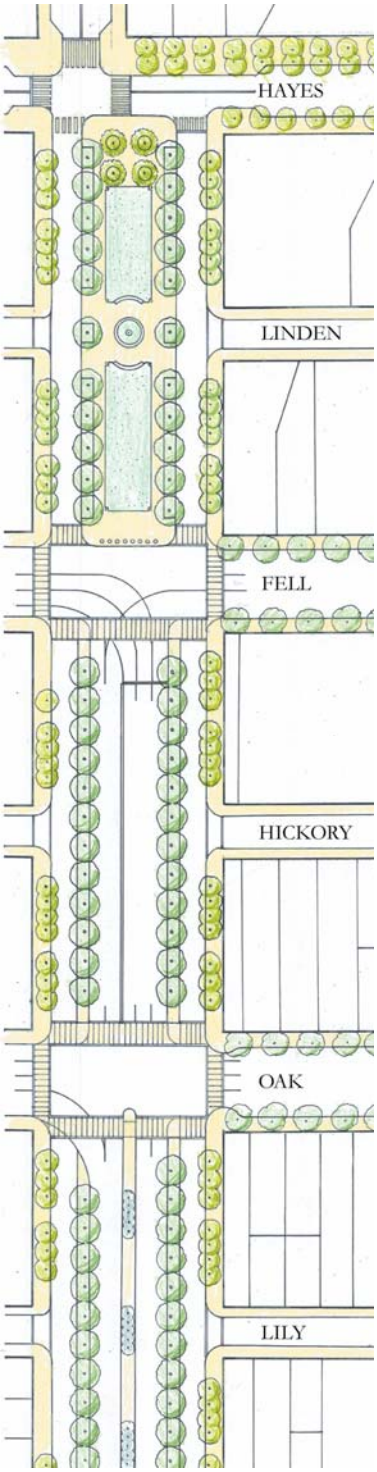
Planning Department
Recreation and Parks Department

A11. Octavia Boulevard

Project Scope

Completed 2005.





Project Cost

CENTRAL FREEWAY - OCTAVIA BOULEVARD PROJECT

PROJECT ELEMENTS:	COST
Preliminary engineering	$300,000
Project Management	$3,200,000
Land Management	$2,600,000
Traffic Management Plan	$6,900,000
Traffic System Management	$6,000,000
Octavia Blvd Design	$1,300,000
Public Art	$250,000
Octavia Blvd Construction	$13,000,000
Oak Street Resurfacing	$450,000
Octavia Blvd Construction Mngt.	$1,600,000
Octavia Blvd Design Support	$424,000
Archeology	$1,200,000
VanNess Ave. Resurfacing	$5,850,000
Ancillary Projects	$5,500,000
Octavia Blvd Maintenance	$750,000
TOTAL PROJECT COST	$49,324,000
Hayes Green	$(1,500,000)
Octavia Boulevard - Recently Built	**$47,824,000**

Source: Ramon Kong, DPW

Relevant Agencies

Caltrans
Department of Public Works
Municipal Transportation Agency
Recreation and Parks Department
San Francisco County Transportation Agency

A12. Immediate Freeway Mitigation

Project Scope

Install 6 trees at Freeway touchdown.
Install Sculpture at Market Street
Install lighting below freeway at Valencia and other key pedestrian areas.

Cost Projection

FREEWAY MITIGATION	NEED	UNIT	COST PER UNIT	COST
Trees for Highway touchdown	6	ea	$2,000.00	$12,000.00
slender sculpture or column for market and highway	1	ea	$223,000	$223,000
lighting for below the freeway	16	ea	$10,000.00	$160,000
other				
Subtotal				$395,000
Soft Costs				$263,333
Total				**$658,333**

Relevant Agencies

San Francisco County Transportation Agency
Department of Public Works
Municipal Transportation Agency
Recreation and Parks Department
Mayor's Office of Economic and Workforce Development
Caltrans

A13. Study Central Freeway

Project Scope

1. Evaluate the impacts of traffic flow from new Central Freeway.
2. Consider the further dismantling of the Central Freeway.

Cost Projection

$200,000

Relevant Agencies

San Francisco County Transportation Agency
Planning Department
Caltrans
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A14. Hayes Street Two Way Project

Project Scope

Reorganize east-west traffic in Hayes Valley to reduce pedestrian conflicts and eliminate confusing Z-shaped jogs of one way traffic.

One-way streets encourage fast-moving traffic, disrupt neighborhood commercial activities, and negatively affect the livability of adjacent uses and the neighborhood as a whole. Construction of Octavia Boulevard makes it unnecessary for one-way Oak Street traffic to be routed east of Van Ness Avenue via Franklin Street, or westbound Fell Street traffic to come from the east via Hayes Street and Gough Street. This reorganization will greatly simplify traffic patterns, make street crossings for pedestrians safer, and return Hayes Street to a two-way local street, which is best suited to its commercial nature and role as the heart of Hayes Valley.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A15. Improve Safety of City Parking Garages

Project Scope

"Access and personal safety improvements should be made to the Civic Center Garage to serve patrons of area cultural institutions." (*Draft Plan, p. 120*)

Cost Projection

IMPROVE SAFETY AND ACCESSIBILITY OF CITY PARKING

	NEED	UNIT	COST PER UNIT	COST
lights	4		$10,000.00	$40,000
cameras/staff				
Subtotal				$40,000
Soft Costs				$26,667
Total				**$66,667**

Relevant Agencies

Parking Authority
Municipal Transportation Agency
Mayor's Office of Economic and Workforce Development

A16. Parking Supply Survey and Analysis

Project Scope

Parking Inventory Survey

Objectives:

1. Take inventory of on and off street parking stock in the plan area, this data should serve as a base for the plan monitoring effort as well as informing further analysis of parking management strategies.

2. Research the implementation of on street parking management strategies, especially parking benefits districts, and residential parking permit reform. Make specific policy recommendations that consider administration of the program, social justice issues, economic impacts of programming on individuals and the neighborhood, and impacts on the transportation networks. Develop executable implementation strategies which identify agency, procedures, and an approval strategy.

3. Study mechanisms to re-capture the impacts of off street parking in the neighborhood and curb cuts, especially associating additional parking with housing unit based transit passes. Survey like programs, suggest an implementation strategy and agency.

Cost Projection

Estimated Cost: $300,000

Cost estimate is 4 times the budget allocated for the Transit Authorities Parking Benefits District Survey. This Study should first survey the existing parking supply, second pursue the development of three programs: Residential Parking Permit Reform, Parking Benefits Districts, Parking Transit Impact Program, and Curb Cut Impact Fee Program.

Relevant Agencies

Planning Department
Municipal Transportation Agency
San Francisco County Transportation Agency

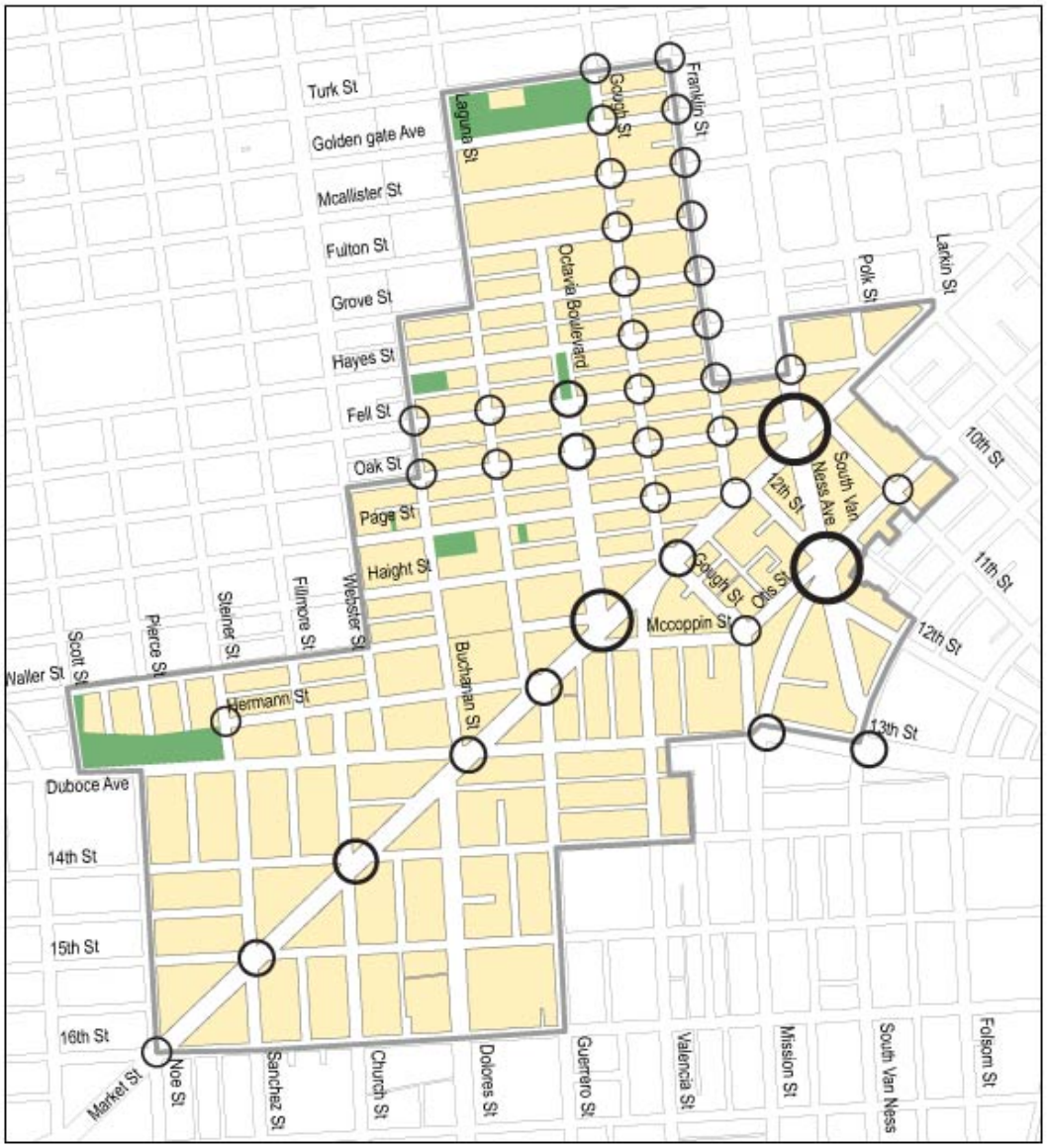
A17. Pedestrian Improvements for Priority Intersections

Project Scope

POLICY 4.1.1
Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks.

On streets throughout the plan area, there is a limited amount of space on the street to serve a variety of competing users. Many streets have more vehicular capacity than is needed to carry peak vehicle loads. In accordance with the city's Transit-First Policy*, street right-of-way should be allocated to make safe and attractive places for people and to prioritize reliable and effective transit service—even if it means reducing the street's car-carrying capacity. Where there is excessive vehicular capacity, traffic lanes should be reclaimed as civic space for widened sidewalks, plazas, and the like.

The plan calls for full buldbouts on every corner at identified intersections.
Bulbouts are planned at 42 intersections for 179 corners.
Map below identifies specific corners.



Map 6 Priority Intersections for Pedestrian Improvements

Improvement Level

Low.....High

0 400 800 1,600 Feet

0 125 250 500 Meters

Cost Projection

The Market and Octavia Plan calls for pedestrian improvements at 42 intersections. The Department of Public Works generated site specific cost estimates [see Site Specific Cost Estimates column in table on next page] for nearly half of these intersections as part of the Central Freeway Ancillary Project effort. From these site specific cost estimates, the Planning Department estimated the average cost of bulbouts for one corner to be just over $48,000. Project cost estimates for the remaining identified intersections was estimated based on this cost [Average Cost Estimates column].

	STREET1	STREET2	STREET3	NUMBER OF CORNERS AT THE INTERSECTION	COST ESTIMATE FROM SITE SPECIFIC COST ESTIMATE	COST ESTIMATE FROM AVERAGE COST PER CORNER	ESTIMATED COST
A17.1	Otis	Gough	McCoppin	4	$213,271		$213,271
A17.2	Mission	S Van Ness	12th Street	6	$654,400		$654,400
A17.3	Van Ness	Market	S Van Ness	5	$199,088		$199,088
A17.4	Van Ness	Fell		4	$43,136		$43,136
A17.5	Market	Sanchez	15th Street	4		$194,814	$194,814
A17.6	Market	Church	14th Street	6		$292,220	$292,220
A17.7	Buchanan	Fell		4	$232,760		$232,760
A17.8	Buchanan	Oak		4	$165,560		$165,560
A17.9	Buchanan	Market	Duboce	5	$118,576		$118,576
A17.10	Laguna	Fell		4	$83,870		$83,870
A17.11	Laguna	Oak		4	$172,185		$172,185
A17.12	Laguna	Market		5	$184,797		$184,797
A17.13	Octavia	Fell		4		$194,814	$194,814
A17.14	Octavia	Oak		4		$194,814	$194,814
A17.15	Octavia	Market		5		$243,517	$243,517
A17.16	Gough	Turk		4		$194,814	$194,814
A17.17	Gough	Golden Gate		4		$194,814	$194,814
A17.18	Gough	McAllister		4		$194,814	$194,814
A17.19	Gough	Fulton		4		$194,814	$194,814
A17.20	Gough	Grove		4		$194,814	$194,814
A17.21	Gough	Hayes		4	$344,846		$344,846
A17.22	Gough	Fell		4	$194,035		$194,035
A17.23	Gough	Oak		4		$194,814	$194,814
A17.24	Gough	Page		4	$211,296		$211,296
A17.25	Gough	Market		4	$299,897		$299,897
A17.26	Franklin	Turk		4		$194,814	$194,814
A17.27	Franklin	Golden Gate		4		$194,814	$194,814
A17.28	Franklin	McAllister		4		$194,814	$194,814
A17.29	Franklin	Fulton		4		$194,814	$194,814
A17.30	Franklin	Grove		4		$194,814	$194,814
A17.31	Franklin	Hayes		4	$276,846		$276,846
A17.32	Franklin	Fell		4	$215,910		$215,910
A17.33	Frankllin	Oak		4	$169,537		$169,537
A17.34	Franklin	Page	Market	5	$297,747		$297,747
A17.35	Mission	Duboce	13th Street	5	$117,616		$117,616
A17.36	Mission	10th Street		4	$196,687		$196,687
A17.37	Mission	11th Street		4	$330,171		$330,171
A17.38	South Van Ness	Howard	Division	4		$194,814	$194,814

A17.39	Polk	Market		5	$117,786		$117,786
A17.40	Noe	Market	16th	4		$194,814	$194,814
A17.41	Larkin	Market	9th	4		$194,814	$194,814
A17.42	Herman	Steiner		4		$194,814	$194,814
			Subtotal	179	$4,840,017	$4,042,380	$8,882,397
			Soft Costs				$5,921,598
			Total				**$14,803,995**

Table uses estimated costs per corner based on costs in ancillary projects. The estimation error means that there are "observed" estimates in the ancillary projects which we allow to override the "average" cost per corner. Therefore, there is an error term.

Relevant Agencies

Department of Public Works
Municipal Transportation Agency
Planning Department
Mayor's Office of Greening

A18. Extend Octavia ROW to Golden Gate

Project Scope

POLICY 4.2.7
Re-introduce a public street along the former line of Octavia Street, between Fulton Street and Golden Gate Avenue.

Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's can be partially repaired through the reestablishment of Octavia Street as a public right-of-way from Fulton Street to Golden Gate Avenue, providing improved access to existing housing developments, helping to knit them back into the areas south of Fulton Street, and providing a "green connection" between the new Octavia Boulevard and Jefferson Park and Hayward Playground. Bicycle movement in a north-south direction would also be improved by this policy.

Cost Projection

REINTRODUCE PUBLIC RIGHT OF WAY ON OCTAVIA BETWEEN FULTON AND GOLDEN GATE

	NEED	UNIT	COST PER UNIT	COST
land acquisition	11,485	sf	$60.00	$689,105
site prep	11,485	sf	$2.00	$22,970
signage	2	blocks	$1,600.00	$3,200
create sidewalks/streetscape	275	lf	$383.50	$105,463
paving	7,700	sf	$20.00	$154,000
Subtotal				$974,737
Soft Costs				$649,825
Total				**$1,624,562**

Land cost is assumed comparatively low relative to price/square foot otherwise found in plan area because of the vacant and for the time being non-buildable nature of the site.

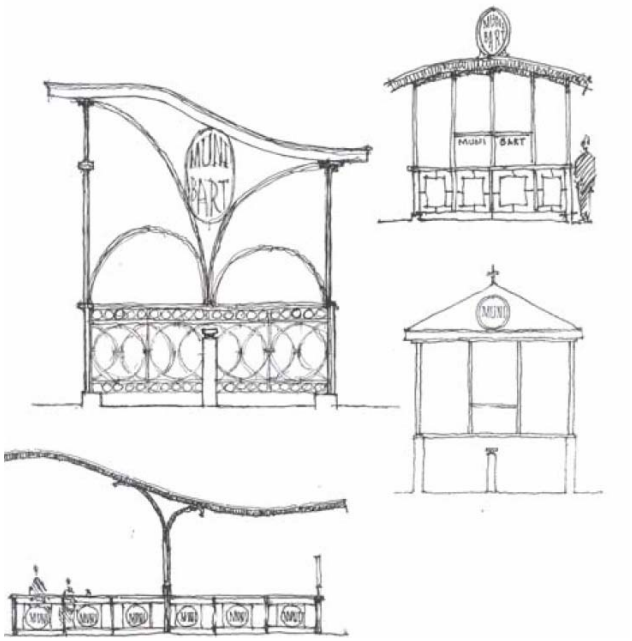
Relevant Agencies

Department of Public Works
San Francisco Redevelopment Agency
Planning Department

A19. Market Street & Church or Van Ness Muni Entrances

POLICY 4.3.6
Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.

The very wide BART and Muni entrances and the sidewalks behind them, presently somewhat moribund and hard to recognize, offer opportunities for Market Street: to create more visible entranceways with modest vertical elements and to create small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.



Cost Projection

MARKET AND VAN NESS & CHURCH: BART AND MUNI ENTRANCES

	NEED	UNIT	COST PER UNIT	COST
identity markers	6	piece	$200,000	$1,200,000
lighting	8	light	$10,000	$80,000
Subtotal				$1,280,000
Soft Costs				$853,333
Total				**$2,133,333**

Relevant Agencies

Municipal Transportation Agency
Department of Public Works
San Francisco County Transportation Agency
Mayor's Office of Economic and Workforce Development
Planning Department

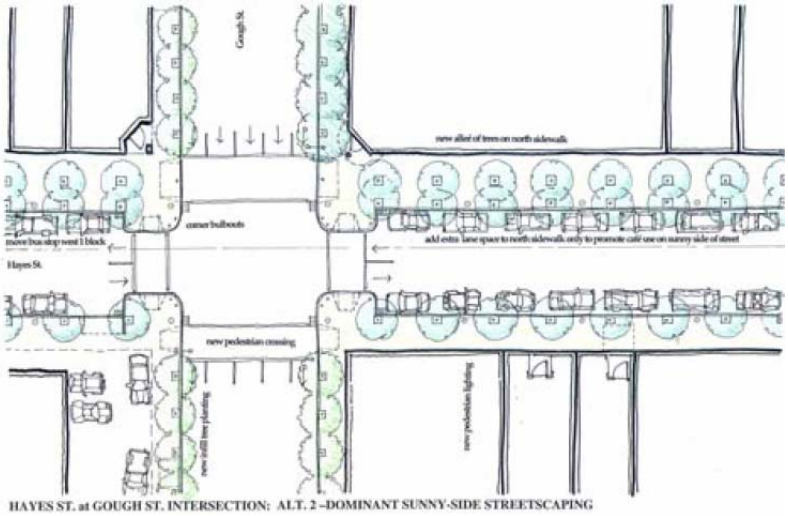
A20. Widen Hayes Street Sidewalk

Project Scope

POLICY 4.2.6
Widen the sidewalk on the northern side of Hayes Street, between Franklin and Laguna Streets, to create a linear pedestrian thoroughfare linking commercial activities along Hayes Street to the new Octavia Boulevard.

Hayes Street is a special commercial street within the neighborhood. It is at once locally-focused, with small cafes and restaurants, and citywide focused, with its numerous galleries and proximity to cultural institutions in the Civic Center. It is often alive with pedestrian activity.

Between Franklin and Laguna Streets, where traffic rerouting policies suggested in Element 5 allow a return to two-way traffic, the roadway is wider than it needs to be. Widening the sidewalk on the north side of the street, planting new trees, and installing new pedestrian-scaled light fixtures and benches will create a much needed public open space and lend additional grace to the street. Café seating should be allowed to spill out onto the widened sidewalk. The sidewalk widening should not adversely affect turning movements for Muni buses.



HAYES ST. at GOUGH ST. INTERSECTION: ALT. 2 –DOMINANT SUNNY-SIDE STREETSCAPING

HAYES ST. at GOUGH ST. INTERSECTION: ALT. 1 - STREETSCAPING SAME BOTH SIDES

Cost Projection

WIDEN HAYES STREET SIDEWALK

	NEED	UNIT	COST PER UNIT	COST
Demo	43,802.25	SF	$2	$87,605
3-1/2-Inch Thick Concrete Sidewalk	27,703.5	SF	$10	$277,035
6-Inch Wide Concrete Curb	1,788.75	LF	$45	$80,494
8-Inch Thick Concrete Parking Strip and Gutter	16,098.75	SF	$11	$177,086
Concrete Curb Ramp with Truncated Domes @ Bulb Outs	3	EA	$2,000	$6,000
Concrete Curb Ramp with Truncated Domes @ Other Corners	10.5	EA	$4,000	$42,000
Install Tree and Tree Grate	41.25	EA	$2,000	$82,500
Relocate Catch basin	6	EA	$9,000	$54,000
Relocate High Pressure Fire Hydrant	1.5	EA	$50,000	$75,000
Relocate Low Pressure Fire Hydrant	2.25	EA	$10,000	$22,500
New Light Pole/Strain Pole	3	EA	$10,000	$30,000
New Light Pole, Mast Arm, or Traffic Signal	7.5	EA	$20,000	$150,000
New Light Pole	16.5	EA	$8,000	$132,000
New Trash Receptacles	6	EA	$2,000	$12,000
New Bike Rack/Art Enrichment	18	EA	$2,000	$36,000
Relocate Utility Boxes, Traffic Signs, Parking Meters	ALLOW			$105,000
Traffic Control	0.5		$136,922	$68,461
Subtotal				$1,437,680
Soft Costs				$958,454
Total				**$2,396,134**

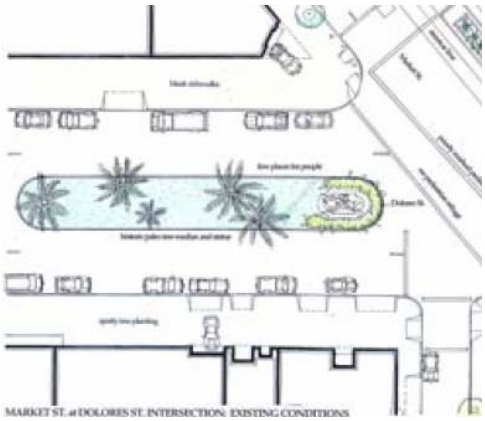
Relevant Agencies

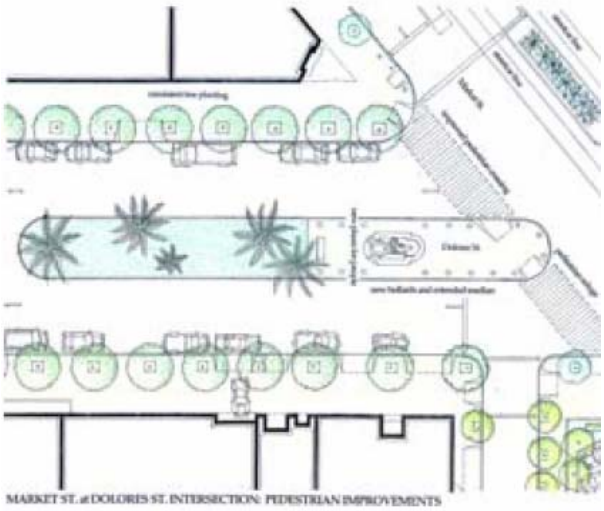
Department of Public Works
Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

A21. Dolores Street Median Extension

Project Scope

Dolores Street has special historic significance to the people of San Francisco and is one of the most visually memorable streets in the city, because of its palm-tree-lined central median. The intersection of Dolores Street and Market Street should be celebrated by extending the median to Market Street and creating a small paved plaza in front of the statue for people to meet, talk, and sit, and by announcing this significant city street, the location of Mission Dolores. Over the years, it may be expected that the large property bordering the west side of this block of Dolores Street will be redeveloped, privately, with housing and commercial uses that will be made all the more attractive by this improvement.





Cost Projection

DOLORES STREET MEDIAN EXTENSION

	NEED	UNIT	COST PER UNIT	COST
Median extension	4	bulbouts	$48,703	$194,812
Bollards	17	bollards	$800	$13,600
Subtotal				$208,412
Soft Costs				$138,941
Total				**$347,353**

The cost to extend the median is estimated from the cost of a bulbout construction.

Relevant Agencies

Department of PublicWorks
Planning Department

A22. Re-establishment of Select Alleyways

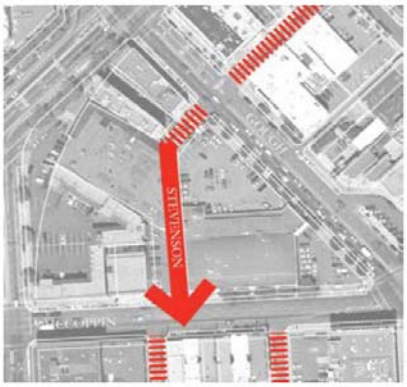
Project Scope

POLICY 4.1.5
Do not allow the vacation of public rights-of-way, especially alleys. Where new development creates the opportunity, extend the area's alley network.

Pursue the extension of alleys where it would enhance the existing network:

- Purchase the easternmost portion of Plum Alley that is in private ownership.

- Pursue the extension of Stevenson Alley from Gough Street to McCoppin Street as part of any proposal for demolition and new construction on parcel 3504030.

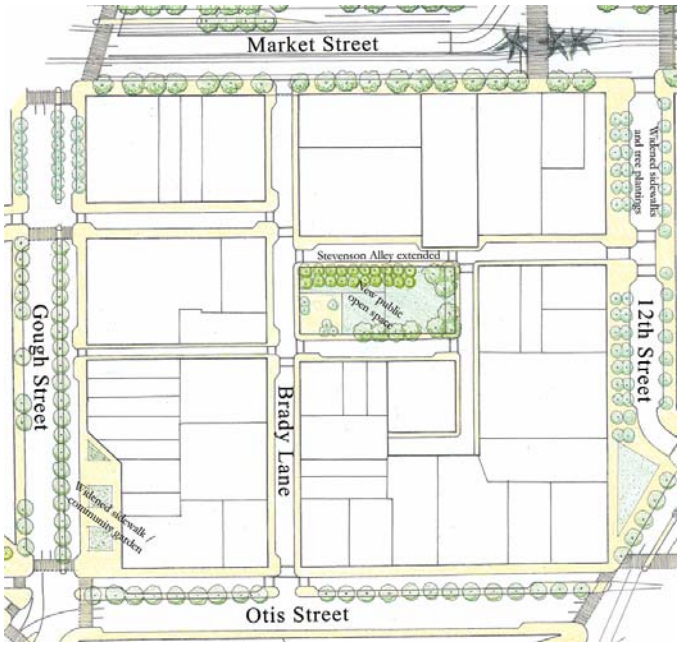


Further, as a part of this effort:

- Parcel 3505029, which is currently vacant, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting Stevenson Alley with Colton and Colusa Alleys.

- Approximately 4,000 sf. of parcel 3505035, which is currently a surface parking lot, will have to be purchased and dedicated to Department of Public Works as a public right-of-way connecting the two disconnected halves of Stevenson Alley.

The alleys differ with respect to how ready they are for right-of-way reconnection. Some are vacant, whereas some still have structures. It should be stressed that in those cases, the reconnection is a long-range policy to be triggered whenever there is a proposed change to the building on the site.



Map 1 Alley ROWs Programmed for Re-Establishment

Cost Projection

ALLEYWAY RECONNECTIONS

	NEED	UNIT	COST PER UNIT	COST
Brady Block Connect Stevenson with Colton and Colusa				
Purchase vacant parcel 3505029**	2,787	sf	$80	$0
Development of streetscape	100	lf	$379	$37,850
Concrete paving	2,787	sf	$20	$55,740
Catch Basins	2	each	$6,000	$12,000
Sewer Manhole	1	manhole	$6,000	$6,000
Culvert (Pipe)	100	lf	$150	$15,000
Captial Costs				$126,590
Soft Costs				$84,393
Project Total				$210,983
Brady Block Stevenson Alley Re-connection				
Purchase 4000sf of parcel 3505035 to connect Stevenson alley	4,000	sf	$80	$0
Development of streetscape	180	lf	$379	68130
Concrete paving	4,000	sf	$20	$80,000
Catch Basins	4	each	$6,000	$24,000
Sewer Manhole	2	manhole	$6,000	$12,000
Culvert (Pipe)	200	lf	$150	$30,000
Captial Costs				$214,130
Soft Costs				$142,753
Project Total				$356,883
Stevenson to Mccoppin Alley Re-connection				
Purchase portion of parcel 3504030**	9725			$0
Development of streetscape	460	lf	$379	$174,110
Concrete paving	9725	sf	$20	$194,500
Purchase of right of way	3225	sf	$50	$161,250
Development of streetscape	0	lf	$379	$0
Concrete paving	0	sf	$20	$0
Catch Basins	4	each	$6,000	$24,000
Sewer Manhole	2	manhole	$6,000	$12,000
Culvert (Pipe)	200	lf	$150	$30,000
Captial Costs				$595,860
Soft Costs				$397,240
Project Total				$993,100

Plum Alley Completion				
Purchase of Right of Way	3225	sf	$50	$161,250
Development of streetscape	0	lf	$379	$0
Concrete paving	9725	sf	$20	$194,503
Purchase of right of way	3225	sf	$50	$161,250
Development of streetscape	0	lf	$379	$0
Capital Costs				$517,003
Soft Costs				$344,669
Project Total				$861,672
Total				$2,422,638

** *Included as costs in the Brady Block Community Park Estimate.*

Relevant Agencies

Department of Public Works
Planning Department
Municipal Transportation Agency

A23. Van Ness Bus Rapid Transit Project

Project Scope

Implement Bus Rapid Transit program for Van Ness Avenue from Mission Street to Hayes Street.

Cost Projection

Relevant Agencies

San Francisco County Transportation Agency
Municipal Transportation Agency

A24. Transit Preferential Streets

Project Scope

Time the lights from Duboce Avenue to The Embarcadero precisely according to the length of time it takes for Muni to board passengers then travel to the next intersection. Consider reverting to the signal timing prior to the Loma Prieta earthquake.

Use a colored asphalt overlay, typically red, and signage to make transit lanes clearly identifiable.

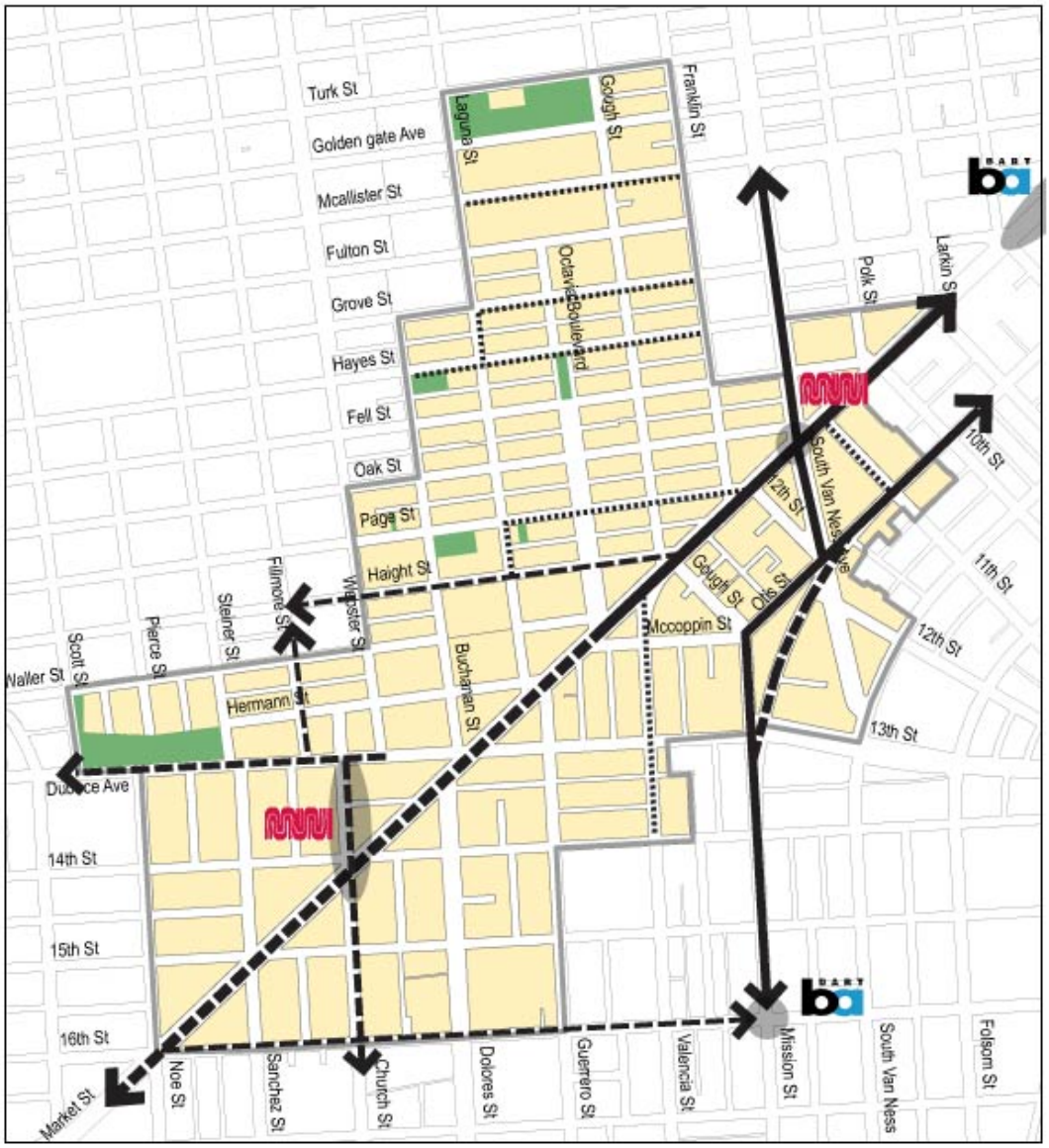
Implement transit preferential treatments, such as stop sign removal and signal preemption/ prioritization, on bus route streets such as Haight/Page, Hayes, Fillmore/Church and Mission Streets. (DPT, Muni)

Implement transit preferential treatments outside the neighborhood along the J, K, L, M and N lines, 22 line, and entire Haight Street and Mission Street corridors to improve frequency and capacity within it. (DPT, Muni).

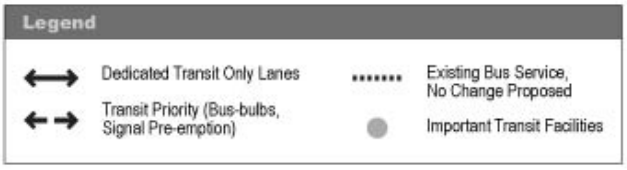
Cost Projection

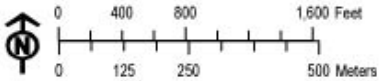
TRANSIT PREFERENTIAL STREETS

	NUMBER OF INTERSECTIONS	COST PER FIXTURE	TOTAL
Install Transit preferential signals	33	$150,000	$4,950,000
Install signs	132	150	$19,800
Subtotal			**$4,969,800**
Soft Costs			$3,313,200
Total			**$8,283,000**



Map 9 Important High Capacity Transit Corridors





Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Department of Public Works
Planning Department

A25. Dedicated Transit Lanes

Project Scope

Transit-only lanes should be created on Duboce Avenue just west of Church Street to speed passenger boarding at the stops there.

Transit-only lanes should be created along the four-lane segment of Church Street between Duboce Avenue and 16th Street, ensuring that the J and 22 lines will not have to wait more than a single traffic-light cycle.

Implement enforceable transit-only lanes on Market Street east of Octavia Boulevard and Mission Street north of 16th Street. (DPT, Muni) Seek legislation for video enforcement of transit only lanes. (State legislative delegation)

Implement dedicated bus lanes on Van Ness Avenue for Muni and Golden Gate Transit. (DPT, Muni, Caltrans).

See map for item A24.

Cost Projection

Dedicated Transit Lanes	$2,990,000
Soft Costs	$1,993,333
Total	**$4,983,333**

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Department of Public Works
Planning Department

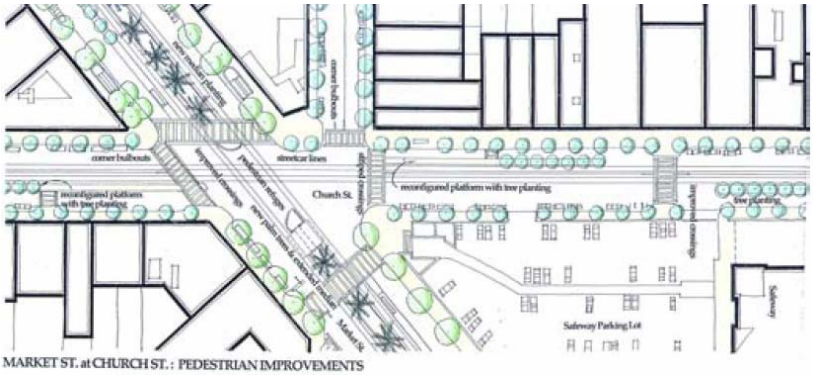
A26. Church Street Improvements

Project Scope

POLICY 4.3.4
Enhance the transit hub at Market and Church Street.

The length of Church Street from Market Street to Duboce Avenue is one of the city's most important transit centers. It is the transfer point between the Muni Metro and several surface bus and streetcar lines. It is also a center of neighborhood activity, with large volumes of pedestrian and bicycle traffic at all times of the night and day. Despite its importance, the area lacks all but the most basic pedestrian amenities. Relatively simple improvements would dramatically enhance pedestrian and transit rider comfort in the area, making transit a more attractive travel option.

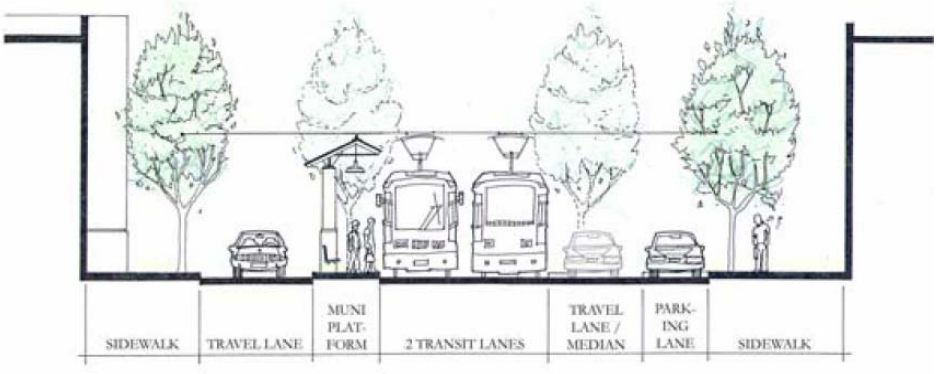
MARKET ST. at CHURCH ST.: EXISTING CONDITIONS



MARKET ST. at CHURCH ST.: PEDESTRIAN IMPROVEMENTS

Church Street, north of Market Street, can be re-designed as a pedestrian- oriented transit boulevard with the center reserved for streetcars, but with auto travel still permitted to the right and left. The opportunity for an enhanced streetcar-loading platform on Duboce Street, west of Church Street, exists as well. When these transit-preferential treatments are installed, care should be taken to ensure safe and comfortable pedestrian connections to transit facilities and to accommodate bicycle traffic on Duboce Street.

Church Street, south of Market Street, features wide sidewalks. The intersection should receive special light fixtures, and the streetcar platform shelters could receive a special "Market Street" design.



Section of Church Street Transit Platforms

Cost Projection

	QUANITY	UNIT	COST PER UNIT	TOTAL
Extend Median on Market (east)	4	bulbouts	$48,703	$194,812
Extend Median on Market (west)	6	bulbouts	$48,703	$292,218
Reconfigure church street platform (North of Market)	4	bulbouts	$48,703	$194,812
Reconfigure church street platform (South of Market)	4	bulbouts	$48,703	$194,812
Reconfigure Duboce Street Platform	6	bulbouts	$48,703	$292,218
Drainage	20	each	$35,000	$700,000
Trees	24	each	$2,000	$48,000
Tree grates	24	each	$850	$20,400
Transit Shelters	2	each	$200,000	$400,000
Lighting	8	each	$10,000	$80,000
Crosswalk enhancements	10	each	$3,000	$30,000
Bench	6	each	$1,500	$9,000
Signage	12	each	$150	$1,800
Bollards	72	each	$1,800	$129,600
Traffic Study	0.10	of total costs		$191,687
Subtotal				**$2,779,359**
Soft Costs				$1,852,906
Total				**$4,632,265**

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Department of Public Works
Planning Department

A27. Neighborhood Fast Pass

Project Scope

Provide transportation passes for residents of new housing to encourage the use of accessible transportation for commuting and daily trips. Establishment of this program would require additional work, as discussed in the 'Future Impact Fees' section of the program document within the'Parking Impact Fees' section.

Cost Projection

Planning Department projects that the program could generate transit passes for nearly 1,500 households for at least a six-year period. This program is valued at nearly $4.5 million dollars. This estimate assumes that program development requires a maximum of two years.

Neighborhood Fast Pass	$4,470,000	1/4 of new units (5,960) times 3,000
Administration	$447,000	
Total	$4,917,000	

Relevant Agencies

Municipal Transportation Agency
Department of Public Works
San Francisco County Transportation Agency
Planning Department

A28. Transit User Infrastructure

Project Scope

Provide necessary infrastructure for transit users as identified in future community processes.

Cost Projection

TBD.

Relevant Agencies

Municipal Transportation Agency
Department of Public Works
San Francisco County Transportation Agency
Planning Department

A29. Transit Services

Project Scope

Adequate transportation services are integral to the successful implementation of the Market and Octavia Plan. The plan does not call for specific service and operation improvements but supports Municipal Transportation Agency and San Francisco County Transportation Authority's work to pursue the appropriate levels of service.

Cost Projection

Specific projects and related studies will be identified and developed through MTA's long range planning efforts, the Transportation Effectiveness Project (TEP), and related transportation planning efforts. Projects should be pursued in coordination with growth in the plan area.

Relevant Agencies

Municipal Transportation Agency
San Francisco County Transportation Agency
Planning Department

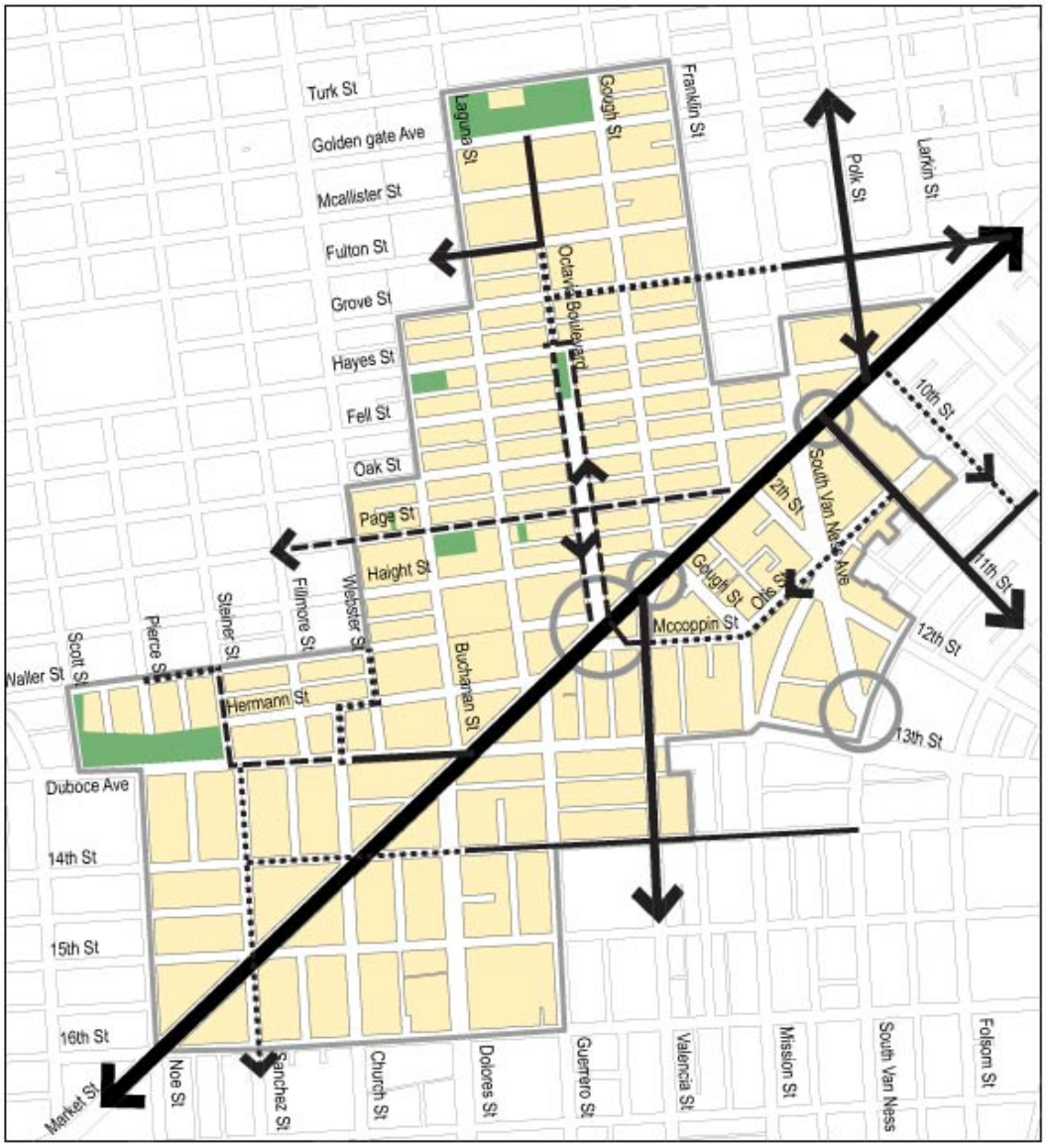
A30. Bicycle Network Improvements

Project Scope

POLICY 5.5.1
Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

In addition to being a major crossroads for transit and automobile traffic, the Market and Octavia neighborhood includes several of the most important and well-used bicycle routes in the city. All streets in the study area should be designed to be safe for bicycles, the following corridors merit special attention:

- Market Street
- Valencia Street and the Freeway Touchdown
- Duboce Avenue
- Howard Street



Bicycle Network

Legend

- Bike Lanes and Paths
- Bike Boulevards and Traffic-Calmed Streets
- Other Bike Routes
- Intersections for Special Treatment

0 400 800 1,600 Feet

0 125 250 500 Meters

Cost Projection

Street	Project Scope	Distance	Cost
Market Street, 16th to Rose/Brady Street	Complete bike lanes and add signals as needed	4,090	$ 295,000
Polk Street	Contraflow lane	1,480	$ 200,000
Otis/McCoppin Street	Dedicated bike lane van ness to McCoppin stub	2,450	$ 20,000
McCoppin Stub	Complete Bike Lanes		$ 4,750
11th Street	Sharrows	1,300	$ 867
Grove Street	Sharrows	2,900	$ 3,867
Sanchez Street	Sharrows	2,625	$ 3,500
Steiner Street	Sharrows	630	$ 840
Subtotal			**$528,823**
Soft Costs			$352,549
Total			**$881,372**

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A31. Muni Bike Racks

Project Scope

POLICY 5.5.3
Support and expand opportunities for bicycle commuting throughout the city and the region.

Bicycle commuting reduces peak-period commutes by car and has a markedly positive effect in reducing traffic congestion. From a citywide and regional perspective, every effort should be made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting, aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of secure bicycle parking at transit facilities.

To support bicycle commuting, bicycles need to be permitted on all regional transit operators at peak commute times and secure bicycle parking needs to be provided at regional transit stations.

- Allow bicycles or provide bike racks on all Muni vehicles.

Cost Projection

BIKE BUS RACKS

	QUANITY	UNIT	COST PER UNIT	TOTAL
Sportswor ks racks	30		$600	$18,000
installation	30		$200	$6,000
Subtotal				**$24,000**
Soft Costs				$16,000
Total				**$40,000**

Relevant Agencies

Municipal Transportation Agency

A32. On-Street Bike Racks

Project Scope

POLICY 5.5.2
Provide secure and convenient bicycle parking throughout the plan area.

Providing bicycle parking is important to "closing the loop" in making cycling an attractive alternative to driving. In urban areas like San Francisco, secure and convenient bicycle parking, placed in appropriate locations, is an essential amenity for everyday cyclists. Such bicycle parking reduces theft and provides a needed sense of security.

- Building on DPT's bicycle parking program, ensure that adequate bicycle parking is provided in centers of activity such as Hayes Street, Market Street, and the new Octavia Boulevard.

- Require a minimum amount of bicycle parking on-site for any new development that includes automobile parking.

Cost Projection

	QUANITY	UNIT	COST PER UNIT	TOTAL
Bicycle parking on Hayes, Market and Octavia	20	each	$500.00	$10,000

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A33. Page St Bicycle Boulevard

Project Scope

POLICY 5.5.1
Improve bicycle connections, accessibility, safety, and convenience throughout the neighborhood, concentrating on streets most safely and easily traveled by cyclists.

The entirety of Page Street has been designated a "Bicycle Priority Street," and it should be treated as a bicycle boulevard. To the greatest extent practicable, stop signs should be removed from Page Street. Where necessary, stop signs can be replaced by traffic circles or roundabouts, as illustrated at right.

Cost Projection

BIKE BOULEVARDS

	NEED	UNIT	COST PER UNIT	COST
Intersection Roundabout	5	ls	$75,000	$375,000
Signs	20	each	$150	$3,000
Subtotal				**$378,000**
Soft Costs				$252,000
Total				**$630,000**

Relevant Agencies

Municipal Transportation Agency
Department of Public Works

A34. Childcare Facilities

Project Scope

Provide childcare facilities to meet projected demand for community facility based childcare. Project does not include funding for childcare demand met through family childcare facilities or other private programs. Project does not include operation of programs or other costs related to provision of services.

Cost Projection

Construction costs for new child development centers was provided by the Department of Children, Youth and their Family.

	NEED	SLOTS WITH CAPITAL COSTS	INTERIOR SQ FT	EXTERIOR SQ FT	CAPITAL COSTS
Existing Need	721	476	35,699	35,699	$ 10,709,660
Future need	435	287	21,514	21,514	$ 6,454,088
Total need	**1,156**	**763**	**57,212**	**57,212**	**$ 17,163,748**

Relevant Agencies

Department of Children, Youth and Their Family

A35. Library Materials

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new library materials to service new residents.

Cost Projection

The San Francisco Public Library estimates that providing services to new residents requires a minimum of $69 per new resident.

	NEED	UNIT	COST PER UNIT	TOTAL COST
Library Materials	9,875	residents	$69	$681,375

Relevant Agencies

San Francisco Public Library

A36. Recreational Facilities

Project Scope

Growth induced by the Market and Octavia plan should contribute its fair share to the provision of new recreational facilities for new residents. Examples of recreational facilities include:

- Indoor sporting facilities
- Community centers
- Adult education facilities
- Community performance venues

Cost Projection

Cost per square foot is based on costs of like projects.

Relevant Agencies

Department of Recreation and Parks
Department of Public Works

A37. Duboce Street Museum

Project Scope

POLICY 4.3.5
Reclaim excess right-of-way around the Muni portal on Duboce Street, west of Market Street, to create a focal point museum that celebrates the reconstruction of historic streetcars.

East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Street is presently not much more than a utility yard, albeit one where colorful old streetcars are kept and an important, well-used bike path passes through. This site can be transformed into a museum that celebrates San Francisco's streetcar history. An overhead shed-like structure would provide space for a working museum, while at the same time retaining a public path along its southern edge for bicycles and walkers. The new building would provide a much friendlier edge to this public right-of-way than currently exists.

Cost Projection

PROJECT (SF)	COST PER UNIT	BASE PROJECT COST
7,500	$300	$2,250,000

Relevant Agencies

Planning Department
Municipal Transportation Agency

A38. Economic Development Plan

Project Scope

Establish an economic development plan for the area within six months of Plan adoption that builds on the existing strengths and patterns and identifies new opportunities for economic development. Area wide objectives should be integrated into larger city development strategies. The focus should be on small business retention and development Strategies (separate and beyond the business planning and loan packaging assistance services already provided through various NEDOs), both to stabilize and strengthen existing businesses and to get new neighborhood-serving businesses established and viable.

The small business program should draw from a wide menu of potential best practices strategies that have been used in other jurisdictions, such as:

- Tenant improvement grants/loans
- Façade improvement grants/loans
- Visual merchandizing consulting
- Marketing assistance
- Lease negotiation services
- Business incentive grants to assist with marketing, rent and property improvements
- Assistance to small businesses purchasing of their buildings
- Rent write-downs/subsidies
- Land write-downs through city purchasing and re-conveyance for small business development (eg, historic buildings)
- Tax increment financing districts to fund property acquisitions for sale to businesses as retention strategy. Repayment could be at interest only until property is resold or refinanced.
- Establish pool of "patient equity" to make equity investments (not grants or loans) to businesses that received a return on the contribution on a time-deferred basis.
- "Negative sandwich leases" where an intermediary organization assumes negotiated master lease on multiple-unit commercial space, along with management responsibilities, then sublets it to a variety of tenants with low base rent and increase $1.00 per foot, per year. Would require some money for subsidies as economic development strategy.
- Nonprofit building ownership, to serve as a fallback location for good businesses that cannot, in the short term, be viable by paying rapidly escalating rents.
- Adjusting/creating commercial spaces for small businesses which may be doing sufficient volume to be viable if they weren't paying rent for a space that's too large.
- Targeted incentives such as low-interest loans to small businesses threatened by gentrification.
- "Percentage leases"—a base rental plus a percentage of the volume over a set amount (particularly mitigates risk for small start ups)
- Demolition controls on existing viable buildings (commercial rents in newly constructed buildings are typically higher than space in existing buildings)

Cost Projection

TBD; Annual funding pool for business development strategies plus administration/staffing needs

Relevant Agencies

Planning Department
Mayor's Office of Economic and Workforce Development
Mayor's Office of Community Development
Small Business Commission

A39. Historic Survey

Project Scope

There is an increasing recognition that an important part of what makes a place special lies its historic resources and the manner in which these are preserved and enhanced. In order to further this goal, the Market and Octavia Plan will now as an important pillar of this effort incorporate a comprehensive survey of the Plan Area in order to chart what resources might need protection.

Cost Projection

The Department has issued an RFP and selected for the contract Page & Turnbull. Their task will be to complete the survey of the more than 2,000 properties in the Plan Area by 2007 at an estimated cost of $254,640.

Relevant Agencies

Planning Department

A40. Plan Area Monitoring

Project Scope

The Market & Octavia Neighborhood Plan outlines plan goals that cumulatively frame the community's vision for management of growth and development. The plan introduces innovative policies and land use controls to achieve these goals. Successful fruition of the goals requires a coordinated implementation of land use controls, key policies, and community improvements.

In order to track implementation, the Planning Department will monitor key indicators. The plan's performance will be gauged relative to benchmarks called out below.

If monitoring surveys indicate an imbalance in growth and relevant infrastructure and support, the Planning Department may recommend policy changes to balance development with infrastructure. Appropriate responses may include temporary or permanent alterations to Market & Octavia Neighborhood Plan policies, or heighten prioritization of plan area improvements.

Cost Projection

The anticipated cost of this will primarily consist of staff time, estimated at .5 Full Time Equivalent for each of the four reports.
$200,000

Relevant Agencies

Planning Department
Department of Public Works
Municipal Transportation Agency

A41. Capital Improvements Program Administration

Project Scope

Implementation of the community improvements programming requires at a minimum: commitment from city agencies, a venue for community input, a managing agent for funds, an agent for program administration, and a long-term finance strategy.

The City family will continue to explore implementation strategies that include the necessary elements and also attempt to rely on existing administrative processes and procedures. For example capital improvements should be incorporated into various agencies capital programming and the citywide capital improvements program. Additionally existing analysis of priorities and phasing, such as the utility and paving 5-year plan, should consider improvements planned for the Market and Octavia Plan Area.

Valid program administration items include, costs related to administering the fund, staff for the Citizens Advisory Committee, and other administrative functions. As discussed in section 36 of the administrative code, this shall not include staffing the Interagency Plan Implementation Committee (IPIC), as staffing should come from the individual agencies.

Cost Projection

4 Percent of impact fee revenue and CAC staffing.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A42. Operations and Maintenance, existing and new facilities

Project Scope

Maintenance and operation of new and existing street trees, open space, transportation facilities, bicycle facilities, and recreational facilities is crucial to the successful implementation of community improvements. Numerous strategies should be explored and implemented to meet the maintenance needs of the neighborhood, including assessment districts, seed funds, and future tax increment financing-like mechanisms.

Cost Projection

To Be Determined.

Relevant Agencies

Planning Department
Mayor's Office
Board of Supervisors
Capital Improvements Advisory Committee
City Administrator
Interagency Plan Implementation Committee

A43. Improvements to Transit Service and Capacity in the Hub

Project Scope

Improvements to transit service and capacity including modernization of Van Ness Station. Van Ness Station upgrades could include widened stairways between platform and mezzanine levels and an additional station elevator.

Cost Projection

TBD

Relevant Agencies

Municipal Transportation Agency

A44. 11th Street (Market Street to Bryant Street)

Project Scope

Redesign the street with transit boarding islands, corner bulb-outs, and a parking-protected bike lane. Reconfigure parking to accommodate curb-side bike lanes and integrate new boarding islands with the protected bike lanes. Add raised crosswalks at all alleys. Add infill street trees planting and, where appropriate, sidewalk greening and Upgrade pedestrian lighting along sidewalks.

Cost Projection[1]

14M – 17M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[1] This is an estimate. Cost may increase during design development phase.

A45. 12th Street (Market Street to Otis Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection[2]

9M – 11M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[2] This is an estimate. Cost may increase during design development phase.

A46. 13th Street (Valencia Street to Folsom Street)

Project Scope

Add a westbound protected bike lane from Valencia to Folsom. Add corner bulb-outs and a raised crosswalk at Woodward Street for pedestrian safety. Add infill tree planting wherever possible. Add pedestrian lighting on the extended sidewalk on the north side of 13th street. Explore opportunities for public art on freeway columns.

Cost Projection[3]

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[3] This is an estimate. Cost may increase during design development phase.

A47. Market Street (11th Street – 12th Street)

Project Scope

Widen sidewalks and create dedicated safe space for bikes and transit to reduce conflicts and improve safety and comfort for all users. Restrict access for private vehicles along this stretch of Market Street. At the Market Street and Van Ness intersection, widen sidewalks at the corners to create more pedestrian space and to encourage active retail and street life along Market Street, integrate transit boarding islands into the widened sidewalk, and create separated space for bicyclists approaching the intersection. All improvements should be coordinated with the City's Better Market Street Project.

Cost Projection[4]

TBD

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[4] This is an estimate. Cost may increase during design development phase.

A48. Oak Street (Franklin Street to Van Ness Avenue)

Project Scope

Create a high-quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and commercial deliveries. Add pedestrian lights, street trees and other streetscape amenities to enhance the pedestrian experience. Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue. Add a new public plaza at Oak Street and Van Ness Avenue.

Cost Projection[5]

3M – 4M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[5] This is an estimate. Cost may increase during design development phase.

A49. Otis Street (Duboce Avenue to South Van Ness Avenue)

Project Scope

Redesign Otis Street to allow vehicles to travel north between Duboce Avenue and Gough Street. Create a new public space at the intersection of Gough Street and Otis Street. Upgrade streetlights to city standard, incorporate pedestrian lighting where appropriate and add infill street trees.

Cost Projection[6]

5M – 6M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[6] This is an estimate. Cost may increase during design development phase.

A50. South Van Ness Avenue (Mission Street to 13th Street)

Project Scope

Redesign as a boulevard with through vehicle lanes separated from local lanes by planted medians. Upgrade sidewalks with a 8' wide furnishing zone, including new pedestrian lighting. Add large new bulb-outs at Mission Street and South Van Ness Avenue, and at 12th Street and South Van Ness Avenue. Add a signalized mid-block pedestrian crossing between 12th and Howard and a new bulb-out at Howard with placemaking elements.

Cost Projection[7]

10M – 12M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[7] This is an estimate. Cost may increase during design development phase.

A51. Valencia Street (Market Street to 15th Street)

Project Scope

Redesign one of San Francisco's busiest bike streets with one-way parking-protected bikeway. Add corner bulb-outs at all intersections, with greening, seating, or other street furnishings. Add raised crosswalks at all alleys, including Clinton Park, Brosnan, and Rosa Parks. Add infill street trees planting and, where appropriate, sidewalk greening and pedestrian-scale lighting.

Cost Projection[8]

12M – 15M

Relevant Agencies

Municipal Transportation Agency
San Francisco Public Works

[8] This is an estimate. Cost may increase during design development phase.

A52. 11th and Natoma Park

Project Scope

The property consists of five separate parcels each developed with an existing structure. The parcels been purchased by the City with the intent of building a park that is owned and managed by RPD. The design of the future park and the specific types of amenities it will include are not yet determined. The design will take into consideration park needs within the rapidly growing neighborhood as well as other new open spaces being developed by public and private developers within the area.

Cost Projection[9]

22M

Relevant Agencies

Recreation and Parks Department
Department of Real Estate

[9] This is an estimate. Cost may increase during design development phase.

A53. Improvements to Buchanan Mall

Project Scope

The Western Addition community has been activating and re-imagining the Buchanan Street Mall since 2015. Aligned with the goals stated in the 2017 Buchanan Mall Vision Plan published by The Trust for Public Land, RPD is presently completing a concept design process for the full five blocks of Buchanan Mall. The design represents a complete makeover of the Park, and includes two children's play areas, a full basketball court and a half court, drinking fountains, communal gardens, community picnic and gathering areas, several micro-enterprise kiosks, and a stage for performance. Throughout the newly visioned linear park runs a memory walk, elevating the stories of the Fillmore District through art and interpretive installations. New pedestrian lighting will support safety and a variety of design elements work together to promote inter-generational interaction.

Cost Projection

15M

Relevant Agencies

Recreation and Parks Department
Office of Economic and Work Force Development
Municipal Transportation Agency
San Francisco Public Works

A54. Improvements to Koshland Park

Project Scope

Increase safety and activation at Koshland Park and expand recreational offerings by installing lighting. This will help reduce undesirable uses and increase healthy activation as well as extend the use of the basketball court throughout the year.

Cost Projection

3M

Relevant Agencies

Recreation and Parks Department
San Francisco Public Works
Pacific Gas and Electric or Public Utilities Commission

A55. New/Improved Civic Center Public Spaces

Project Scope

The Civic Center Public Realm Plan provides a comprehensive vision for Civic Center's public spaces, including improvements to Civic Center Plaza, Fulton Street Mall, United Nations Plaza and War Memorial Gateway. Future funds would be used to pay for a discrete element/sub-project (that are TBD) and that has independent utility and value to the surrounding neighborhood.

The Public Realm Plan proposed improvements include:

- Civic Center Plaza improvements that enhance the space for neighborhood and civic use. Except for the existing playgrounds and, potentially, the existing cafe kiosk, the Plan proposes a complete reconstruction of Civic Center Plaza with a new site plan;
- Fulton Street Mall improvements that convert this block into a new plaza and neighborhood recreation space;
- United Nations Plaza Improvements that provide greater flexibility of existing programming, strengthening of the Leavenworth gateway, and improvement of the BART entry; and,
- War Memorial Gateway improvements that better define the western gateway into Civic Center via a flexible-use plaza and improvements to pedestrian circulation.

Cost Projection

TBD

Relevant Agencies

San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division
San Francisco Planning Department

A56. New Parks and Open Spaces in the Hub Area (TBD)

Project Scope

Other new parks, open spaces or recreational facilities such as dog parks, playgrounds, or expanding/improving recreational facilities under the Central Freeway, and others. This is yet to be determined.

Cost Projection

TBD

Relevant Agencies

San Francisco Planning Department
San Francisco Recreation and Park
San Francisco Public Works
San Francisco Municipal Transportation Agency
San Francisco Real Estate Division

EXHIBIT VI.3 – MARKET AND OCTAVIA AREA PLAN: HUB PUBLIC REALM PLAN

PUBLIC REALM PLAN

THE HUB
MARKET OCTAVIA PLAN AMENDMENT

SAN FRANCISCO PUBLIC WORKS
SFMTA Municipal Transportation Agency
San Francisco Planning

DECEMBER 2019

PUBLIC REALM PLAN

CITY PROJECT TEAM

Planning Department
Jacob Bintliff
Ben Caldwell
Gary Chen
Lily Langlois
Jessica Look
Nick Perry
AnMarie Rodgers
Maia Small
Patrick Race
Joshua Switzky
Adam Varat

Municipal Transportation Agency
Liz Brisson
Casey Hildreth
Julie Kirschbaum
Sarah Jones
Sandra Padilla
Carli Paine
James Shahamiri
Daniel Sheeter
Mike Sallaberry
Britt Tanner
Ian Trout

San Francisco Public Works
Lawrence Cuevas
John Dennis
Tony Esterbrooks
Michelle Woo

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Mayor
London Breed

Board of Supervisors
Sandra Fewer
Matt Haney
Rafael Mandelman
Gordon Mar
Aaron Peskin
Dean Preston
Hillary Ronen
Ahsha Safai
Catherine Stefani
Shamann Walton
Norman Yee

Planning Commission
Sue Diamond
Frank Fung
MilicentJohnson
Joel Koppel
Myrna Melgar
Kathrin Moore
Dennis Richards

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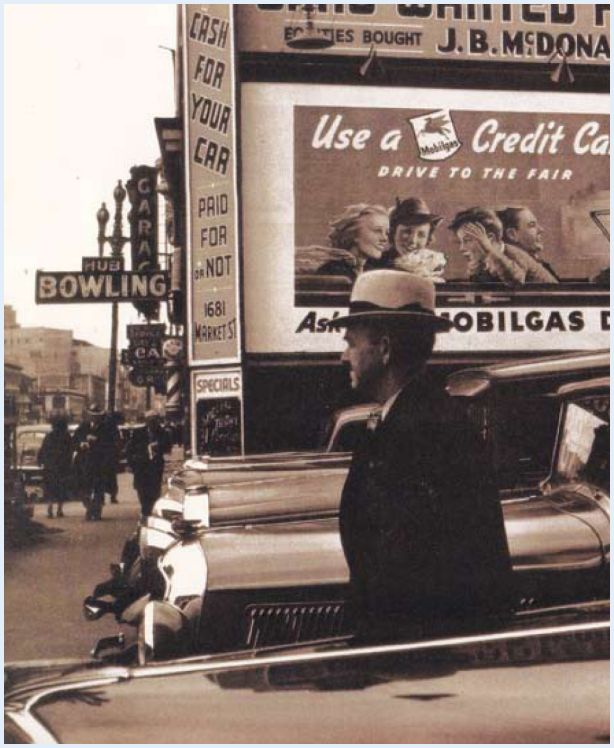
THE HISTORY OF THE HUB

"[From] the 1880s through the 1950s, the intersection of Market, Valencia, Haight and Gough Streets was popularly known as the "Hub," because no fewer than four streetcar lines converged there either on their way downtown or outbound to outlying neighborhoods... The name "Hub" eventually came to stand for the surrounding neighborhood as well as the intersection and was well-known to residents of the City. By the 1930s the neighborhood was alive with thriving businesses and a surrounding residential population. Many well-known businesses located here because of the...central location, including the Hub pharmacy (for many years San Francisco's only 24-hour pharmacy), Hub Bowling and the McRoskey Mattress Company. "

From "The Story of the Market Street Hub Neighborhood" Introduction by Larry Cronander



THE FUTURE OF THE HUB

NEW HOUSING UNITS

8,000-9,700

MORE PEOPLE

50% INCREASE IN THE NUMBER OF PEOPLE CROSSING MARKET & VAN NESS (AT PEAK HOUR)

8,800 PEOPLE ENTERING & EXITING VAN NESS STATION (AT PEAK HOUR)

NEW TRANSIT PROJECTS

VAN NESS BUS RAPID TRANSIT PROJECT, BETTER MARKET STREET AND THE 14-R MUNI RAPID PROJECT, IMPROVEMENTS TO VAN NESS STATION

NEW OPEN SPACE AMENITIES

52,862 SQ. FT. NEW OPEN SPACE AMENITIES TO BE BUILT IN COORDINATION WITH PRIVATE DEVELOPMENT, NEW OPEN SPACE AMENITIES AND ENHANCEMENTS TO EXISTING PARKS

IMPROVED STREETS & ALLEYS

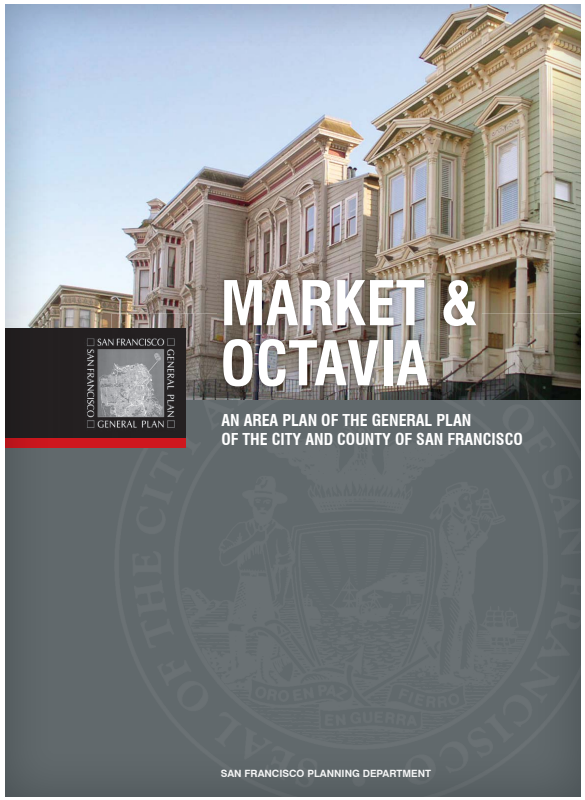
2 MILES (18 BLOCKS) OF STREETSCAPE IMPROVEMENTS & 11 LIVING ALLEYS

Credit: SFMTA Photo | SFMTA.com/photo, Jeremy Menzies

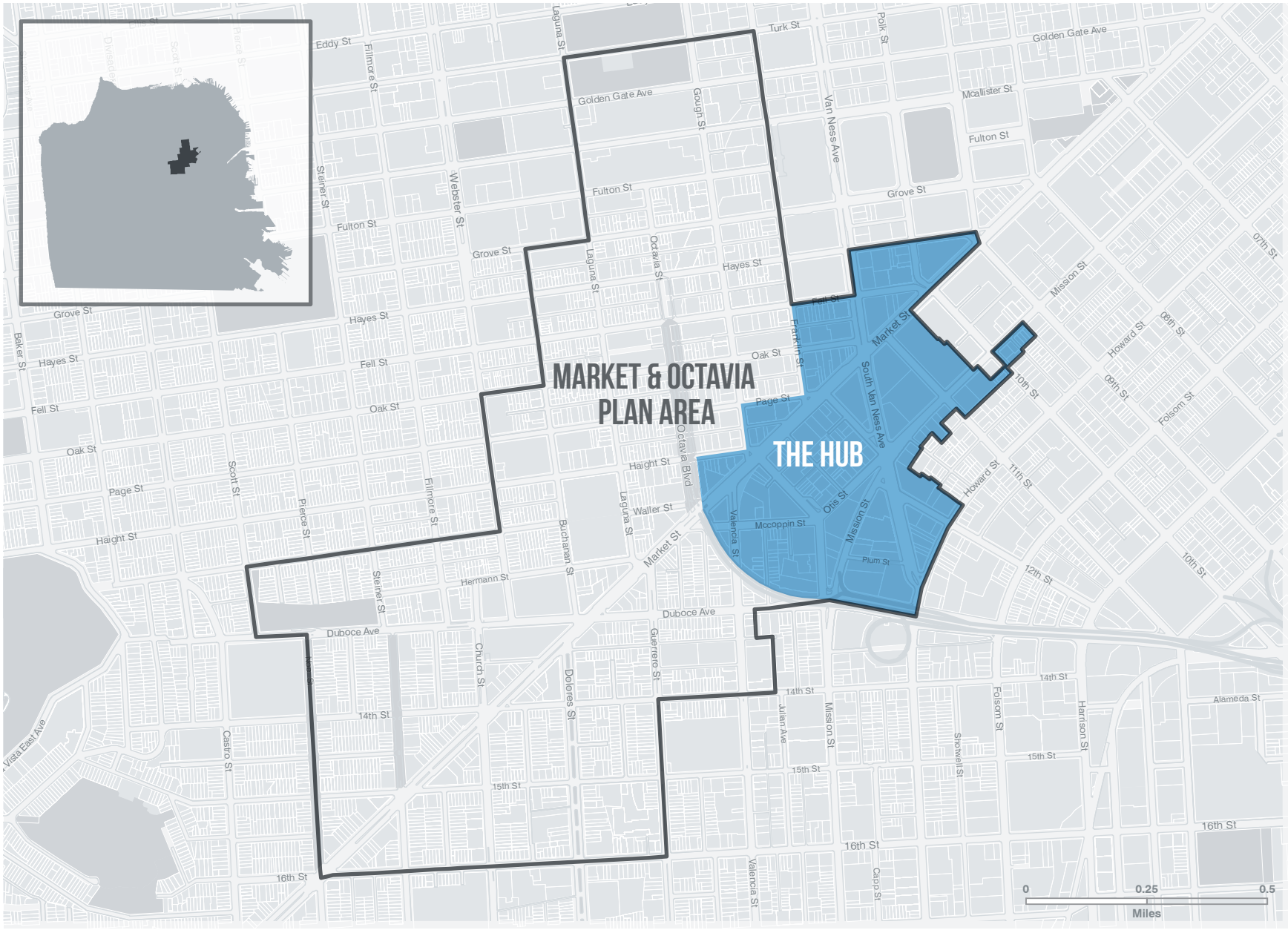
INTRODUCTION

INTRODUCTION

In the early 2000s the “Hub” neighborhood was included within the boundaries of the Market and Octavia Area Plan, adopted in 2008. In the plan, the “Hub” area is characterized as “SoMa West” and envisioned as a “vibrant new mixed-use neighborhood.” Numerous policies in the plan support this vision. The plan created the Van Ness and Market Downtown Residential Special Use District (SUD). This SUD encourages the development of a transit-oriented, high-density, mixed-use residential neighborhood around the intersections of Market Street and Van Ness Avenue and Mission Street and Van Ness, with towers ranging from 250 to 400 feet and reduced parking.



Credit: Michael David Rose / MDRP.NET



The Hub covers the eastern-most portions of the Market and Octavia Area Plan.

The Market & Octavia Area Plan anticipated that most of the housing in the Hub would come from the development of relatively large sites. These larger projects take longer to develop, and due to the recession of the late 2000s, the area generally did not receive much attention from developers following the Plan's adoption in 2008. However, in the current economic climate, this area is now receiving concentrated attention from the development community. The map to the right includes entitled projects, projects under review, projects under construction and recently built projects as of December, 2019.

Some projects are currently seeking to move forward under existing zoning, while other projects may wait and take advantage of height changes proposed as part of the Market Octavia Plan Amendment. For more information visit *http://sf-planning.org/market-street-hub-project*.

Given the changes that are anticipated for this area, this is an important moment to think about how the public spaces should be designed and function to best serve the needs of the people that live, work and visit the area.

EXCEPT MUNI
FREEWAY
MARKET
ON RED
101
ONE
SFMTA

This Public Realm Plan sets forth a vision for how streets, alleys and open spaces could be designed. The plan addresses an area centered around a major transit hub at Market Street and Van Ness Avenue and is the high-density core of the Market and Octavia Plan area. The recommendations in this Plan build on the intent of the Market and Octavia Area Plan, which included preliminary ideas for the public realm. (See diagram to the right).

This plan was created by a multi-agency team led by the Planning Department, and was developed and vetted in close coordination with neighborhood stakeholders and other city agencies including the SFMTA and Public Works. The recommendations include specific designs and design strategies for streets, alleys and open spaces. Further refinement will be needed as these projects advance to the design development phase.

Public Realm improvements will be implemented over time. Some improvements may be led and funded by the City and other improvements may be implemented in coordination with private development. Because these projects will be implemented at different times, it is important to set forth a clear direction for how these spaces should be designed and function.

Market Octavia Public realm Improvements for "SoMa West"

WHAT IS THE PUBLIC REALM?

The public realm is the space between the buildings. It includes sidewalks, streets, plazas, parks, any space that the public can access. These spaces provide an opportunity for public life, a place for people to gather or play. In addition to design, the success of these spaces relies on programming, management, and activation of the space.

The public realm also creates an opportunity for public life. Sidewalks, streets, parks and other public spaces can be designed and programmed to encourage people to pause, gather and play.

LIFE

SPACE

BUILDINGS

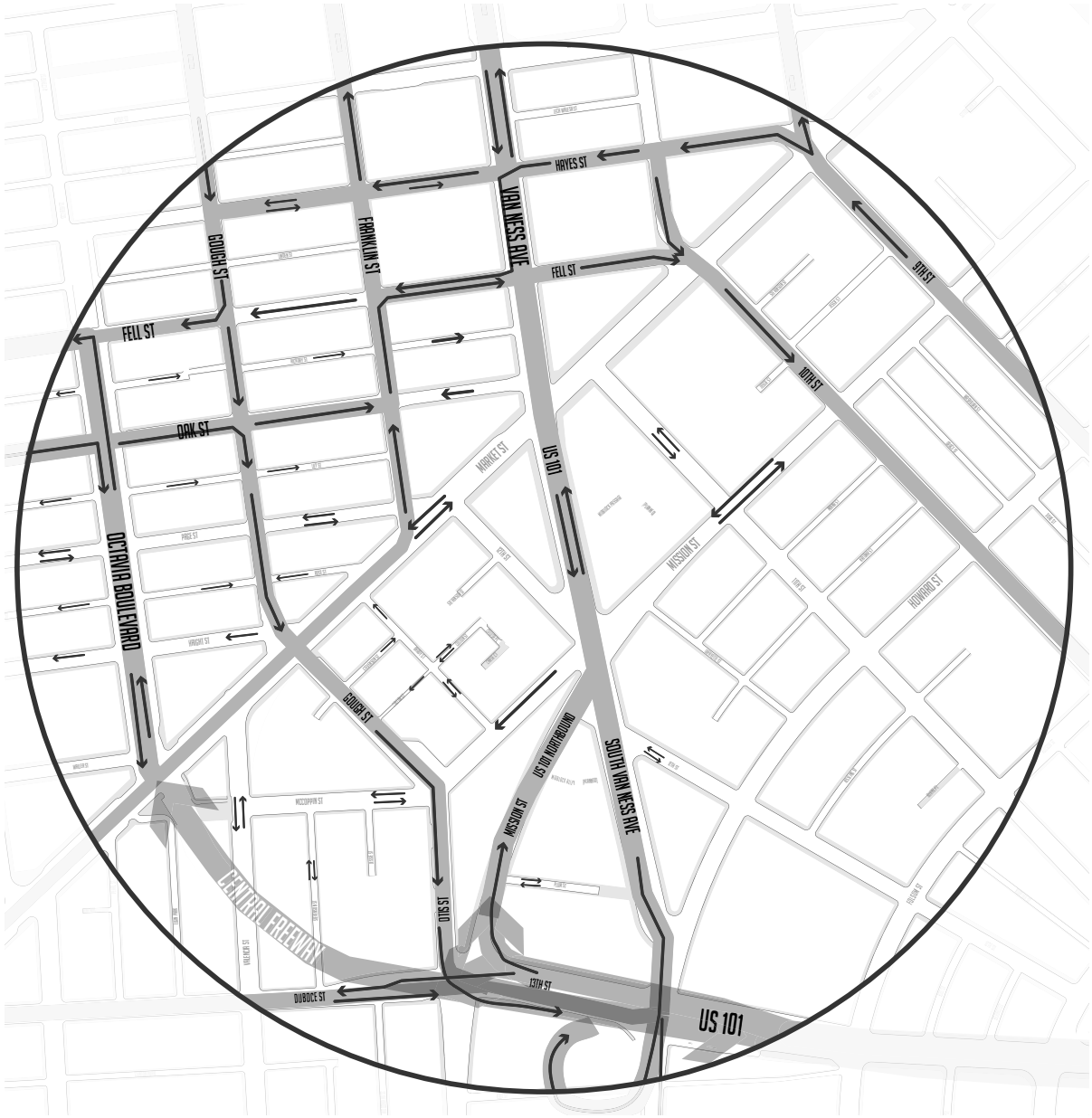
ONE-EYED JACKS
ESTATE
LIQUIDATIONS
621-4390
PROP
CITY
DATASAFE
TOW-AWAY
NO STOPPING
7 AM 9 AM
NO PARKING
2 A.M. 6 A.M.
EVERYDAY
INCLUDING HOLIDAYS
STREET CLEANING

EXISTING CONDITIONS

STREETS & TRANSPORTATION NETWORK

The public realm recommendations outlined in this plan have been developed in the context of the larger transportation networks. The diagrams below highlight the existing vehicle circulation, transit, pedestrian circulation and bicycle network.

For vehicles, there are many major routes that run through the neighborhood. These include a major state route, 101, which runs elevated on the Central Freeway above 13th Street, and South Van Ness (southbound), Van Ness (southbound) and Mission Street (northbound). Other major vehicular routes include Franklin, Gough, Otis, Fell, Oak, Hayes, 9th, 10th, Howard, Folsom, and Duboce Streets, as well as Octavia Boulevard.



VEHICLE CIRCULATION

The Market Octavia Plan Amendment (Hub) area is fortunate to be located in some of the most transit-rich parts of the City. A multitude of major transit lines run through the neighborhood. All Muni Metro subway lines, run beneath Market Street, and all stop at Van Ness Station, among the busiest in the City. A major new Bus Rapid Transit (BRT) line is currently under construction on Van Ness and South Van Ness Avenues, which will significantly upgrade transit capacity and service on this major corridor. Numerous bus lines as well as the F-Market streetcar run on Market Street, while two major, high-capacity Rapid Network bus lines, the 14R and 9R, run on 11th and Mission Streets, respectively, along with Frequent local service. Finally, while it does not stop in the neighborhood, the underground BART tunnel makes its transition from Market to Mission Streets directly beneath the neighborhood.

TRANSIT

The street network in the Market Octavia Plan Amendment (Hub) area includes a number of alleys. All are narrow streets, with rights-of-way no more than 35’ in most cases, and significantly less in others. These alleys are important connections for people walking within the neighborhood.

ALLEYS

The neighborhood has a few existing bicycle routes that are important connections. The most important route of these is Market Street, one of the busiest bikeways in the United States today, especially during morning and evening commute hours. Valencia Street is another major street on the bicycle network, with heavy volumes in the am and pm peak periods. Mission and Otis provide a connection to Market Street from the Howard Street bike lane, and 11th and Polk Streets provide connections from Market Street to the south and north, respectively.

BICYCLES

The Better Streets Plan provides a basis for the design and function of all streets in San Francisco. Within the Market Octavia Plan Amendment (Hub) area are a rich and diverse collection of streets. All streets are classified in the Better Streets Plan based on the existing zoning district. The street types in the Market Octavia Plan Amendment (Hub) area range from major ceremonial streets such as Market Street to a variety of Commercial and Residential Streets, and even one of the City's major boulevards. As streets change with time, so too do Better Streets Plan designations, to better reflect streets' function and purpose over time.

Civic/Ceremonial
Commercial Throughway
Residential Throughway
Boulevard
Downtown Commercial
Mixed Use
Neighborhood Commercial
Downtown Residential
Neighborhood Residential
Alley

BETTER STREETS PLAN

The Vision Zero High Network was created by assigning intersection-level injury counts to street segments and then using spatial mapping tools to identify corridor-level patterns of injuries. This high-injury network includes all modes including people walking, riding bikes, driving and riding motorcycles. With its many high-speed, multilane roads, the Market Octavia Plan Amendment (Hub) area is unfortunately also the location of a high proportion of streets on the Vision Zero High Injury Network. These include the most major and iconic streets that form the core of the neighborhood: Market Street and Van Ness/ South Van Ness Avenues.

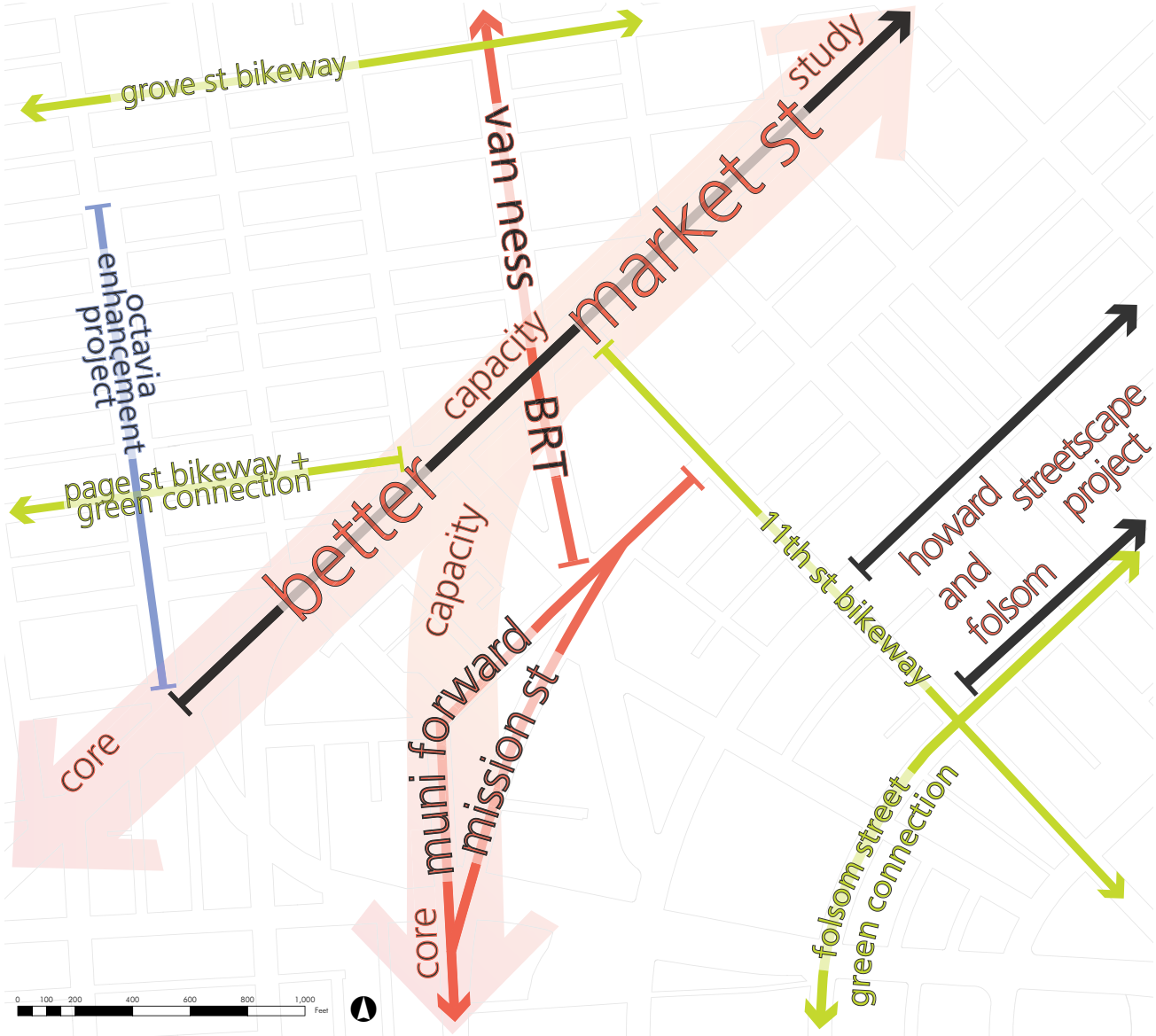
VISION ZERO HIGH-INJURY NETWORK

TRANSPORTATION PROJECTS & STUDIES UNDERWAY

There are a number of active transportation and infrastructure projects in the area.

These projects reinforce the important role that transportation plays in this area and aim to increase capacity and make it safer and more pleasant to walk, bike and take transit.

The public realm recommendations for the Hub take into account the proposed designs and plans for active transportation projects. These projects are summarized on the following pages.



11TH STREET IMPROVEMENT PROJECT

11th Street is an important connecting route between Market Street and Division Street. The street will be upgraded to make 11th Street safer and more comfortable for bicycling and walking, and to better facilitate multimodal transportation. Preliminary design is underway.

PROJECT STATUS: SCOPING

PROJECT WEBSITE: HTTPS://WWW.SFMTA.COM/PROJECTS/11TH-STREET-IMPROVEMENT-PROJECT

14 MISSION RAPID PROJECT

This project will provide dedicated transit-only lanes to allow buses to bypass traffic, reducing delay and making for a smoother ride. It will also consolidate stops along the route for improved efficiency and increased frequency during the AM and PM peak, making for a less crowded and more reliable ride.

PROJECT STATUS: CONSTRUCTION

PROJECT WEBSITE: HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/14-MISSION-RAPID-PROJECT

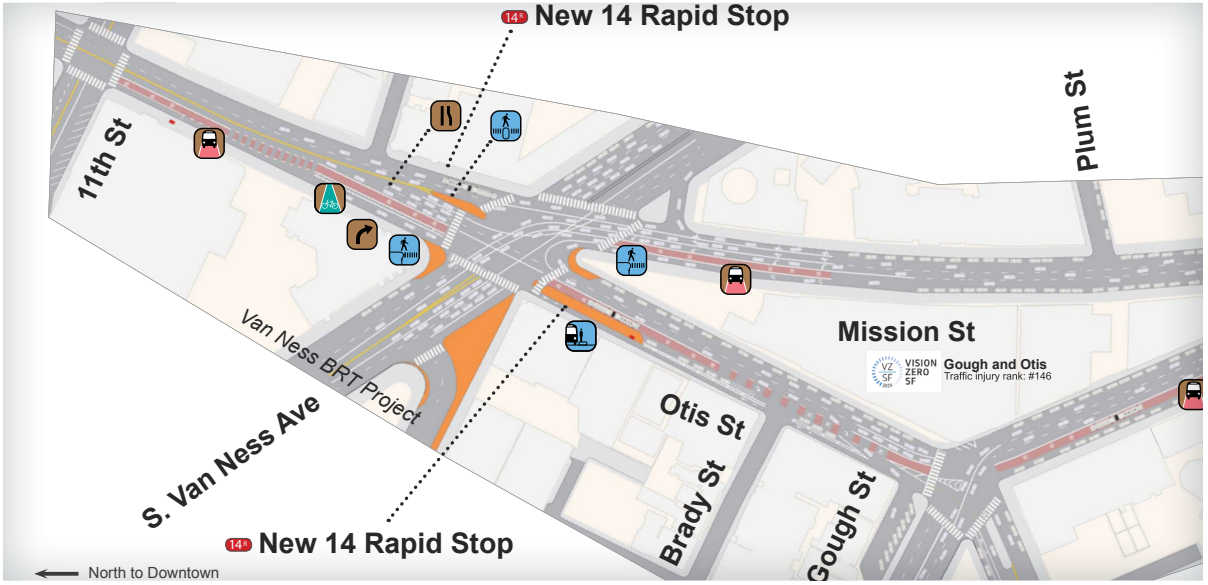
BETTER MARKET STREET

San Francisco's vision for a Better Market Street will reconstruct the City's premier cultural, civic and commercial corridor and the region's most important transit street to make it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit.

PROJECT STATUS: DESIGN

PROJECT WEBSITE: HTTP://WWW.BETTERMARKETSTREETSF.ORG/

Rendering of Better Market Street Project



14 Mission Rapid Project

CONNECT SF

Connect SF is a multi-agency collaboration process to build an effective, equitable and sustainable transportation system for our future. It will develop a Long-Range Vision that will guide plans for the City and its transportation system toward one collective goal.

PROJECT STATUS: PLANNING **PROJECT WEBSITE:** HTTP://CONNECTSF.ORG/

GROVE STREET BIKEWAY

Planning is underway for walking and biking improvements to Grove Street as a part of the Civic Center Public Realm Plan. Grove Street improvements could include pedestrian and bicycle safety upgrades and other streetscape enhancements

PROJECT STATUS: PLANNING **PROJECT WEBSITE:** HTTP://CIVICCENTERSF.ORG/

FOLSOM / HOWARD STREETSCAPE PROJECT

This project, identified in the Central SoMa Plan, will improve safety for all users on Folsom and Howard Streets, address the future transportation demands of additional residential and commercial development in the SoMa neighborhood, encourage comfortable and safe bicycling and walking for all users, and enhance the role of transit to more effectively serve the neighborhood.

PROJECT STATUS: DESIGN

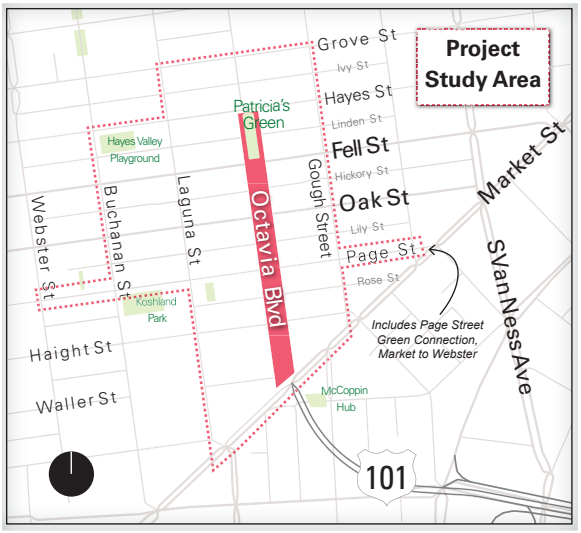
PROJECT WEBSITE: HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/FOLSOM-HOWARD-STREETSCAPE-PROJECT

OCTAVIA BOULEVARD ENHANCEMENT PROJECT

The Octavia Boulevard Enhancement Project will evaluate travel conditions between Market Street and Hayes Street, as well as the intersecting corridors such as Oak and Fell streets. The project will implement engineering improvements that enhance safety, comfort and livability for people who travel through, work and live in the area.

PROJECT STATUS: DESIGN

PROJECT WEBSITE: HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/OCTAVIA-BOULEVARD-ENHANCEMENT-PROJECT



Octavia Boulevard Enhancement Project Boundary

PAGE STREET BIKEWAY/GREEN CONNECTION

Page Street is receiving attention as part of the Octavia Enhancement Project and the Lower Haight Public Realm Plan. Improvements will build on the recent addition of a center-running green bike lane and green bike turning boxes, and will capitalize on Page Street's important role as a key east-west Green Connection route through the Upper and Lower Haight neighborhoods.

PROJECT STATUS: PLANNING, DESIGN

PROJECT WEBSITE: HTTP://SF-PLANNING.ORG/LOWER-HAIGHT-PUBLIC-REALM-PLAN

Page Street, looking west

RAIL CAPACITY STUDY

This strategy identifies near-term and long-term investments to reduce crowding of the MUNI Metro system and improve transit service. A long-term transportation investment is under consideration for the Division Street corridor. Source: Draft SFMTA Rail Capacity Strategy, February 2016

PROJECT STATUS: PLANNING **PROJECT WEBSITE:** HTTP://CONNECTSF.ORG/

VAN NESS BUS RAPID TRANSIT (BRT) AND STREETSCAPE PROJECT

The new Van Ness BRT will improve transit service along Van Ness Avenue, by reducing transit trip times by as much as 32%. In addition, this project will improve pedestrian safety and comfort, enhance the street's urban design, and strengthen the identity of Van Ness Avenue. Construction began in late 2016.

PROJECT STATUS: CONSTRUCTION

PROJECT WEBSITE: HTTPS://WWW.SFMTA.COM/PROJECTS-PLANNING/PROJECTS/VAN-NESS-IMPROVEMENT-PROJECT

VAN NESS STATION CAPACITY STUDY

The SFMTA is leading a study of Van Ness Station to understand how the station currently functions and how people access and move through the station. A final report including recommendations and cost estimates is scheduled to be released late Fall 2019

PROJECT STATUS: PLANNING

Rendering of Van Ness Bus Rapid Transit Project

H1
H2
H4
H5
H6
H7
H8
H9
H10
N1
PAGE ST
BRIGHT ST
1699 MARKET

RECOMMENDATIONS

STREETS

ALLEYS

OPEN SPACES

The recommendations on the following pages represent preliminary conceptual designs for streets, alleys and open spaces. The designs build on the ideas laid out in the Market Octavia Area Plan and have been further refined with input from City agencies and members of the public.

NO PARKING
12:01 AM TO 6AM
MON WED FRI
STREET CLEANING
Bank of America
HONDA
SF HONDA
DO NOT
ENTER

RECOMMENDATIONS

STREETS

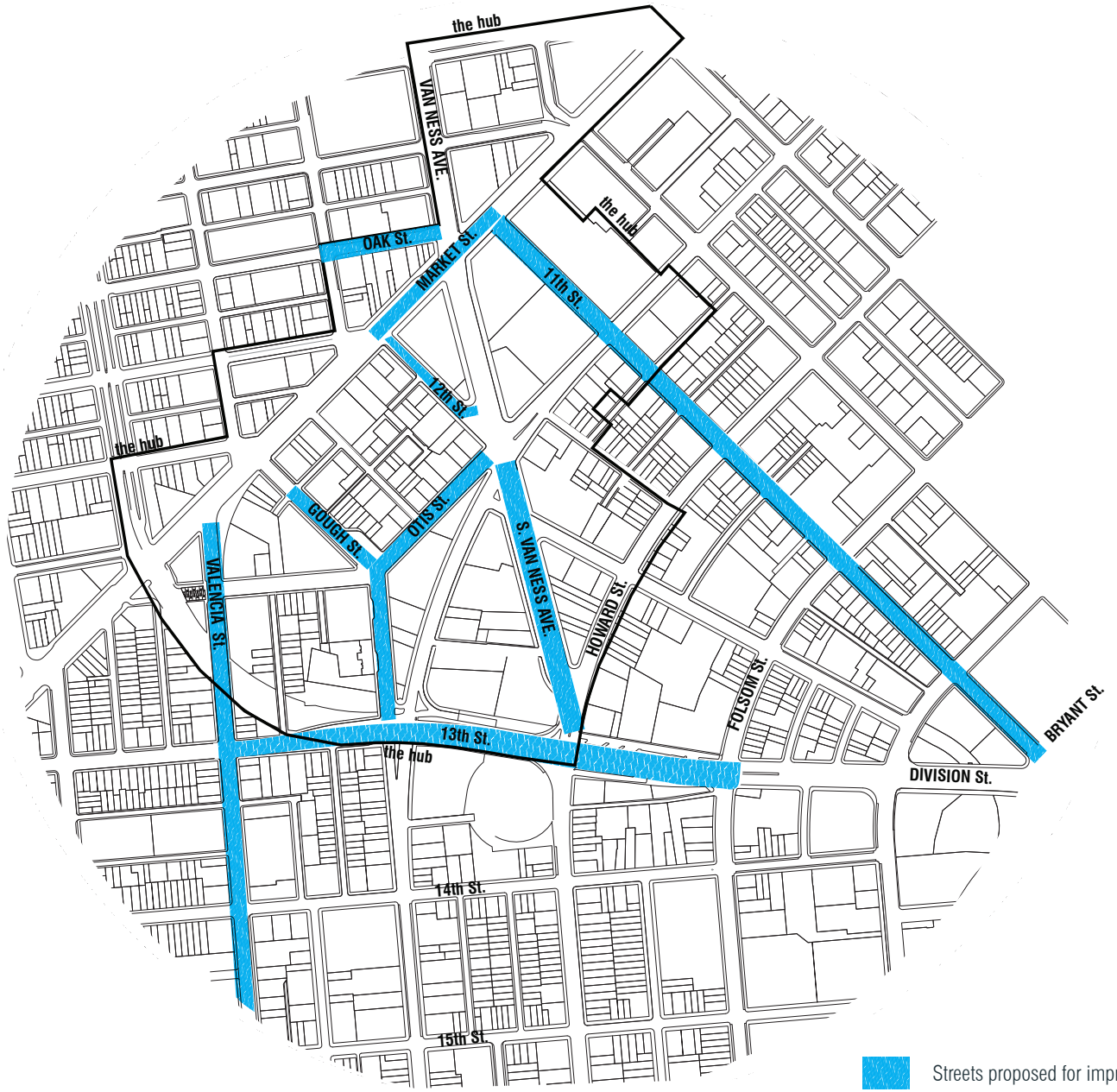
STREETS

STREETS IDENTIFIED FOR IMPROVEMENT

Specific design recommendations have been developed for the following streets with the Market Octavia Plan Amendment (Hub) Area:

- 11th Street, from Market Street to Bryant Streets
- 12th Street, from Market to Otis Street/South Van Ness Avenue
- 13th Street, from Valencia to Folsom Streets
- Gough Street, from Stevenson to Otis Street
- Market Street, from 11th to 12th Streets
- Oak Street, from Franklin Street to Van Ness Avenue
- Otis Street, from Duboce Street to South Van Ness Avenue
- South Van Ness Avenue, from Mission to 13th Streets
- Valencia Street, from Market to 15th Streets

The design recommendations have been developed assuming the existing central freeway is in place. However, the recommendations do not preempt any future study of the freeway.


the hub
VAN NESS AVE.
OAK St.
MARKET St.
11th St.
12th St.
the hub
the hub
GOUGH St.
OTIS St.
VALENCIA St.
S. VAN NESS AVE.
HOWARD St.
FOLSOM St.
BRYANT St.
13th St.
the hub
DIVISION St.
14th St.
15th St.
Streets proposed for improvements

VALENCIA ST: MARKET ST TO 15TH ST

Valencia is a neighborhood commercial street and an important north-south connection for pedestrians and people riding bikes. Public realm improvements were implemented south of 15th Street in 2010. This proposal would connect to these recent improvements with a redesign from 15th Street and Market Street that creates a protected bicycle facility with enhanced pedestrian safety improvements.

DESIGN STRATEGIES

1. Redesign one of San Francisco's busiest bike streets with one-way parking-protected bikeways for maximum safety, comfort, and long-term use
2. Add corner bulb-outs at all intersections for the safety of all users, and add greening, seating, or other street furnishings at site-specific bulb-out locations
3. Add raised crosswalks at all alleys, including Clinton Park, Brosnan, and Rosa Parks
4. Explore opportunities for public art on blank facades
5. Add infill street trees planting and, where appropriate, sidewalk greening
6. Add pedestrian-scale lighting.

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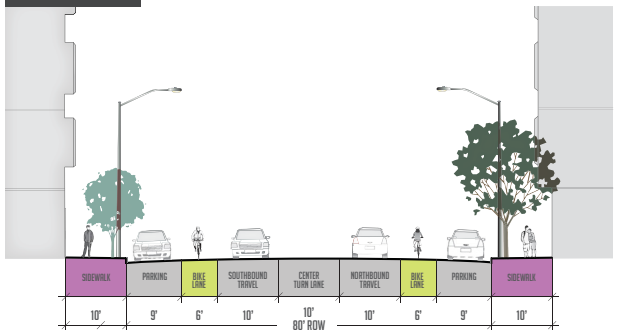

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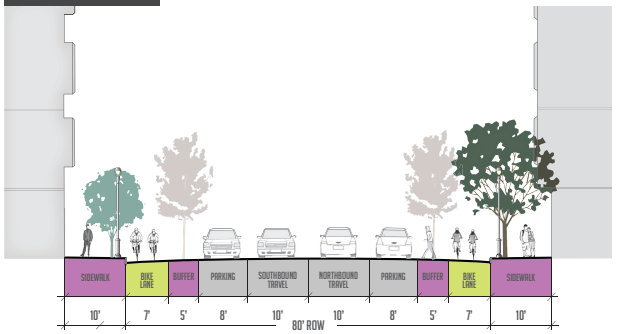

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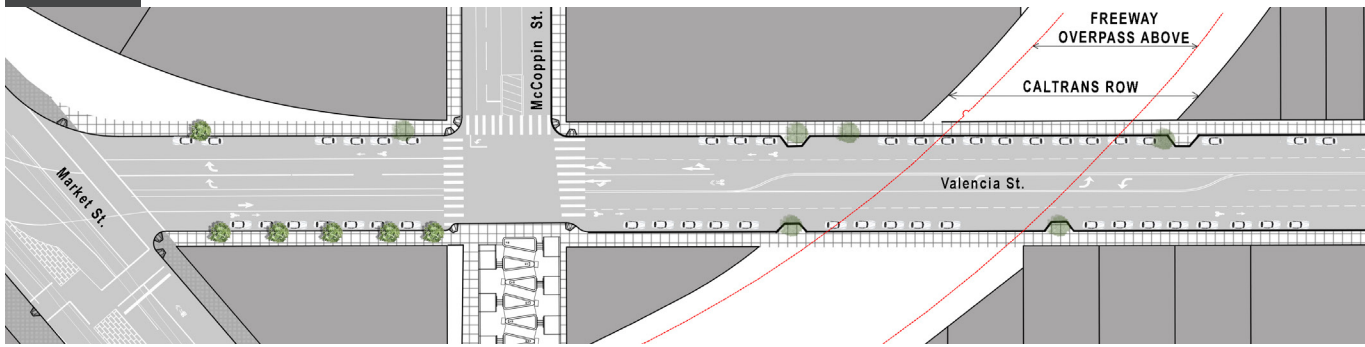

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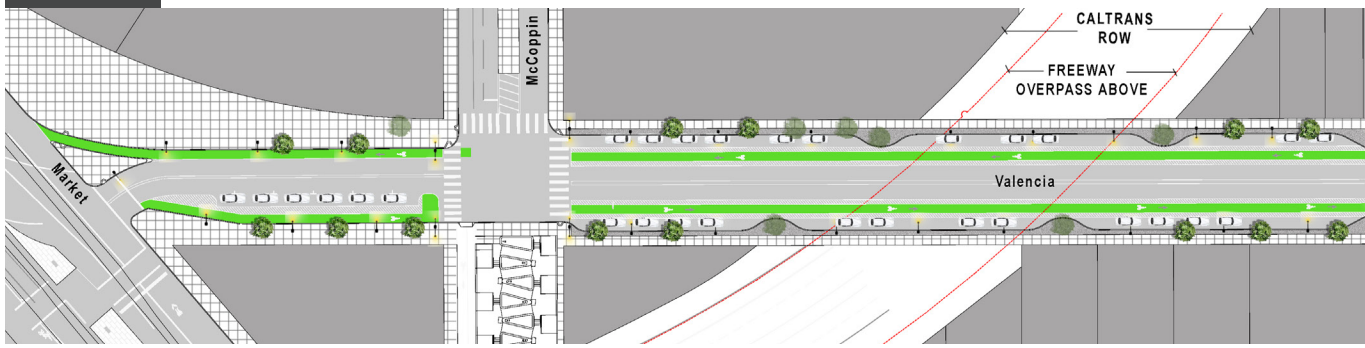
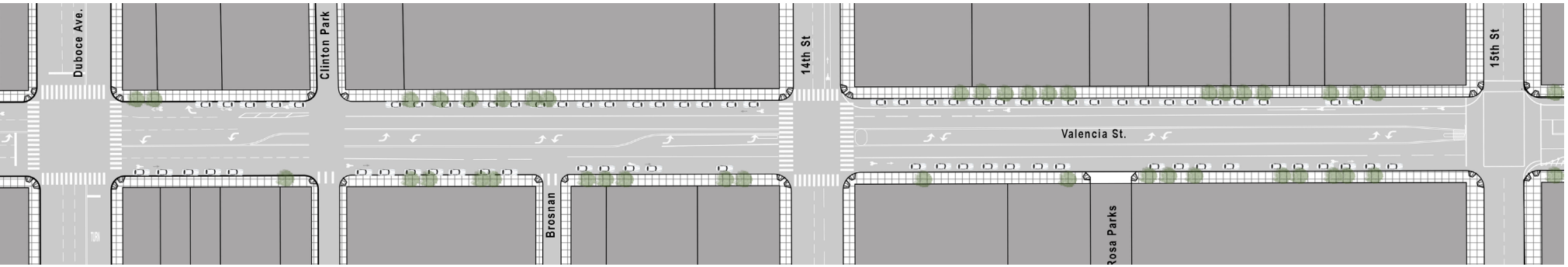
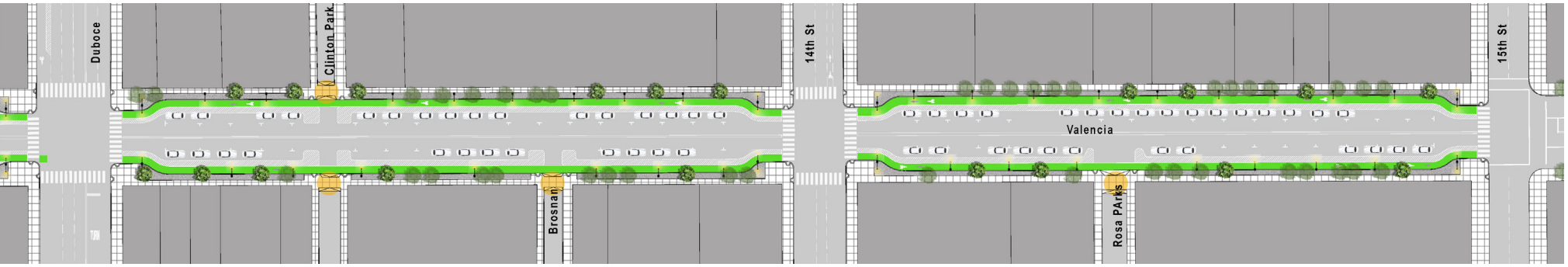


VALENCIA ST: MARKET ST TO 15TH ST

Market & Valencia Intersection

Valencia and Duboce looking south





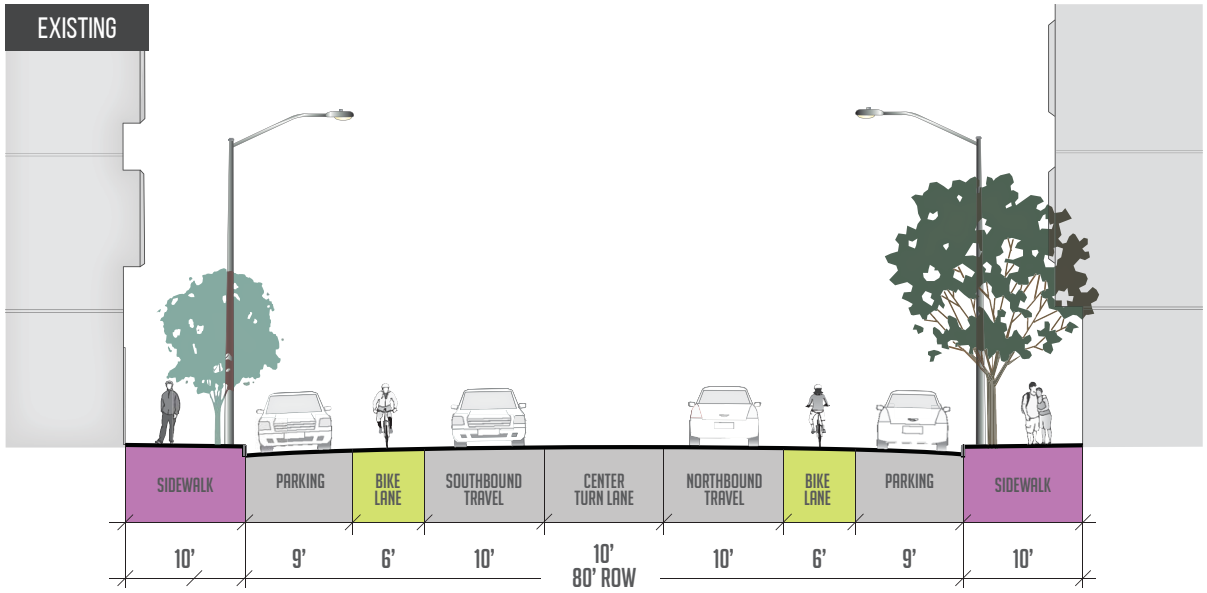
Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

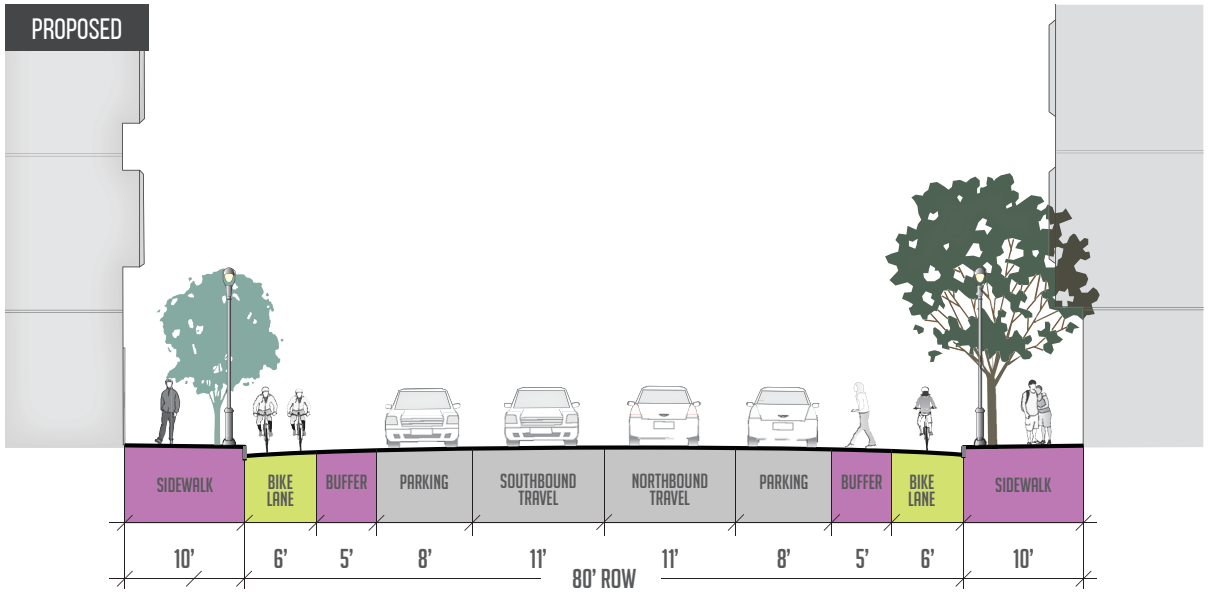
11TH ST: MARKET ST TO BRYANT ST

11th Street is an important street for transit and bicycles connecting SoMa to Market Street. Currently the street has three lanes of traffic, including a center turn lane; bicycle lanes; and curb-side parking lanes. The center turning lane would be repurposed to create a parking protected bicycle lane in both directions, with shortened crosswalks and transit boarding islands, for a safer street for people taking transit and riding bikes.

DESIGN STRATEGIES

1. Redesign the street with transit boarding islands, corner bulb-outs, and a parking-protected bike lane for the safety and comfort for all users
2. Reconfigure parking to accommodate curb-side bike lanes
3. Integrate new boarding islands with protected bike lanes
4. Add raised crosswalks at all alleys
5. Explore opportunities for public art on blank facades
6. Add infill street trees planting and, where appropriate, sidewalk greening
7. Upgrade pedestrian lighting along sidewalks





11TH ST: MARKET ST TO BRYANT ST

Market & 11th Street, looking east

11th Street, looking south

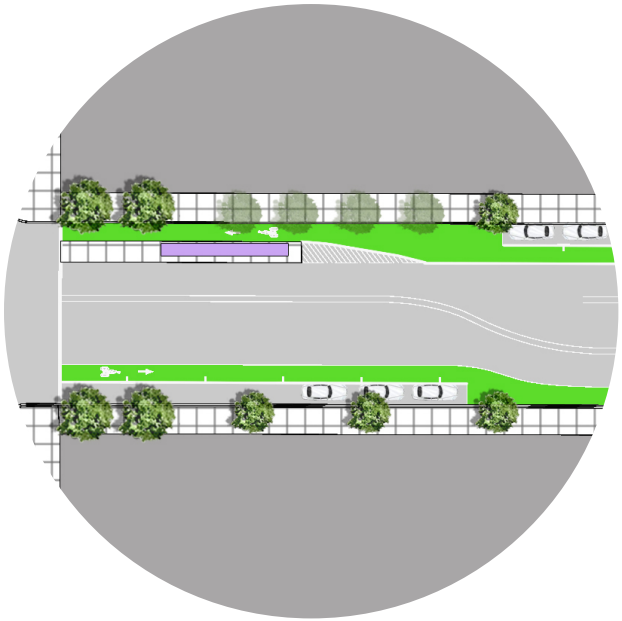


Figure 1. Market St intersection

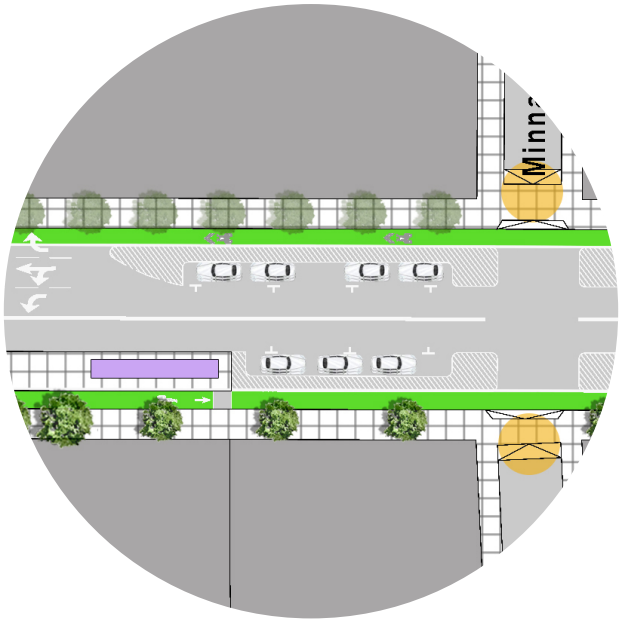


Figure 2. Typical Bus Platform design

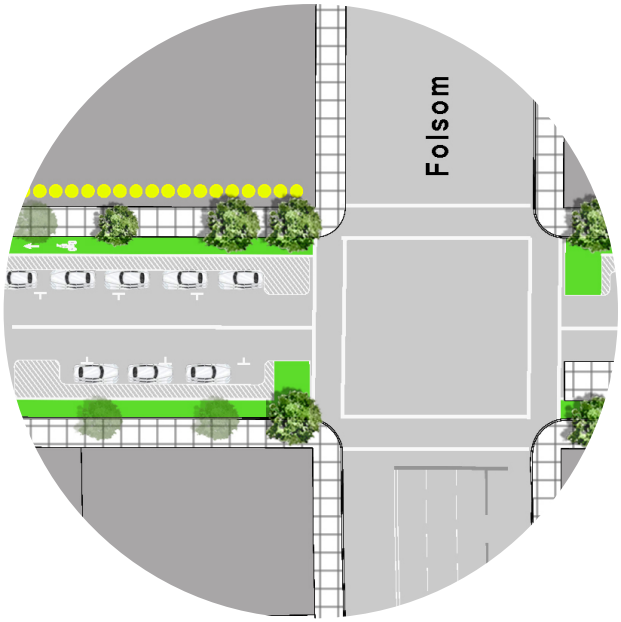


Figure 3. Folsom St intersection

11TH ST: MARKET ST TO BRYANT ST

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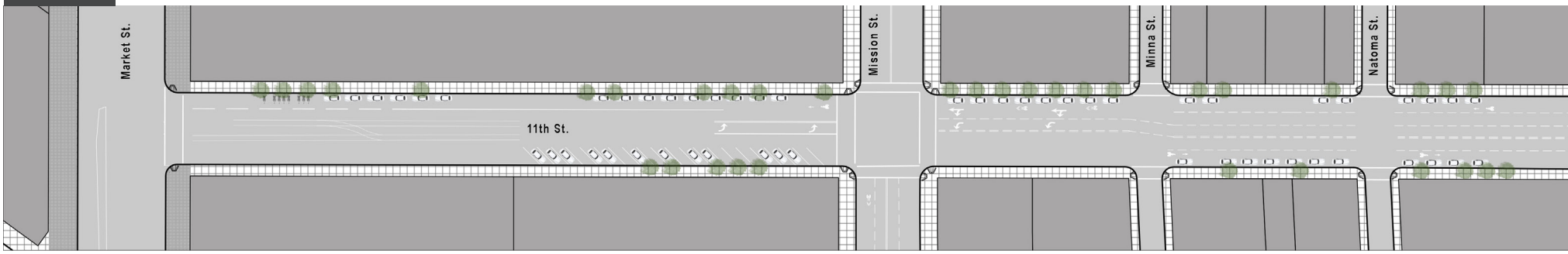

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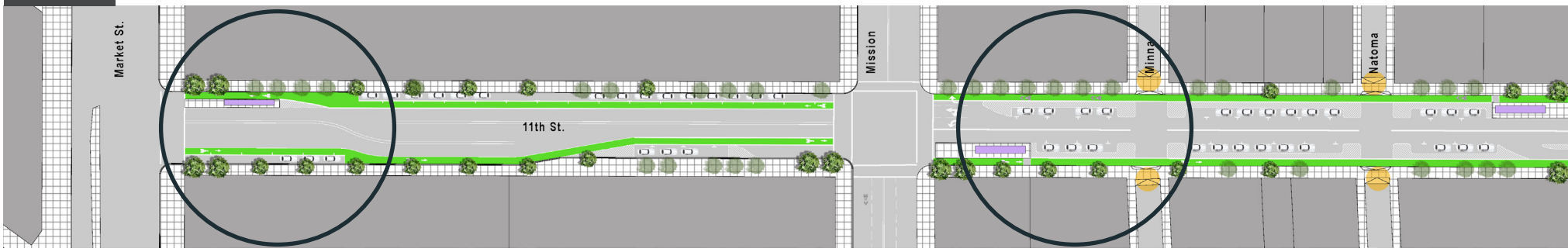


Figure 1. Market St intersection

Figure 2. Typical Bus Platform design

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

11TH ST: MARKET ST TO BRYANT ST

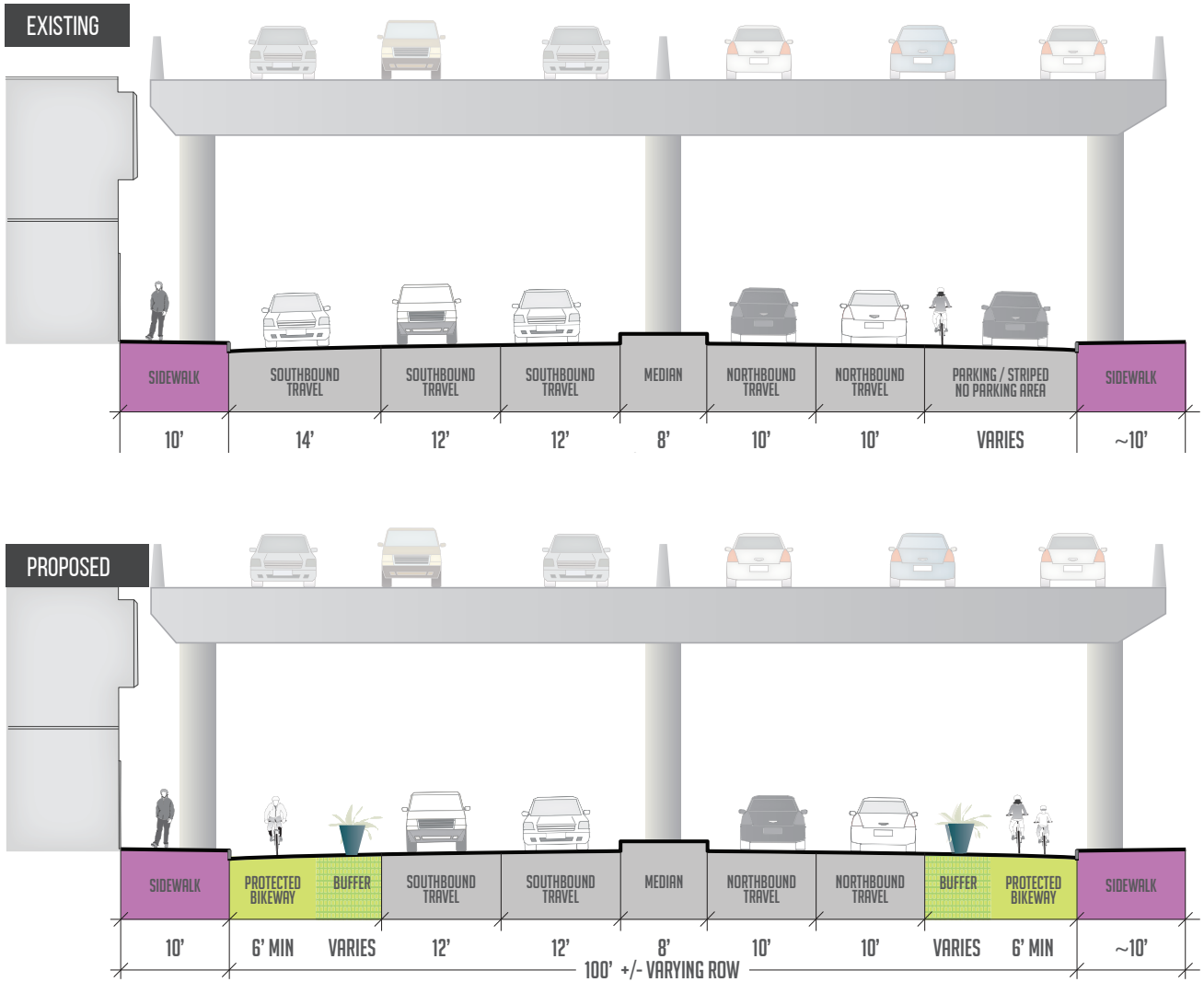
Figure 3. Folsom St intersection

13TH ST: VALENCIA ST TO FOLSOM ST

13th Street is a heavily-trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. Though it runs beneath the freeway, 13th Street is also used by people walking and riding bikes because it is flat and provides a direct connection from SoMa to the Mission. Excess roadway would be repurposed to create new protected cycletracks in both directions, with intersections redesigned to improve safety for all users.

DESIGN STRATEGIES

1. Improve the sidewalk connection between Mission and Howard Street on north side of 13th St
2. Reorganize Caltrans parking under off-ramp with pedestrian space and protected bike lane
3. Add extended bulb-outs at all corners for the safety of all users
4. Add protected bike lanes from Valencia to Howard; east of Howard, redesign service lane and parking to add pedestrian space and a protected bike lane
5. Add raised crosswalk at Woodward Street for pedestrian safety
6. Add infill tree planting whereever possible
7. Add pedestrian lighting on extended sidewalk on north side of 13th street.
8. Explore opportunities for public art on freeway columns
9. Enable safe biking crossing of Mission Street with new split signal phase



13TH ST: VALENCIA ST TO FOLSOM ST

Mission & 13th Street/Duboce, looking south

13th Street/Duboce, looking west

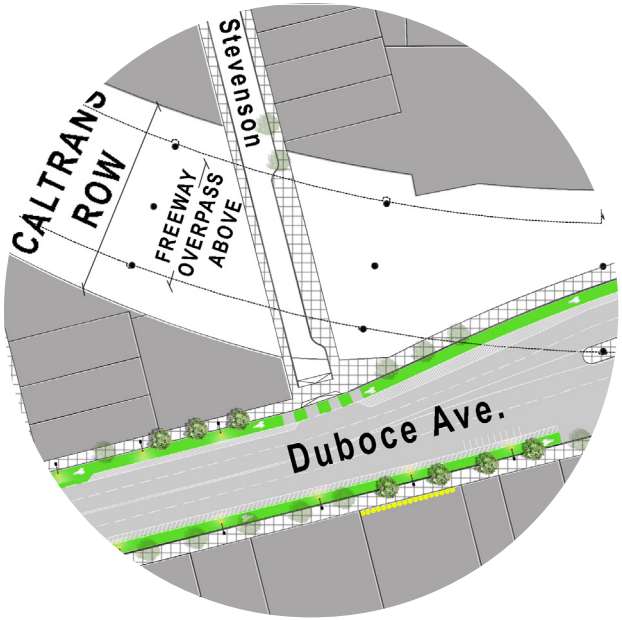


Figure 1. Valencia St intersection

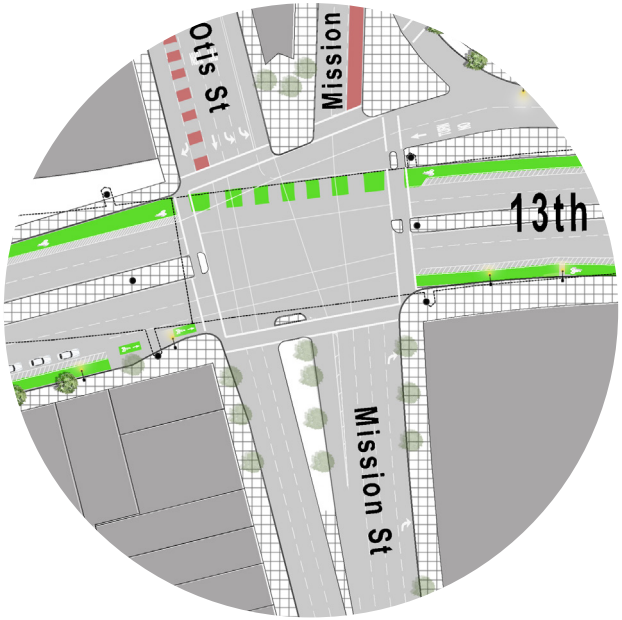


Figure 2. Mission-Otis Intersection

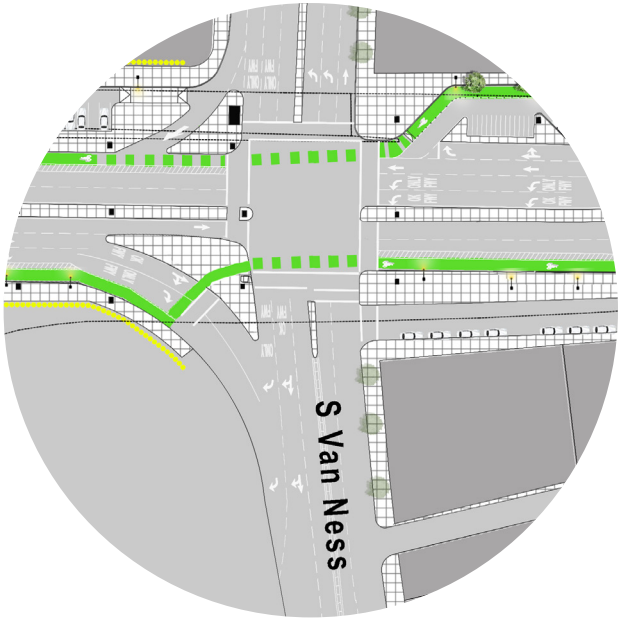
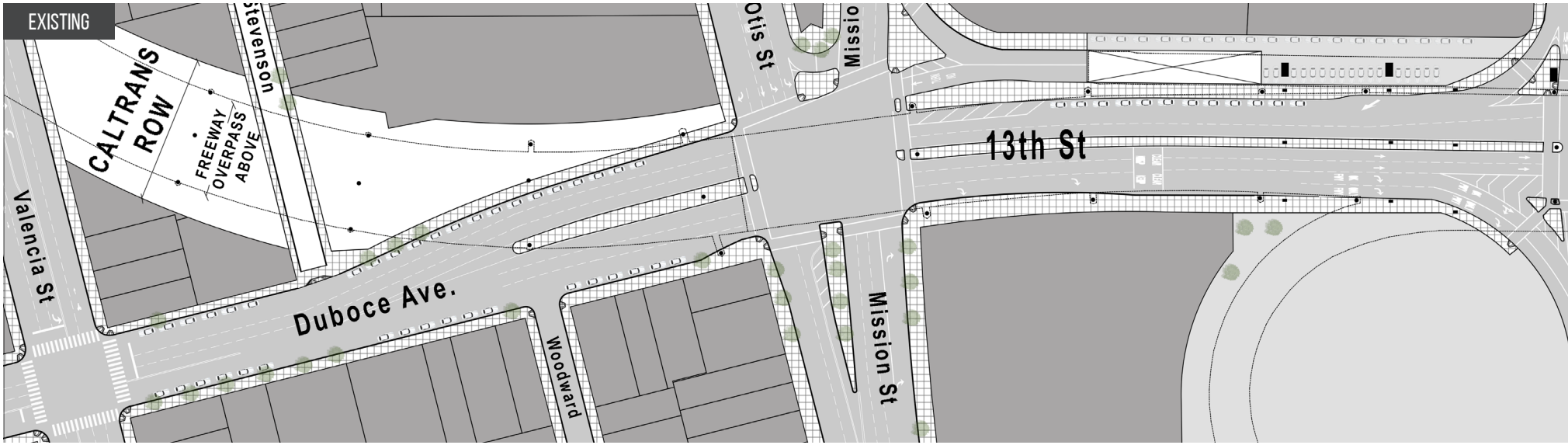


Figure 3. S Van Ness intersection

13TH ST: VALENCIA ST TO FOLSOM ST



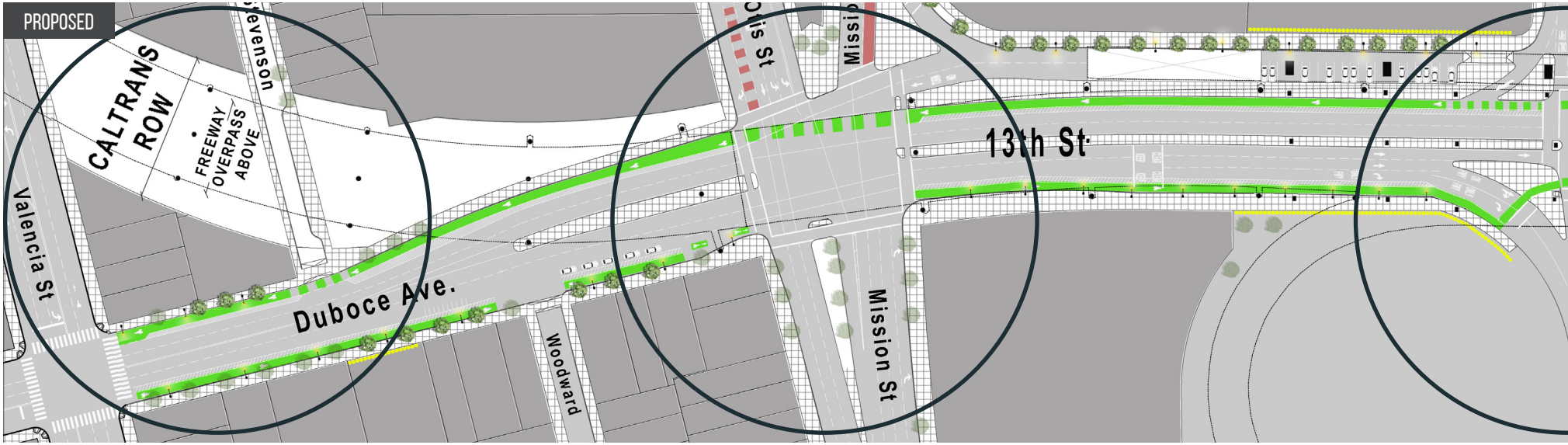


Figure 1. Valencia St intersection

Figure 2. Mission-Otis Intersection

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

13TH ST: VALENCIA ST TO FOLSOM ST

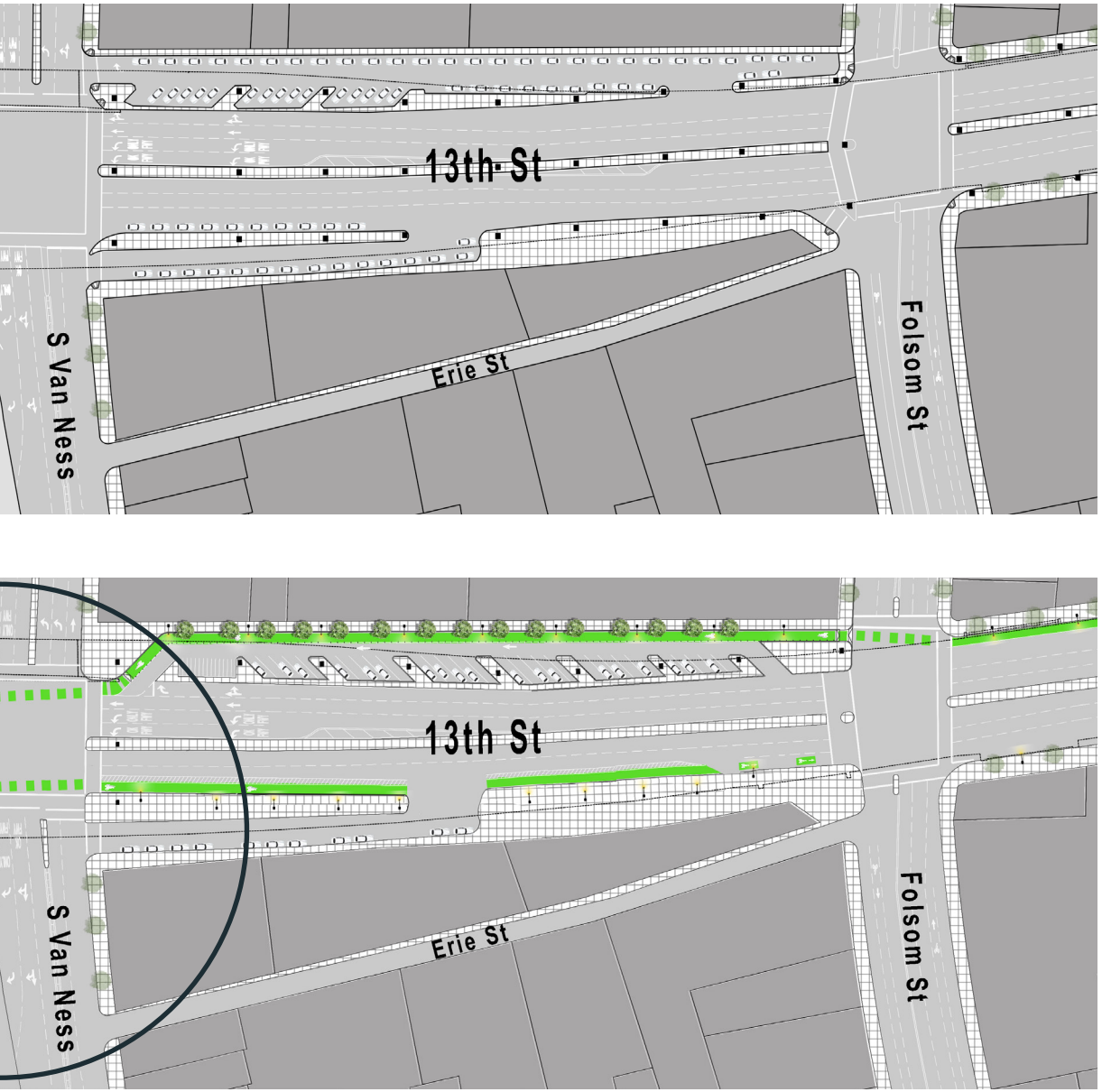


Figure 3. S Van Ness intersection

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

As the on-street route of State Highway 101, South Van Ness Avenue is a heavily trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. The street would be transformed into a boulevard design with planted medians to visually narrow the roadway and improve safety. The boulevard design would accommodate but calm vehicular traffic while also improving the street for residents and pedestrians.

DESIGN STRATEGIES

1. Redesign as a boulevard for safety, traffic calming and livability for residents, with through vehicle lanes separated from local lanes by planted medians
2. Upgrade sidewalks with 8' wide furnishing zone, including new pedestrian lighting
3. Add a decorative railing along the central median, with combined pedestrian and roadway lighting fixtures, and infill median lights
4. Add large new bulbouts at Mission and South Van Ness, and at 12th and South Van Ness for pedestrian safety
6. Add signalized new mid block pedestrian crossing between 12th and Howard
7. Add large new bulb-out pedestrian space at Howard with placemaking elements

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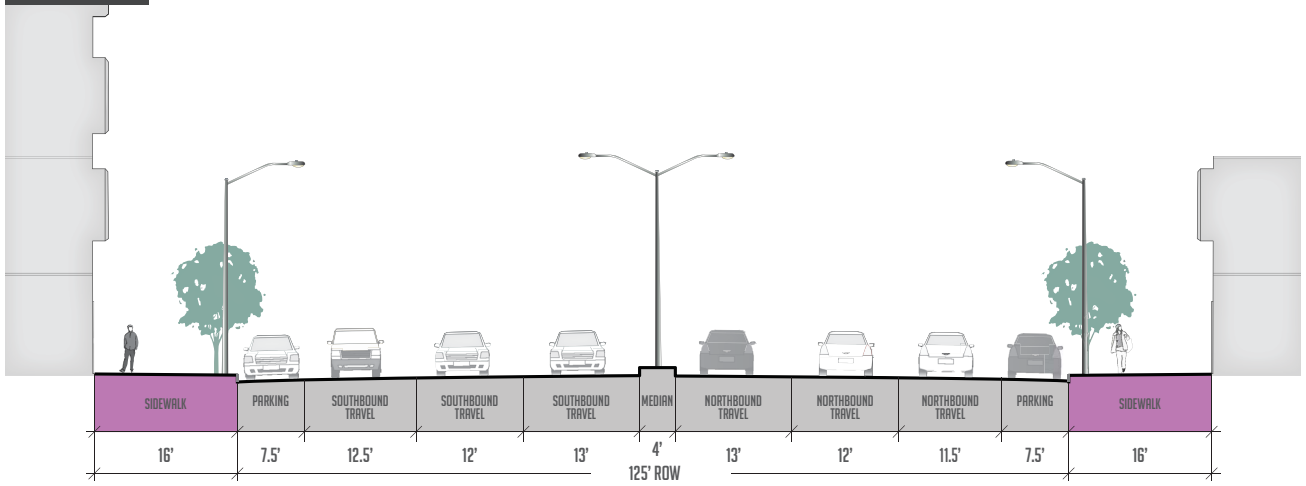

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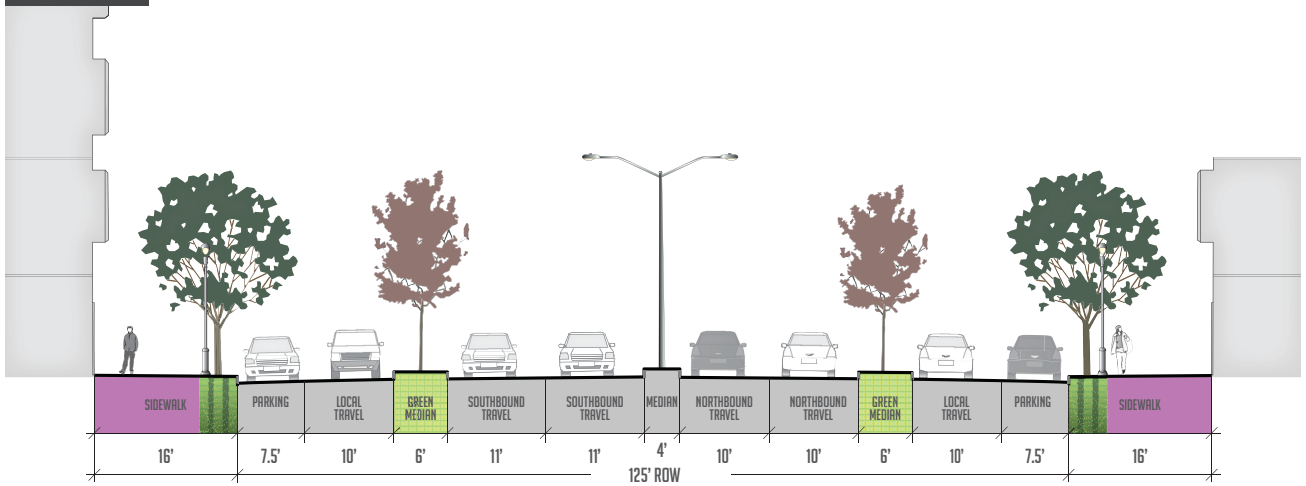


SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

South Van Ness & 12th Street, looking east

Mission & South Van Ness, looking south

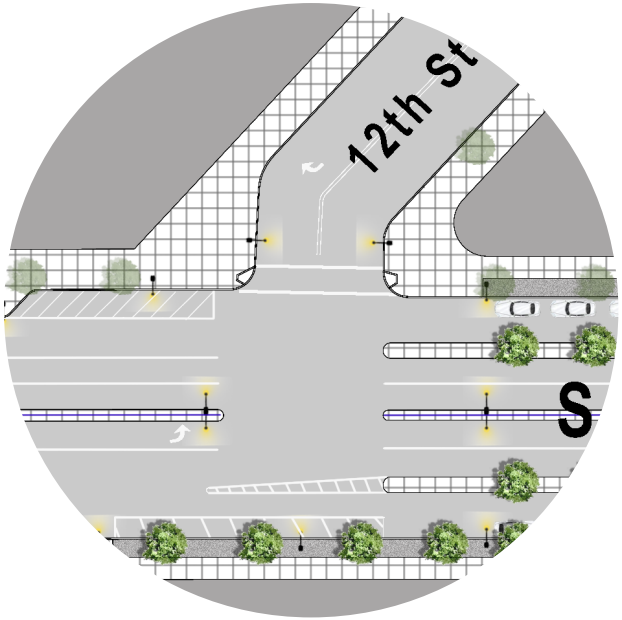


Figure 1. 12th Street intersection

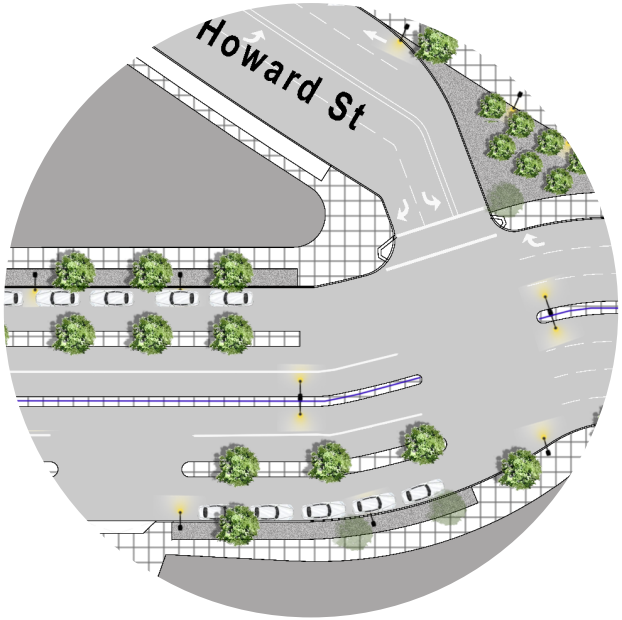


Figure 2. Howard St intersection

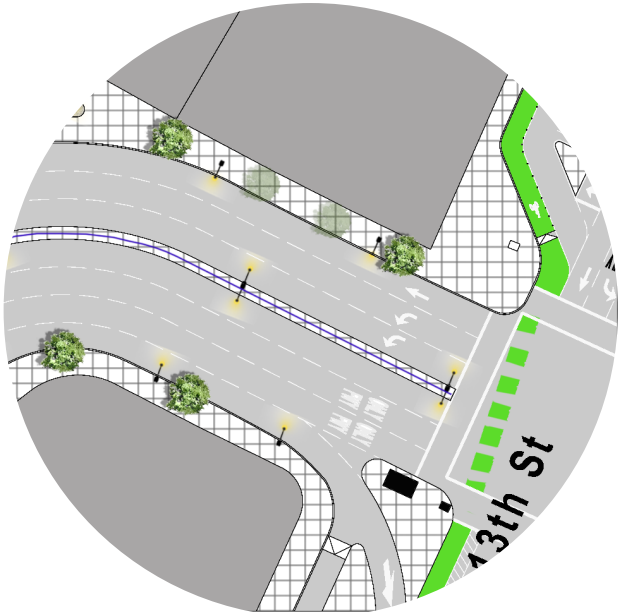
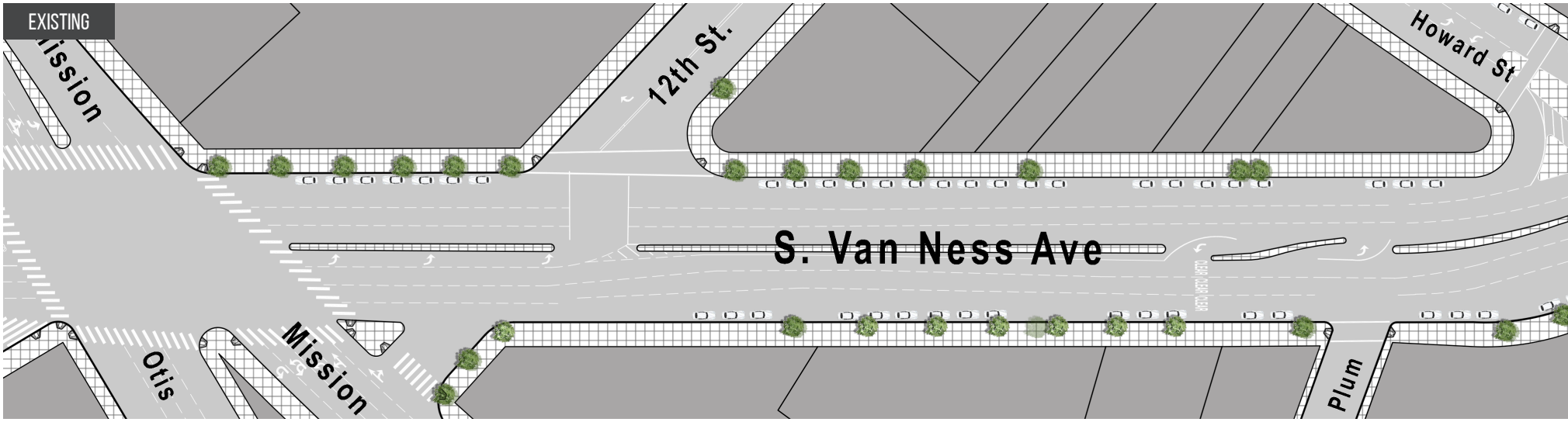


Figure 3. 13th St intersection

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST



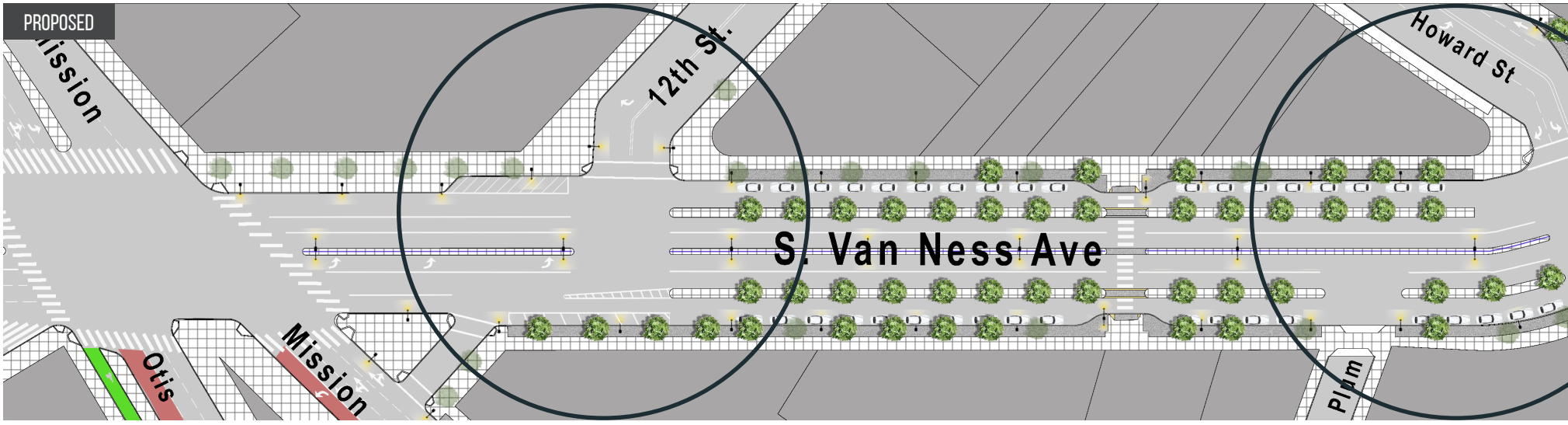


Figure 2. 12th St intersection

Figure 2. Howard St intersection

Note: Caltrans approval and coordination required. Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

SOUTH VAN NESS AVE: MISSION ST TO 13TH ST

Figure 3. 13th St intersection

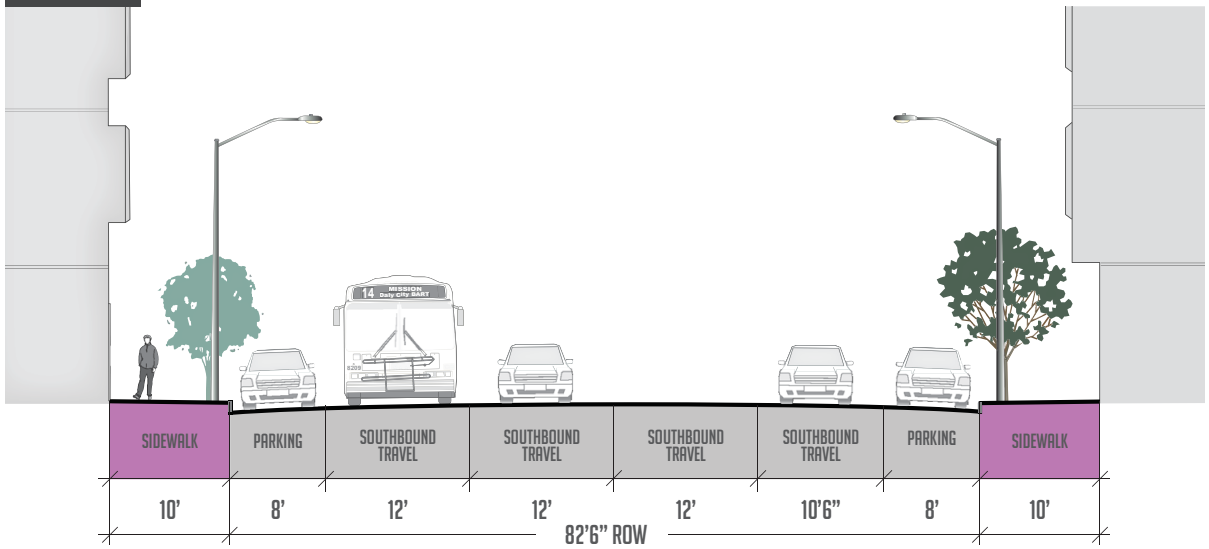
OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE

Otis is a one-way, two-block street that functions as a couplet with Mission Street. Between South Van Ness and Gough, parking would be reconfigured to create a transit-only lane, a protected bikeway, and wider sidewalks at South Van Ness and Mission. From Gough to 13th Street, parking would be removed on the east side of the street to create a northbound travel lane to improve circulation and access from the Mission and the Central Freeway to Market and Franklin Streets, while also addressing pedestrian safety issues at South Van Ness and Mission.

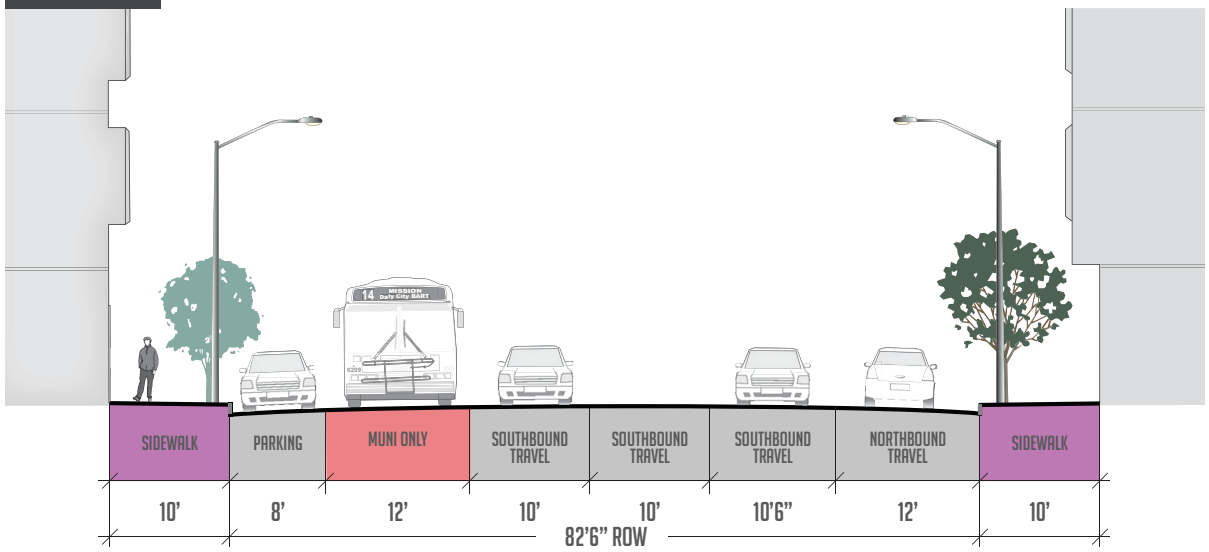
DESIGN STRATEGIES

1. Redesign Otis Street to allow vehicles to travel north between Duboce and Gough Street
2. Create a new public space at the intersection of Gough Street and Otis Street
3. Reallocate additional right of way to slow traffic, enhance transit, and improve bicycle safety on Otis Street between South Van Ness Avenue and Gough Street
4. Upgrade streetlights to city standard, incorporate pedestrian lighting where appropriate
5. Infill Street Trees

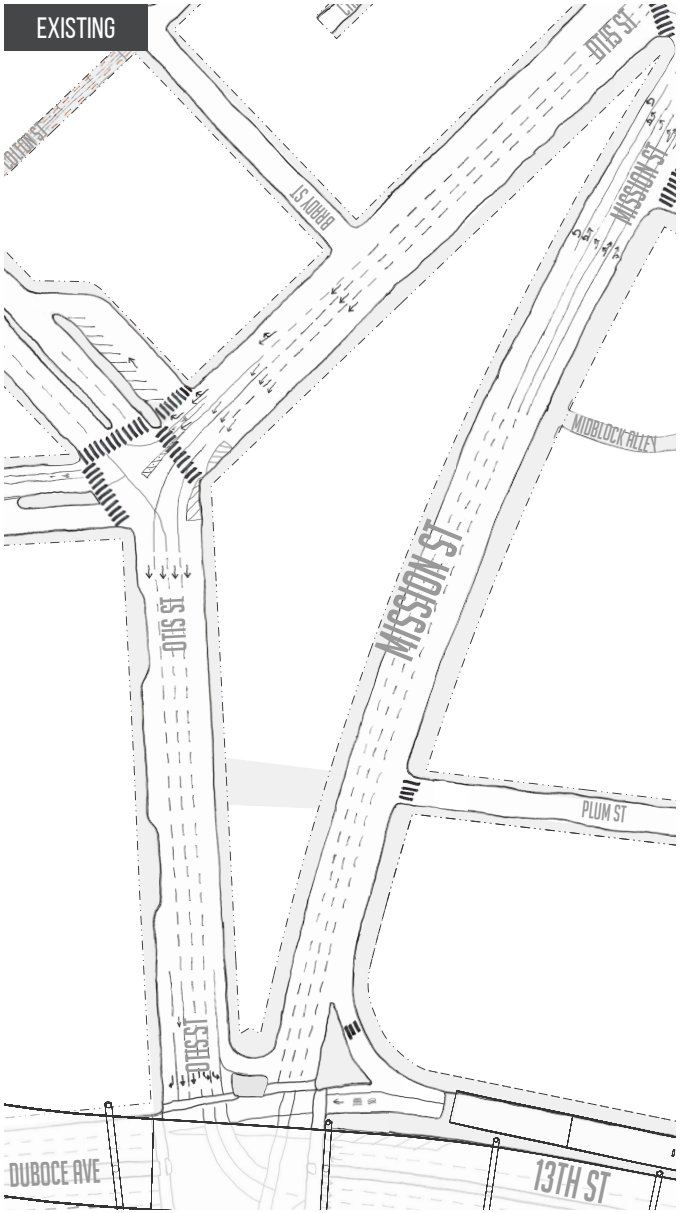
EXISTING

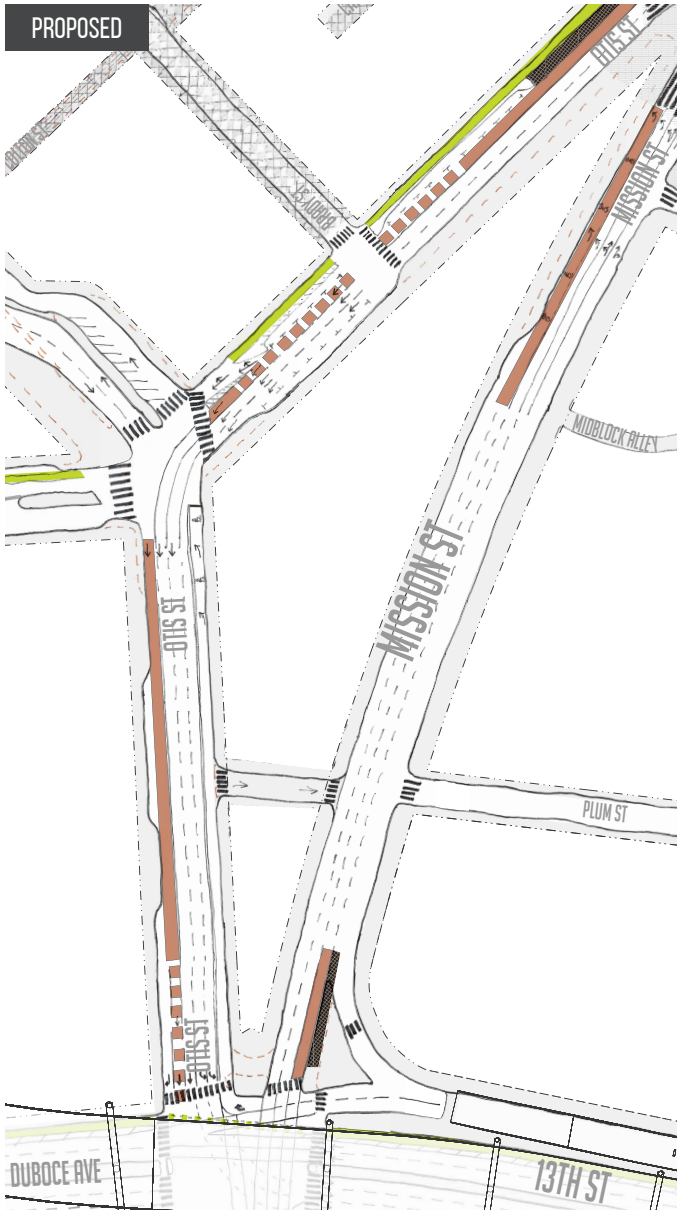


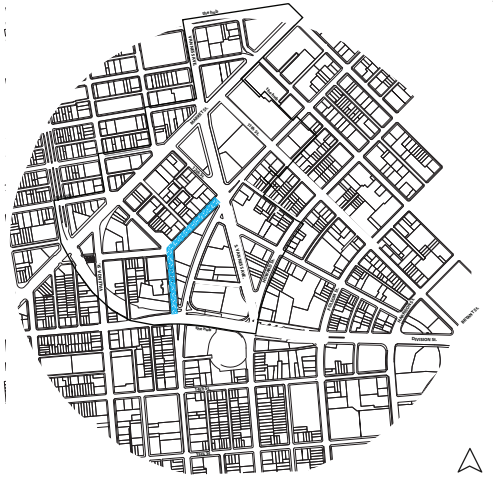
PROPOSED



OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE







Otis & Gough, looking south

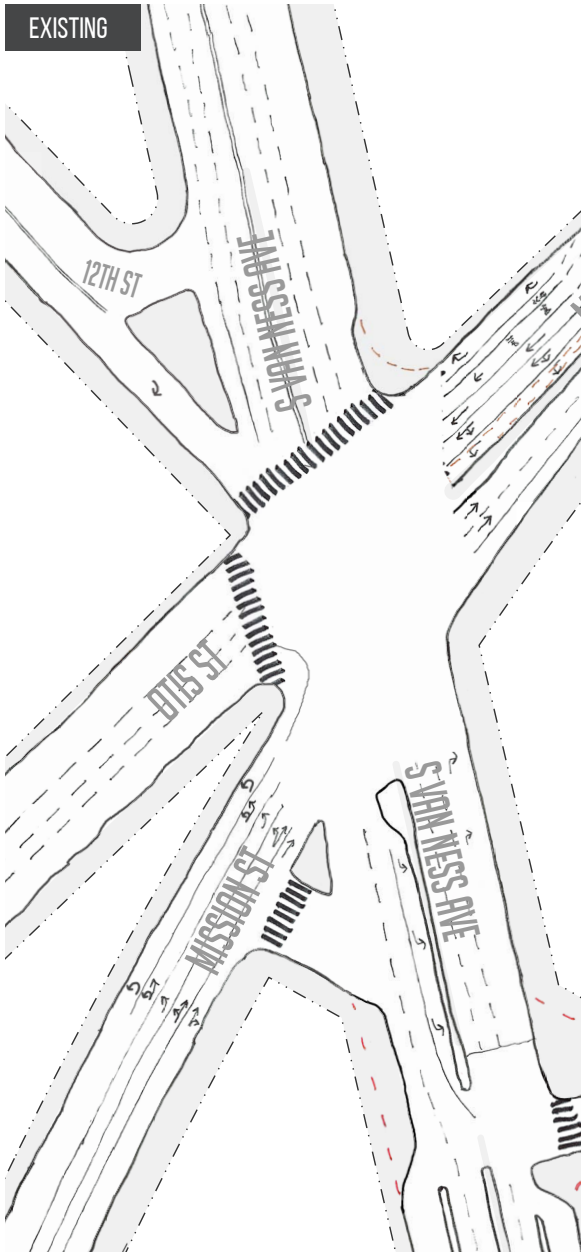
Otis & South Van Ness, looking south

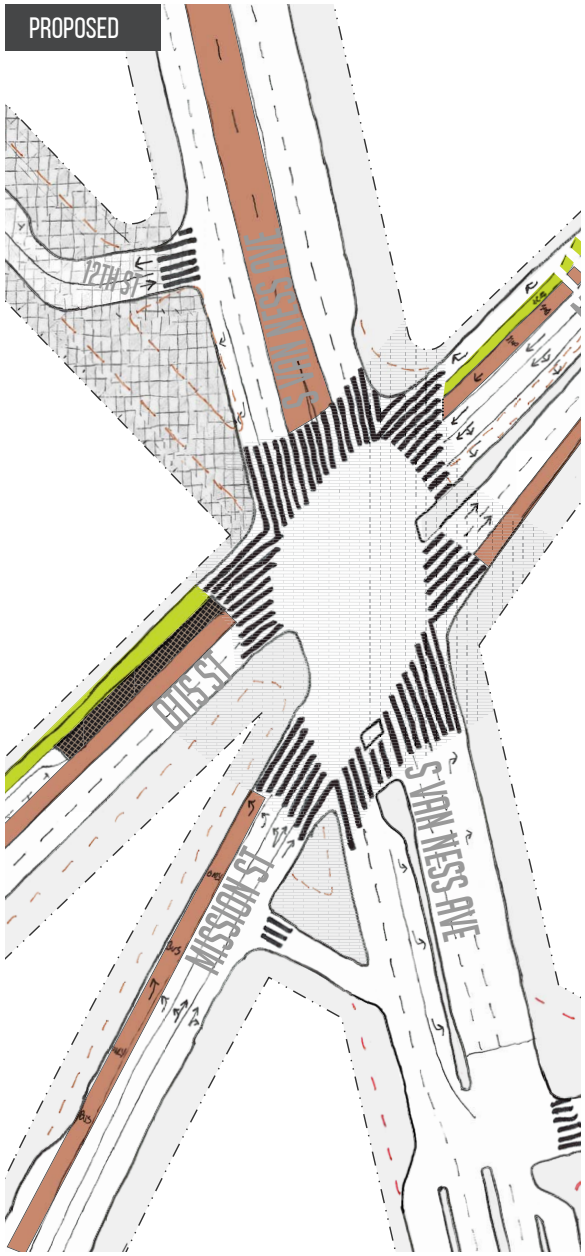
MISSION / SOUTH VAN NESS INTERSECTION

The Mission and South Van Ness intersection is a convergence of six different streets at different scales and unusual geometries. It has high rates of injury for all users, and is particularly uncomfortable for the high numbers of pedestrians who use it, with long crossings and wait times, and high-speed, high-volume traffic. While the intersection is heavily used by people walking, it also plays an important role for State Route 101 and as a result, there are some limitations for major transformation. The proposal includes realigning 12th Street to create a new 12th Street plaza in coordination with the Van Ness BRT project. Other changes to the intersection would aim to calm traffic and simplify turning movements to improve safety for all users and enhance the pedestrian experience.

DESIGN STRATEGIES

1. Visually define and mark the crosswalks
2. Add a pedestrian refuge on Mission Street east of Van Ness Avenue
3. Simplify the intersection for pedestrians and provide more crossing time for pedestrians by eliminating U-turn from east bound Mission onto westbound Otis





MISSION / SOUTH VAN NESS INTERSECTION

Mission & South Van Ness, looking north

Mission & South Van Ness, looking south

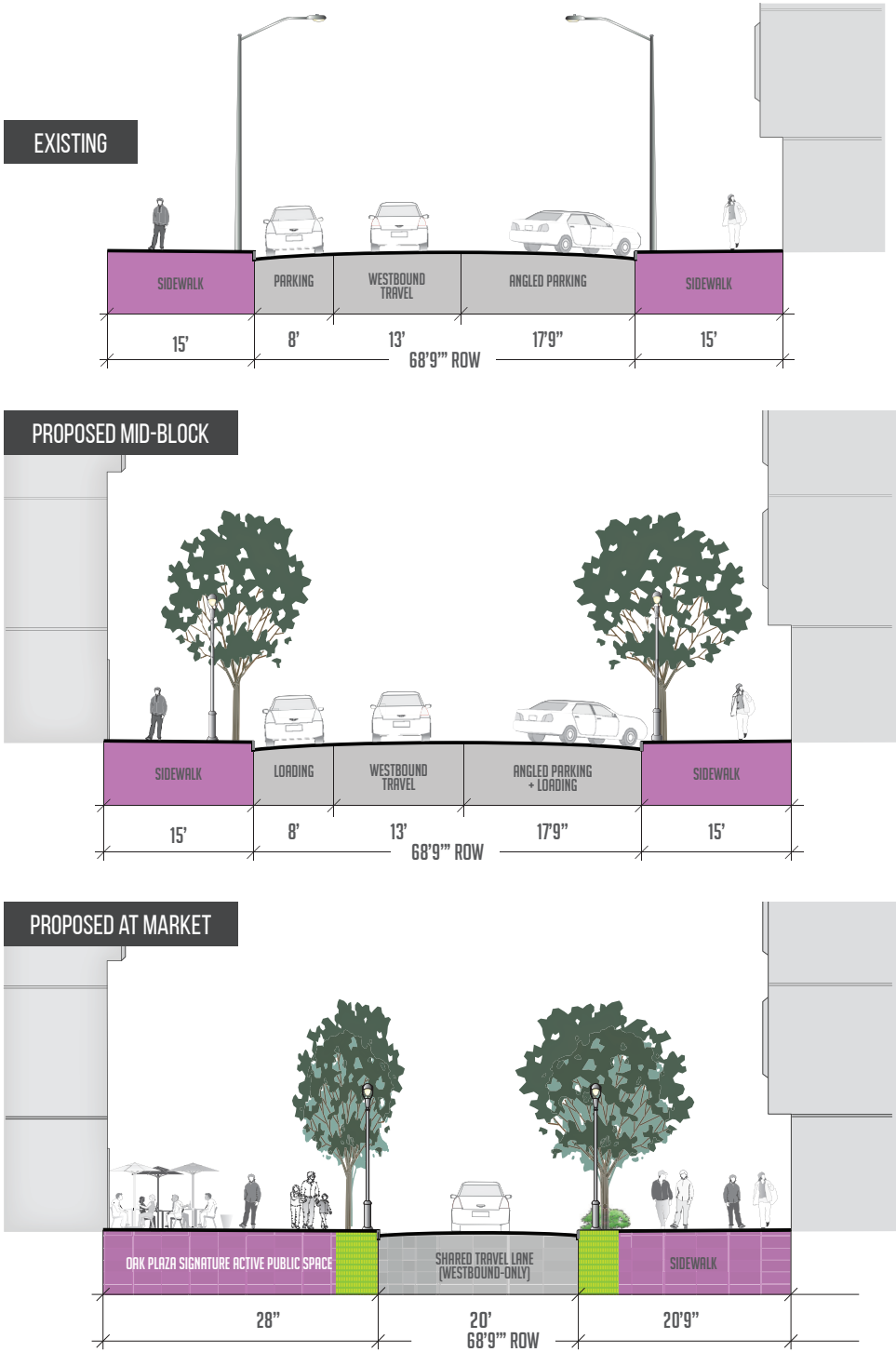
OAK ST: MARKET ST TO FRANKLIN ST

The final block Oak Street, between Franklin and Market, is much different street in character from the rest of Oak Street. While still relatively wide, it is a one-lane, one-way street - in the opposite direction as the rest of Oak Street. San Francisco Fire Department Station 36 is one block away, and Oak Street is used in a contra-flow direction for fire trucks traveling towards SoMa. Three new developments will line Oak Street with active ground floor uses and residential uses above. Some of the roadway will be repurposed to create a high quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and deliveries.

DESIGN STRATEGIES

1. Create an iconic, vibrant and active street
2. Add pedestrian lights, street trees and other streetscape amenities to enhance the pedestrian experience
3. Accommodate on-street commercial loading and passenger drop off
4. Accommodate fire trucks traveling from the Fire Station to Van Ness Avenue

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency



OAK ST: MARKET ST TO FRANKLIN ST

EXISTING

PROPOSED

12TH ST: MARKET ST TO MISSION ST

This block of 12th Street is a wide street with very low traffic volumes. Three new developments will line 12th Street with active ground floor uses and residential uses above. The Market & Octavia Area Plan identified the need to redesign 12th Street to recapture space for pedestrians. This proposal builds on the intent of the Area Plan by repurposing the roadway to create wider sidewalks and a more active and green pedestrian environment.

DESIGN STRATEGIES

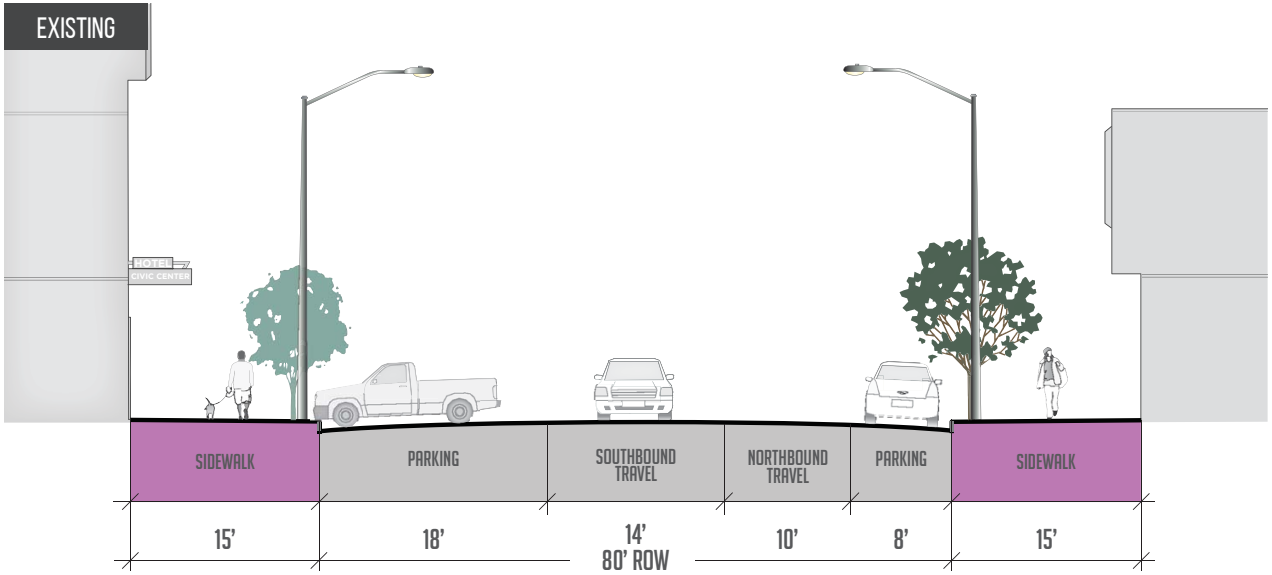
1. Create a safe, urban residential street with active ground floor uses
2. Widen sidewalks, add raised crosswalks, and create new linear public green spaces with street trees
3. Consistent with Van Ness Improvement Project, realign 12th Street at South Van Ness, and create new public gateway plaza at southern end of street
4. Require cars traveling north on 12th street to make a left turn to outbound Market Street, to simplify and improve safety at the 12th/Page/Market Street intersection
5. Upgrade streetlights to city standard, add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
6. Accommodate on-street loading for commercial deliveries and passenger drop-off

12th Street, looking north

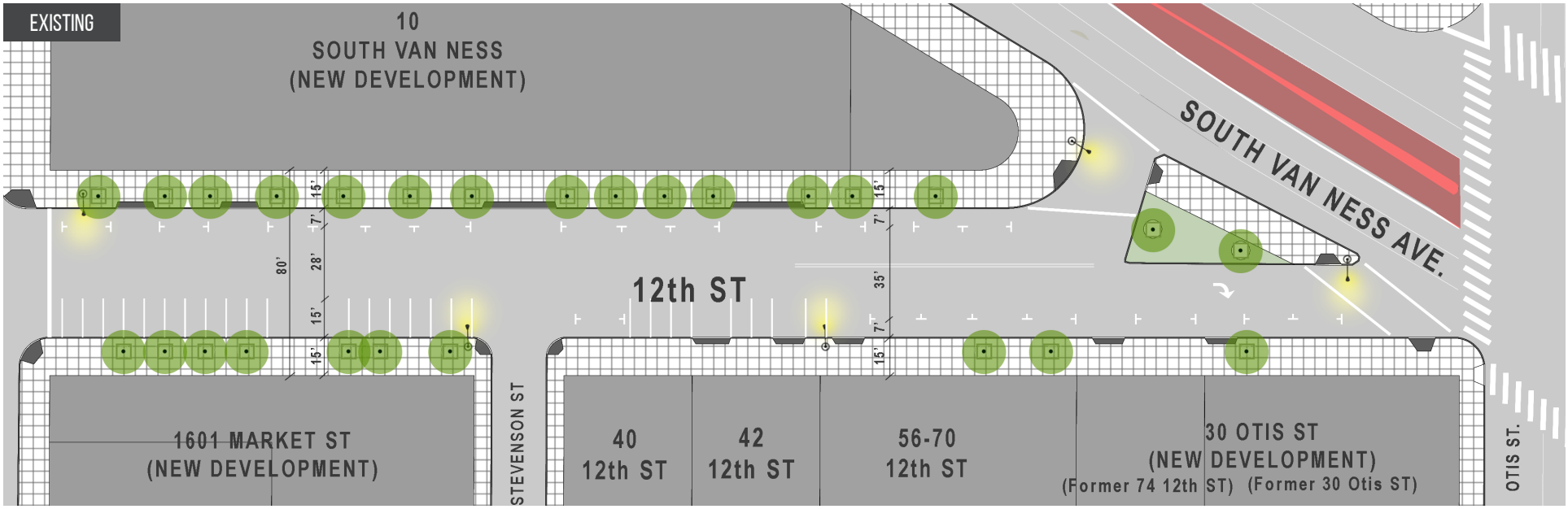
12th Street, looking south

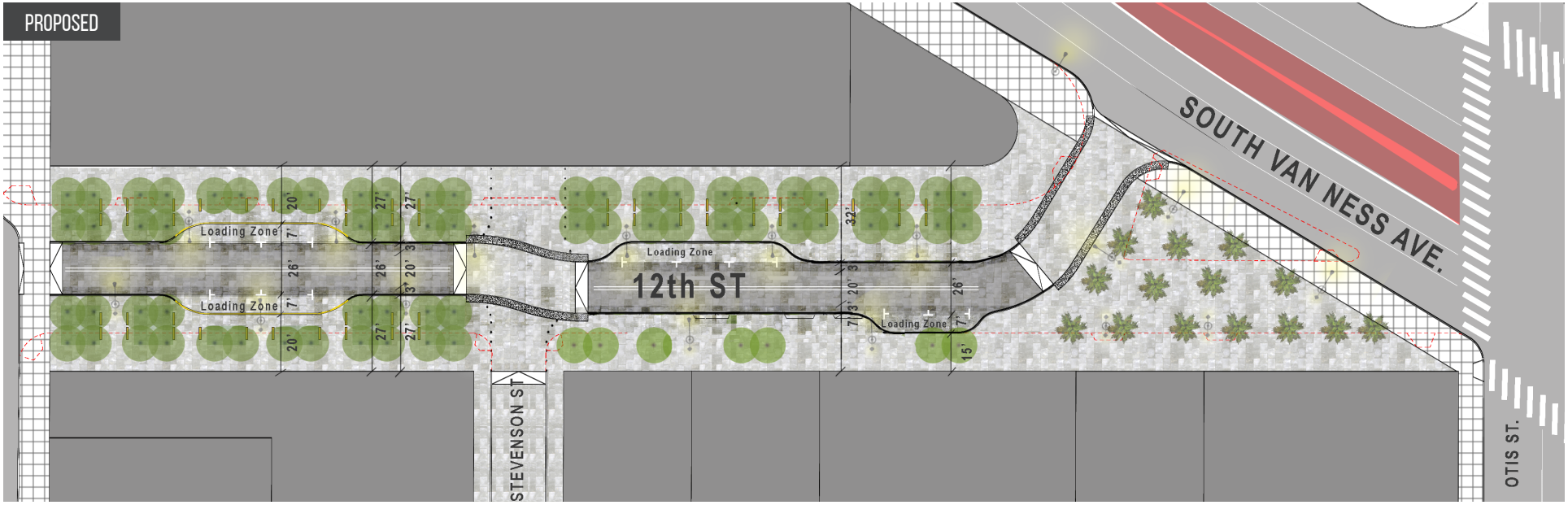
12th Street, looking south

12TH ST: MARKET ST TO MISSION ST



12TH ST: MARKET ST TO MISSION ST





12TH ST: MARKET ST TO MISSION ST

Market & 12th Street, looking south down 12th

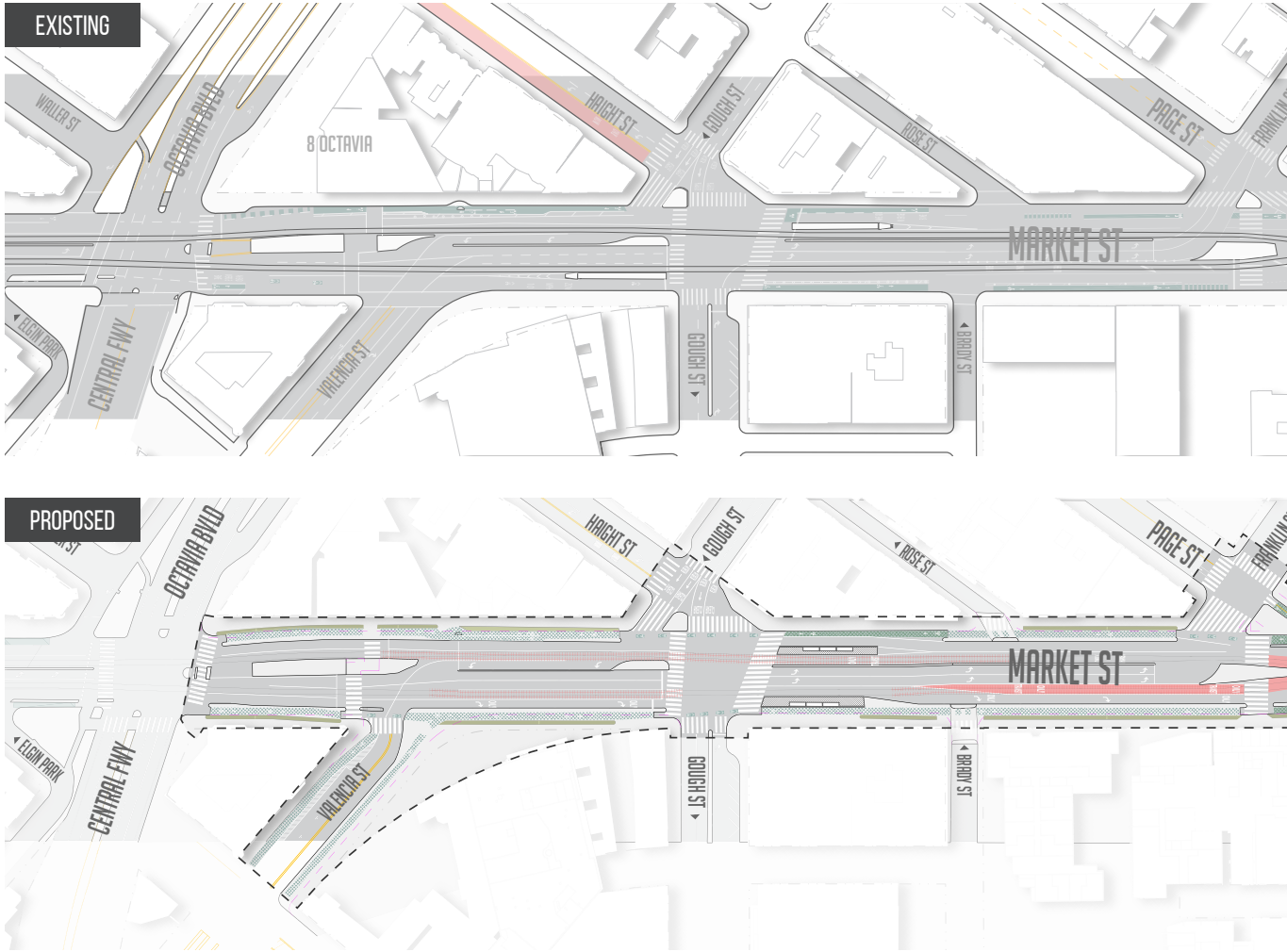
Market & 12th Street, looking south down 12th

MARKET ST: 9TH ST TO GOUGH ST

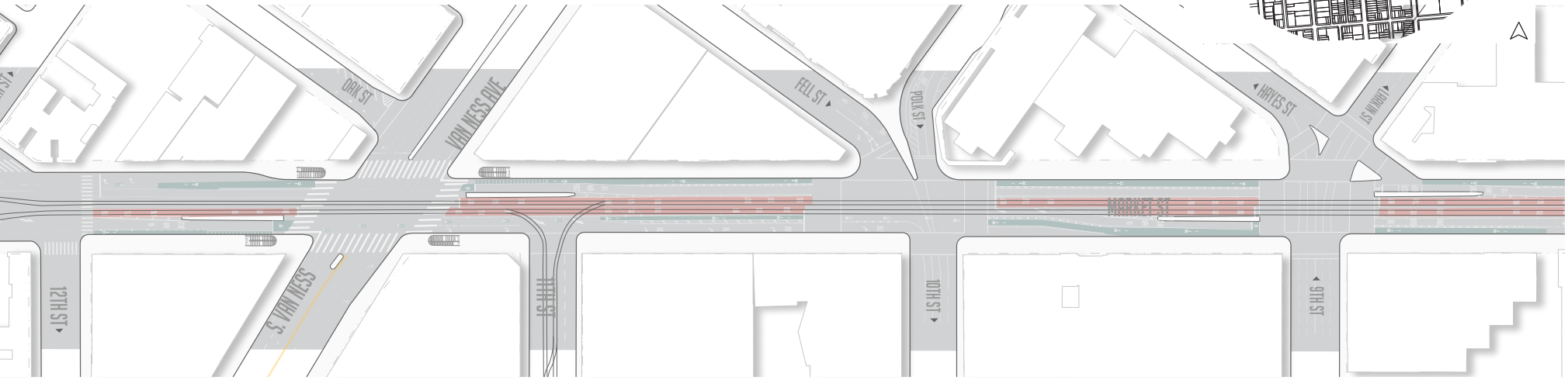
Market Street, San Francisco's Main Street, is the City's premier thoroughfare for pedestrians, the major transit spine, and the busiest street for cyclists. With these heavy demands, accommodating private vehicles is a challenge. Today it is in the impossible role of trying to be all things for all modes of travel. The City has already developed designs to improve Market Street as part of the Better Market Street Project and environmental review is underway. This proposal, which emerged from the Market Octavia Plan Amendment public outreach process, is studying additional circulation changes to Market Street between 9th and Gough Street, as part of the Better Market Street project.

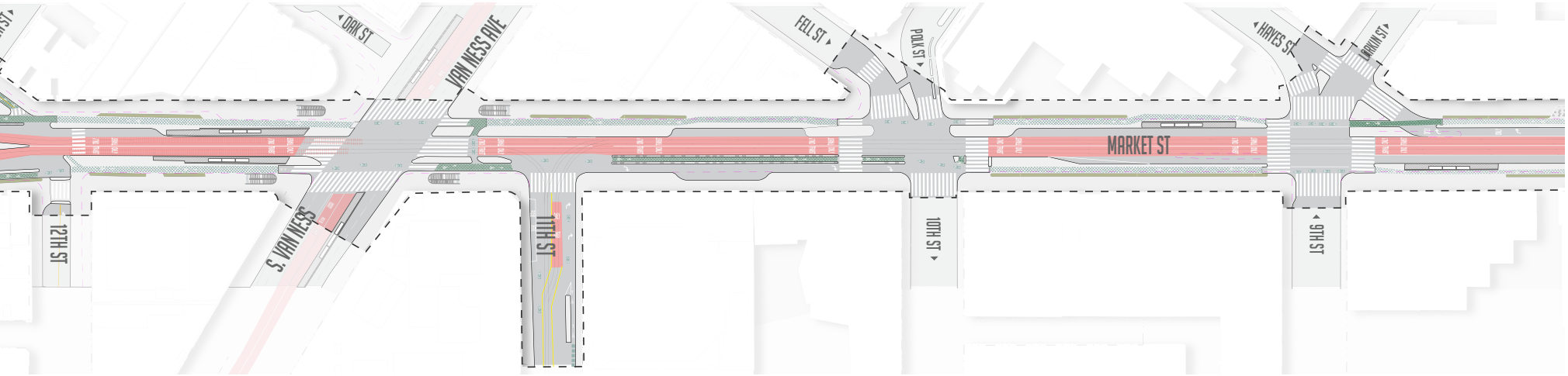
DESIGN STRATEGIES

1. Widen sidewalks and create dedicated safe space for bikes and transit to reduce conflicts and improve safety and comfort for all users at Van Ness & Market intersection
2. Additional MUNI subway entrances incorporated into new buildings, when feasible
3. Augment Better Market Street vehicle access restrictions with additional access restrictions to enhance safety and pedestrian priority at Van Ness & Market:
   - No commercial vehicles would be allowed on Market Street between 12th and 11th Streets
   - Eastbound vehicles would turn right off Market at 14th, Duboce, or Gough Streets, with 12th Street as a final option for local traffic
   - All westbound commercial vehicles would be directed right at Hayes Street.



MARKET ST: 9TH ST TO GOUGH ST



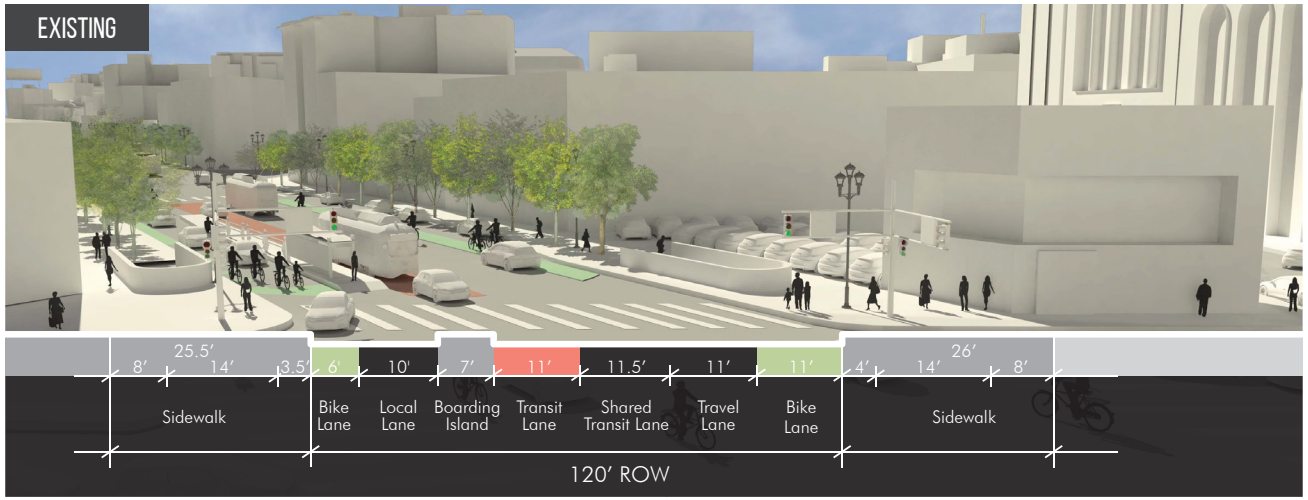


MARKET AND VAN NESS INTERSECTION

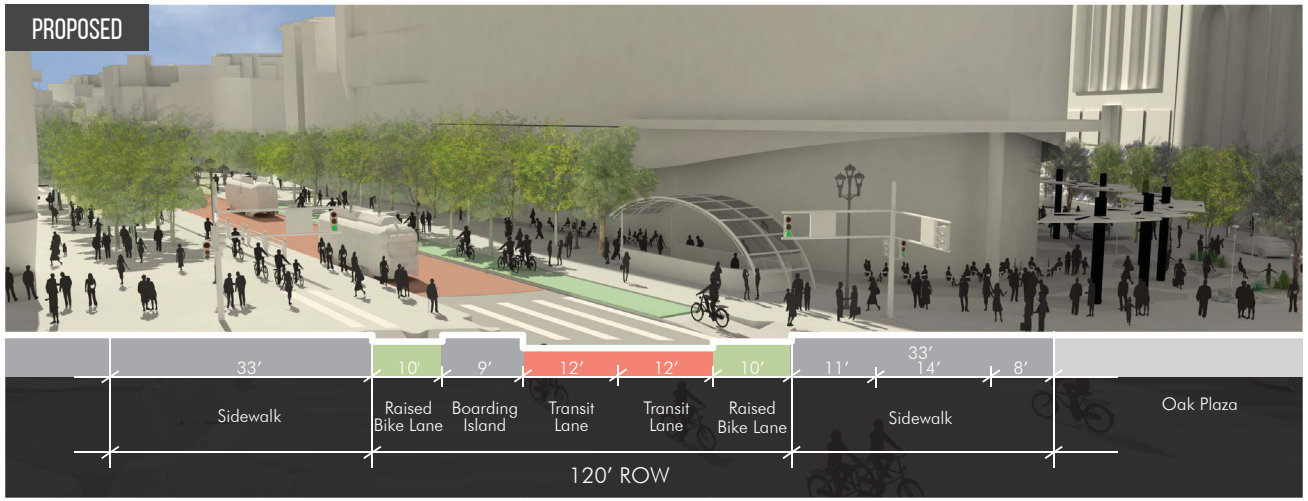
Today, the intersection at the heart of the Hub neighborhood is primarily a crossroads, with little to draw people and even less to make them stay. Few buildings activate the street, conflicts between different users are constant, space is highly contested, and there is nothing to define or identify the space. A bold move on Market Street can jump-start the process of bringing this key place to life.

STREET REDESIGN STRATEGIES

1. Restrict private vehicle access on Market Street
2. Widen sidewalks at the corners to create more pedestrian space and to encourage and accommodate active outdoor retail and street life along Market Street
3. Integrate transit boarding islands into the widened sidewalk, to create seamless, safe, and comfortable transfers
4. Create separated space for bicyclists approaching and through the intersection to improve safety and comfort
5. Add distinctive canopies to Muni Metro portals, and add new Muni Metro entrances to major new corner buildings
6. Add a double allée of trees to block wind, provide additional greenery and soften the visual appearance of the street
7. Add wind canopies where appropriate



Market & Van Ness, looking southwest down Market Street



Market & Van Ness, looking southwest down Market Street

Market & Van Ness, looking southwest down Market Street

Market & Van Ness, looking southwest down Market Street

MARKET AND VAN NESS INTERSECTION

URBAN DESIGN STRATEGIES

1. Leverage high-quality design in both the private and public realms to enhance Van Ness and Market's sense of place and clearly define its role as the center of the new Hub neighborhood for people

2. Pull buildings back from the corner, and integrate grand new station entrances within buildings when possible, especially in the 10 South Van Ness and 30 Van Ness development projects

MARKET AND VAN NESS INTERSECTION

3. Widen, visually define and specially mark the crosswalks to more logically follow pedestrian desire lines
4. Add more greening and improve the pedestrian experience and pedestrian comfort at the ground plane by adding wind canopies, street trees, and espaliers (green planted screens)
5. Connect living alleys and pedestrian passageways to help make the intersection feel more intimate

EXISTING (DETAIL VIEW)

PROPOSED (DETAIL VIEW)

5PRU121

RECOMMENDATIONS

ALLEYS

ALLEYS

ALLEYS IDENTIFIED FOR LIVING ALLEY TREATMENTS

Specific design recommendations have been developed for the following alleys:

- Brady Street
- Chase Court
- Colton Street
- Colusa Place
- Stevenson Street
- Jessie Street
- Lafayette Street
- Lily Street
- Minna Street
- Plum Street
- Rose Street

the hub
the hub
the hub
the hub
LILY St.
ROSE St.
BRADY St.
STEVENSON St.
CLIFTON St.
COLUSA Pl.
CHASE Ct.
MINNA St.
LAFAYETTE St.
JESSIE St.
STEVENSON St.
PLUM St.
Alleys proposed for living alley treatments

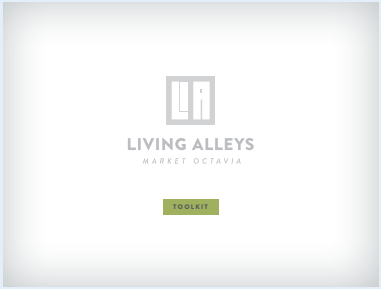
INTRODUCTION

Alleys are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties. Their character varies across the city, from residential to service alleys. Alleys should be designed to reinforce the right of way as a pedestrian space. Vehicle speeds should be kept low via traffic calming. Materials should spark visual interest via high quality materials, finishes, and detailing. Alley amenities can include seating, landscaping, and pedestrian lighting to create usable public spaces that are unique and comfortable. The Market & Octavia Area Plan identified a number of alleys for living alleys improvements. The design recommendations on the following pages build on this idea.

LIVING ALLEYS TOOLKIT

The living alley toolkit is a resource for community members and designers to develop and implement living alleys. The toolkit includes 20 design tools and well as example prototypes, to give community members a range of options and inspiration for creating living alleys in the Market Octavia Plan Area, though much of this information is applicable to alleys throughout San Francisco. In addition to the design tools, constraints and opportunities are discussed so project designers and residents can understand the full breadth of the project. This toolkit was created to give members of the community an understanding of the design elements and processes involved in creating a living alley.

For more information:
http://sf-planning.org/living-alleys-toolkit



BRADY ST: MARKET ST. TO OTIS ST
COLTON ST: BRADY ST. TO GOUGH ST
STEVENSON ST: BRADY ST. TO GOUGH ST
COLUSA PLACE
CHASE COURT

DESIGN STRATEGIES

1. Add raised crosswalks at Gough & Stevenson, 12th and Stevenson, Brady and Otis and Brady and Market Street entrances to this internal neighborhood block
2. Add drop off and loading zones as required by the development project at 1601-1637 Market
3. Add infill olive trees along Brady, Stevenson, and Colton
4. Reconfigure Stevenson St. to accommodate east-west vehicular traffic, and make Colton from Brady to Gough a pedestrian-only street, as feasible (see notes below)
5. Add raised intersection at Brady and Colton as a connector between Colton Street and Brady Park
6. Redesign Colton east of Brady as a shared street with special paving with collapsible bollards at both ends, pending further study (see notes below).

Notes:
Operational/Maintenance constraints require additional review and approval with San Francisco Public Works and San Francisco Municipal Transportation Agency

Shared Street require additional review and approval from Fire Department, Mayor's Office of Disability for accessibility, San Francisco Public Utilities Commission for conveyance of 100 year storm, San Francisco Public Works for maintenance concerns

Stevenson St, from 12th Street to Brady Park (privately built and maintained by others), is currently an unaccepted street and must be brought to code before the City can accept for maintenance

LILY ST: FRANKLIN ST TO GOUGH ST

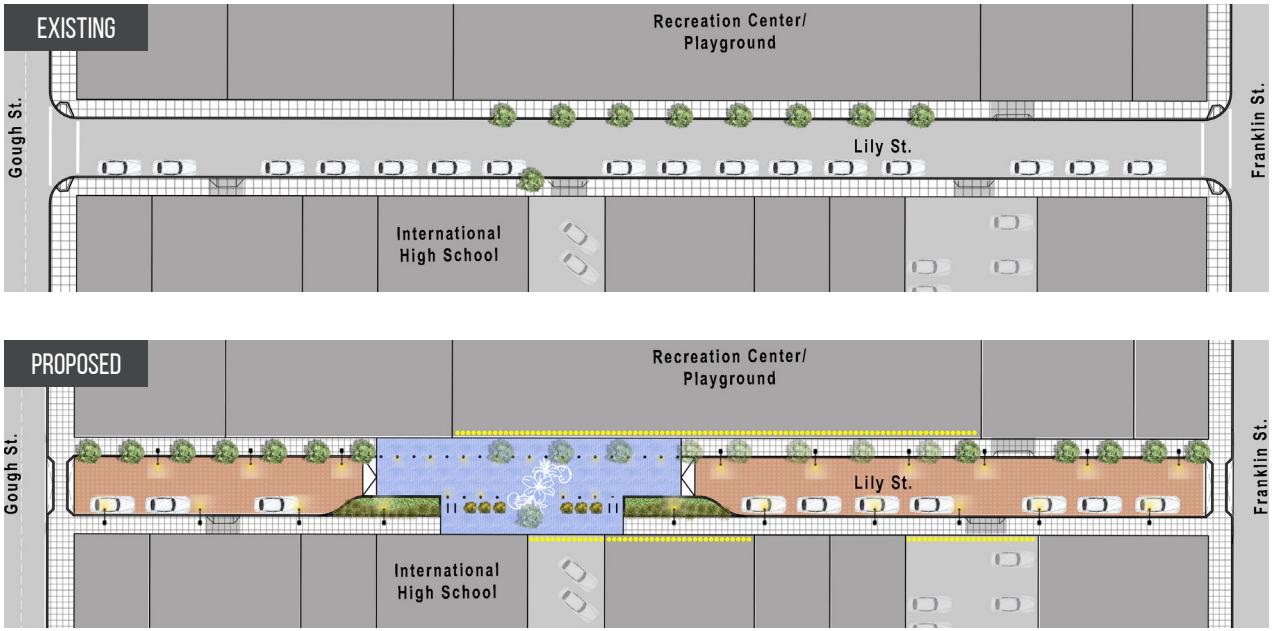
DESIGN STRATEGIES

1. Add raised crosswalks at Franklin and Gough Street ends of alley

2. Add mid-block raised intersection to connect two properties of International School, with special paving, artwork bollards, green bulb-outs, and other elements for pedestrian safety

3. Typical street improvements include infill tree planting on north side of alley, special street paving, raised planters and pedestrian lighting

4. Explore opportunities for public art on blank facades



Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

LAFAYETTE ST: MISSION ST TO HOWARD ST AND MINNA ST: 10TH ST TO LAFAYETTE ST

DESIGN STRATEGIES

1. Add raised crosswalks, special paving, and gateway features to mark the entrances to this neighborhood
2. Add raised intersections protected by truncated domes and bollards on Lafayette at both Minna and Natoma
3. Typical street improvements include infill tree planting, street paving and bollard lighting
4. Special paving and infill planting for the Natoma end of street for temporary outdoor events/games; potential play street.

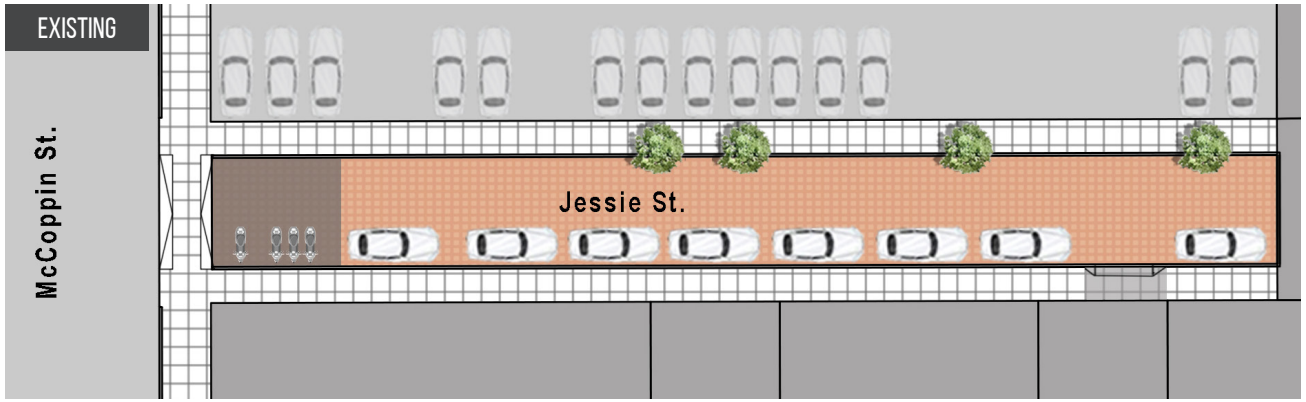
Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

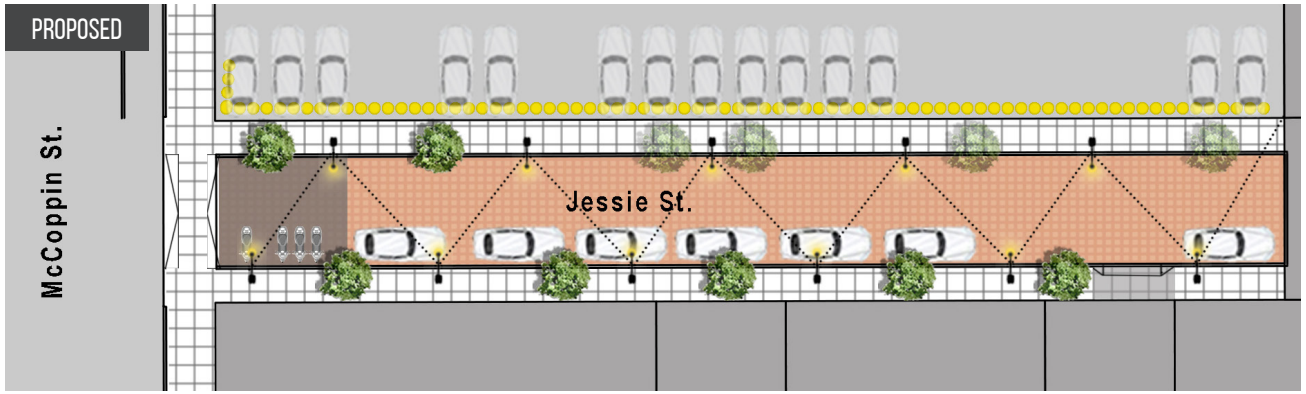
JESSIE ST: OFF MCCOPPIN ST

DESIGN STRATEGIES

1. Add infill trees and pedestrian lighting.

2. Upgrade chain link fences per San Francisco Green Landscape Ordinance





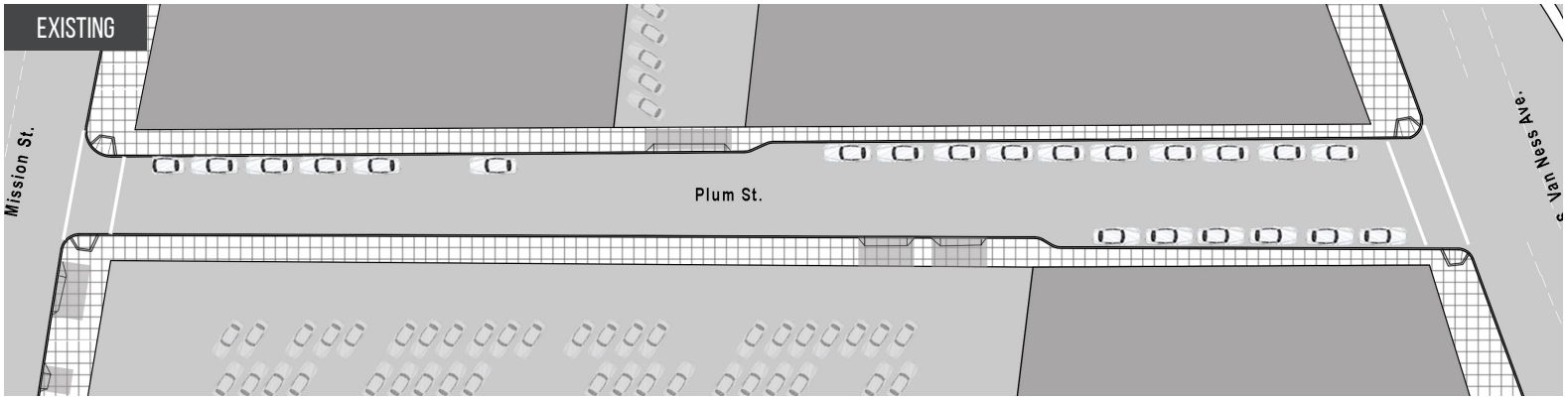
Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

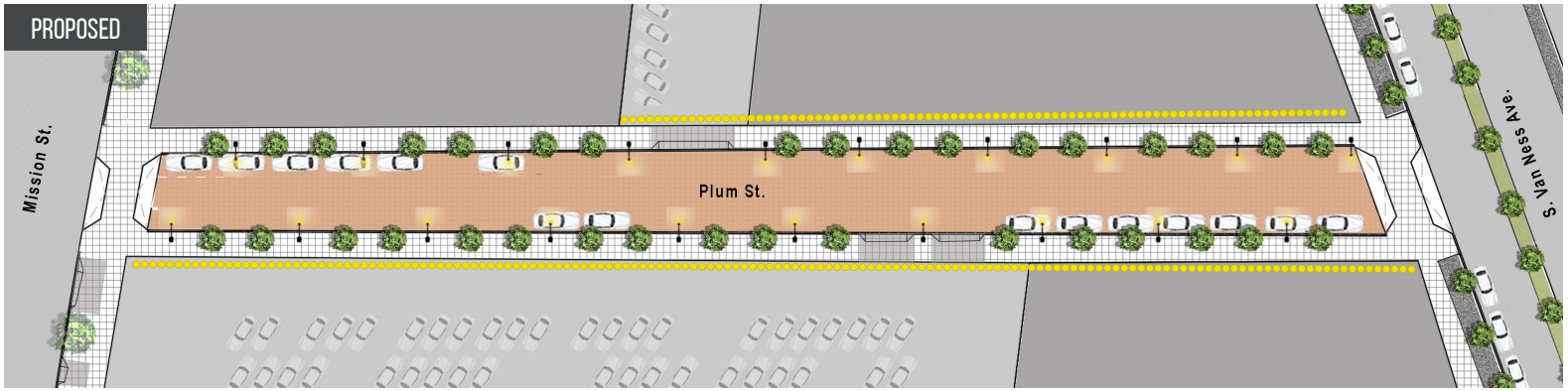
PLUM ST: MISSION ST TO SOUTH VAN NESS AVE

DESIGN STRATEGIES

1. Add raised crosswalks, trees, and pedestrian lighting

2. Extend sidewalk to match adjacent alignment





Note: Operational/ Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

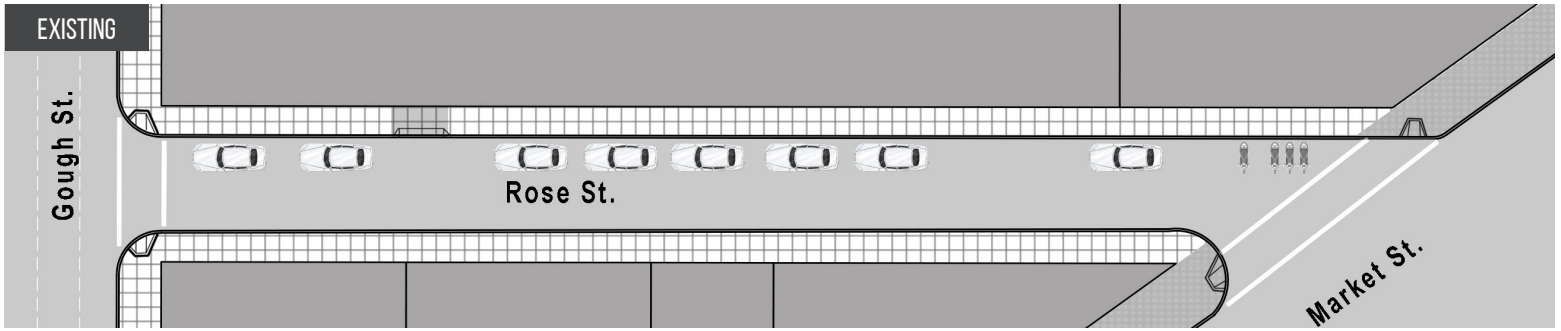
ROSE ST: GOUGH ST TO FRANKLIN ST

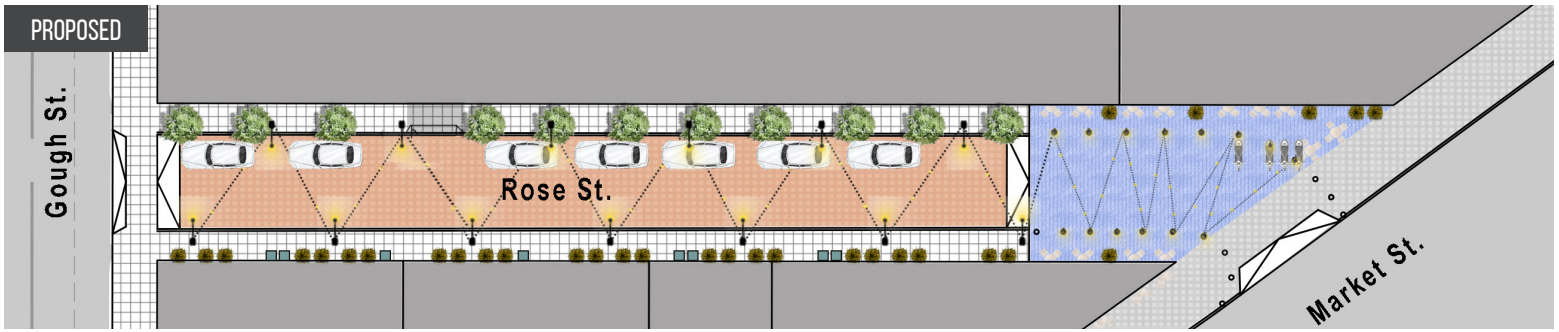
DESIGN STRATEGIES

1. Add raised crosswalks at Market and Gough; include special paving, string lights and outdoor seating for adjacent businesses

2. Typical street improvements include infill tree planting, street paving, raised planters to screen trash bins and string lighting

3. Include flexible loading/valet drop off and motorcycle parking





Note: Operational/ Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

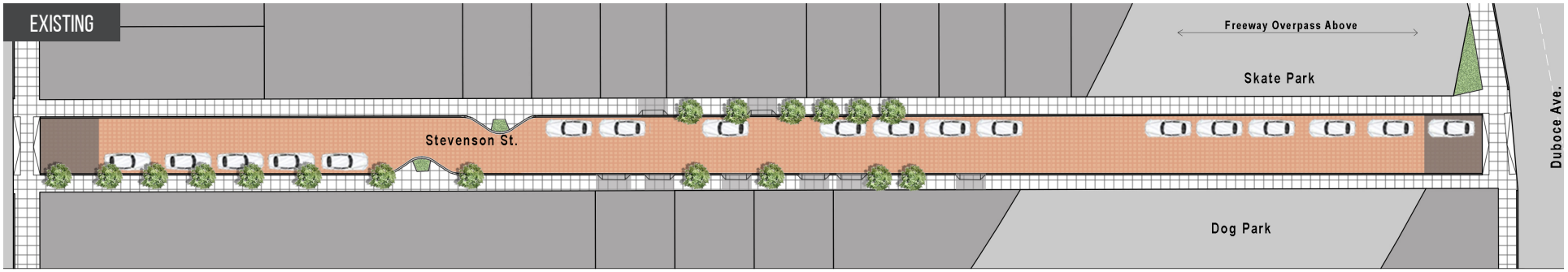
STEVENSON ST: DUBOCE AVE TO MCCOPPIN ST

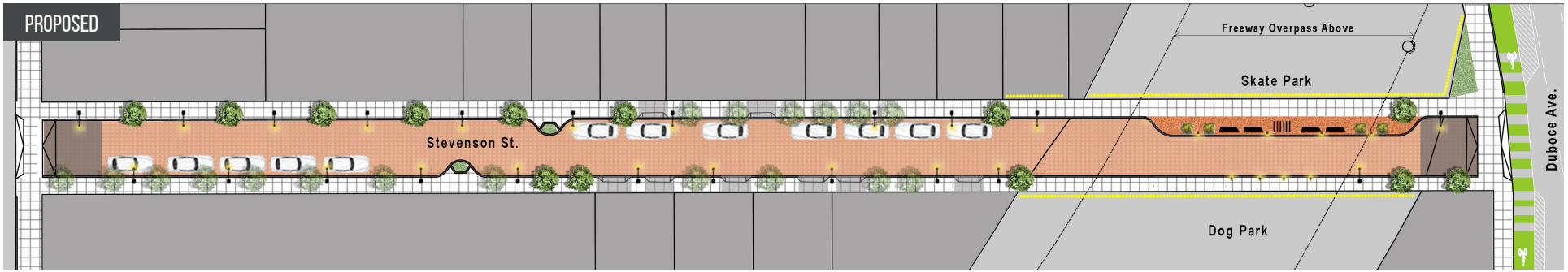
DESIGN STRATEGIES

1. New bulb-out at Duboce with seating, bike parking, bollard lights and raised planters.

2. Typical street improvements include infill tree planting, raised planters and lighting.

Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency





AREA UNDER
SURVEILLANCE

RECOMMENDATIONS

OPEN SPACES

FUTURE OPEN SPACES

There is an opportunity to create new public spaces and enhance existing open spaces to better serve people who live and work in and adjacent to this area by reclaiming underutilized land for public use.

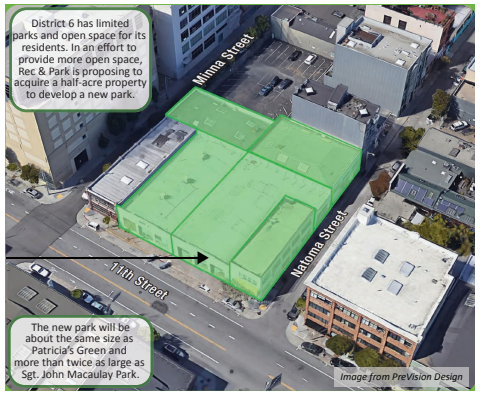
Four new public spaces could be developed in the area by reclaiming underutilized land for public use. These spaces would be built in coordination with private development. Three of the spaces (Oak & Van Ness, 12th St & Otis, and Valencia Hub) are within the public right of way. The fourth, Brady Park, is owned by UA Local 38 Plumbers & Pipefitters Union and BART, and will be developed as a park as part of the development at 1601–1637 Market Street.

The full details for how these spaces will be designed, managed and maintained will be formalized as part of the entitlement process for each development project. These spaces should compliment each other to create a network of spaces to serve the neighborhood. Programming, activation and maintenance will be key to their success. Therefore the adjacent private development plays a critical role in helping to activate and steward the space.

Because the Hub is a relatively small area, many of the new opportunities for larger open space fall directly adjacent to the Hub boundary. This includes:

1. A new park at 11th and Natoma Streets, on land recently purchased by the City for this use.
2. Improvements to Buchanan Mall, an existing open space in the Western Addition neighborhood.
3. Improvements to Koshland Park, an existing open space in the Lower Haight neighborhood.
4. New/Improved Civic Center Public Space identified in the Civic Center Public Realm Plan.
5. Other open spaces in the Plan Area to be determined, either existing or new.

These open spaces could serve people who live and work in the area, as well as provide additional open space amenities for adjacent neighborhoods including the Mission, Soma, Hayes Valley, Civic Center and the Western Addition.



New park and 11th & Natoma Streets

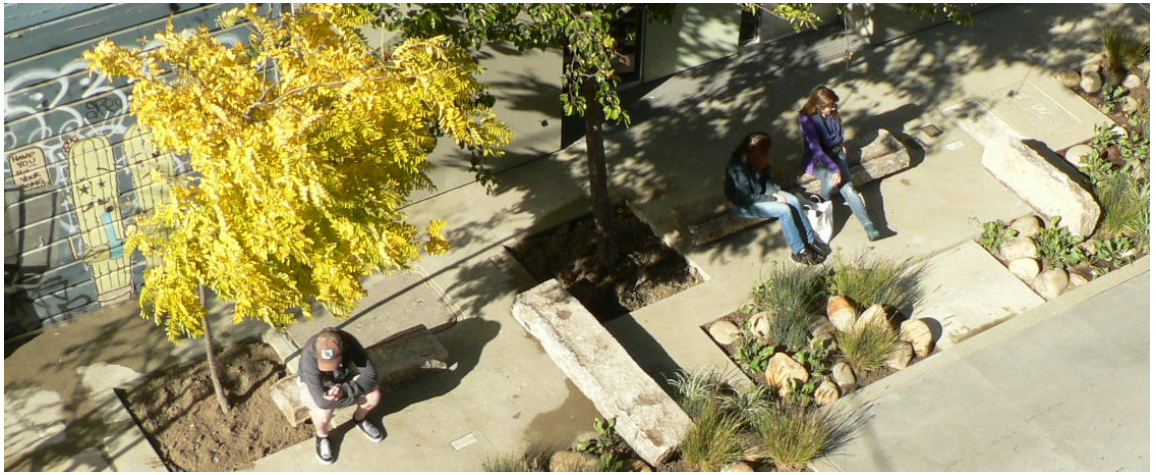
Planned Civic Center Public Space (From Civic Center Public Realm Plan)

Buchanan Mall

POTENTIAL OPEN SPACE AMENITIES

New open spaces could include amenities such as a dog park, a plaza fronted by commercial uses, a playground or a community garden.

Dog park/run



Living Street & Alley

Plaza fronted by commercial uses

Playground

Community Garden

PROGRAMMING IDEAS

New open spaces could be programmed in different ways to ensure that the space is active and well-used. Programming could be permanent or temporary. Ideas include cultural and arts events, outdoor markets or a farmers market, temporary kiosks or food trucks, public art, or moveable seating.

Culture & arts events

Outdoor Market

Temporary kiosks like food trucks

Public Art

Moveable seating

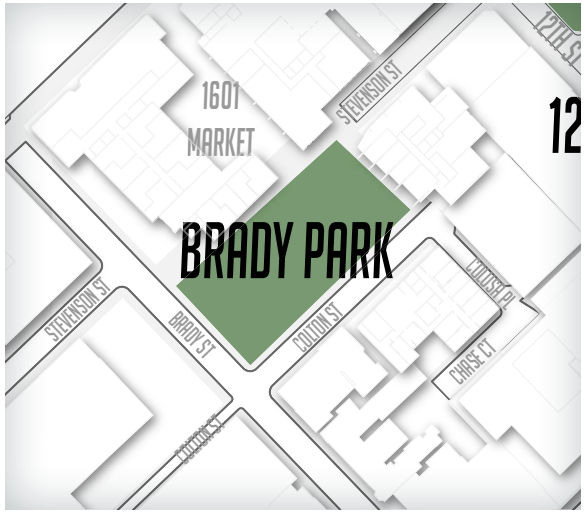
GENERAL DESIGN STRATEGIES

- The space should be designed to feel welcoming and invite active public use.
- The space should be integrated into the larger street or alley network and coordinated in design with other spaces, where appropriate.
- The space should not be developed without a clear maintenance plan, developed in close coordination with adjacent property owner(s)
- The space should include standard improvements, including lighting, seating, and greening, and should use high quality materials throughout.
- The space should be designed to include an appropriate level of programming to ensure the space is active, well-used and open to all.
- The space should be bordered by active uses with a high level of transparency to attract users and to promote visual permeability between building and open space. Adjacent retail uses that take spatial advantage of the new open space are ideal.
- The space should serve a diverse range of users including those of different ages, socioeconomic status, and abilities.
- The space should be safe and welcoming 24 hours a day, 7 days a week.

SITE SPECIFIC DESIGN STRATEGIES

BRADY PARK

A new 20,725 sq. ft. park will be built as part of the development at 1601-1637 Market Street.



Brady Park Open Space

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Create a neighborhood-serving public park to add safe new green open space for new families and residents throughout the Hub
- Provide outdoor retail/service opportunities associated with the 1601-1637 Market Street development such as a coffee/food/service kiosk on the Park
- Ensure that the frontage bordering the park includes active retail to promote public interaction and to provide a vibrant and inviting experience at the park's edge.
- Residential units at grade adjacent to a public open space should provide a primary entrance that is accessible to that space, as per the Ground Floor Residential Design Guidelines.
- Coordinate programming and activation opportunities with other public spaces, such as the open space at 12th Street & Otis, for a cohesive and continuous public realm experience.
- Along with points of activity, consider spots of respite and reflection conducive to an interior block space bordered by retail and residential uses.
- Periodically host cultural and other events. Events may include; markets, festivals, music performances, dance performances and outdoor movies.

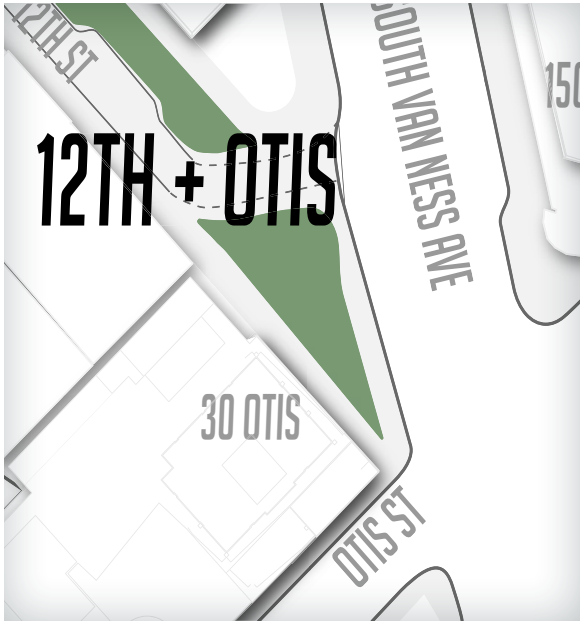
Bryant Park - New York, NY

Skyline Park - Denver, CO

World Wide Plaza - New York, NY

12TH ST & OTIS ST

A new 9,328 sq. ft. public plaza is planned by reconfiguring the public right of way on 12th Street. The open space will be built as part of the 30 Otis development project, and is consistent with plans developed by the Van Ness Improvement Project. Design, programming and activation will be done in coordination with the development of 30 Otis. The plaza will connect to a linear open space along the east side of 12th Street, built in coordination with the 10 South Van Ness development project.



12th & Otis

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Consider 12th Street for occasional partial or full street closure to host events such as 'off the grid', markets, fairs, and performances, including from the adjacent ballet school.
- Ensure that the development at 30 Otis provides a transparent and active frontage immediately adjacent to the plaza. Retail uses on the plaza are strongly preferred. More intensive building uses should be provided at the corner of Otis and 12th Street.
- Coordinate programming and activation opportunities with nearby neighborhood areas including Brady Park for a cohesive and continuous public realm experience.

Jane Warner Plaza - San Francisco, CA

Mint Plaza - San Francisco, CA

30 Otis Development

VALENCIA HUB

A new open space of 8,500 sq. ft. will be built as part of the development at 1699 Market Street (former Flax site). The open space is located on excess public right of way that is currently used for parking. In the future, the open space could be expanded to a total of 19,050 sq. ft. along Valencia to McCoppin and programmed in coordination with the development at 1707 Market (Travel Lodge).

Valencia Hub

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Use high-quality materials that clearly define the area as a public space. Employ changes in materials/detailing to clarify various zones of use (e.g. sidewalk throughway vs. cafe seating areas, etc.)
- Call-out the corner of Valencia and Market Street as the historic transportation and street car hub, via artwork and/or interpretive streetscape elements.
- Provide elements such as moveable seating, that complement and support adjacent retail uses associated with the 1699 Market Street development, as well as future Valencia development.
- Consider installing a bike maintenance station that serves the intersection of two major city bike routes.

1699 Market St Development

Duboce Park - San Francisco, CA

Community Bike Maintenance Station

OAK ST & VAN NESS AVE

A new 5,779 sq. ft. open space could be built by extending the sidewalk adjacent to the development at One Oak, just west of Van Ness Avenue. The open space would be built in coordination with the development of One Oak.

Oak & Van Ness

DESIGN AND PROGRAMMING RECOMMENDATIONS

- Require active retail directly fronting on and utilizing the plaza to provide all-day activation
- Create flexible retail/cafe kiosks on the north side of the block, in coordination with 25 Van Ness, to activate both sides of the street
- Use design elements including, visual corridors, programming, and paving to clearly signal this plaza as a public space; Reflect the themes of the area's cultural institutions in the design and programming of the space.
- Provide seating, planting, and other site elements that will complement the adjacent retail use proposed as part of the 1 Oak Street development and proposed 25 Van Ness kiosks.
- Create a privately-funded entity to program and maintain the space in the long-term
- Create a one-stop arts district ticket booth to catalyze and highlight nearby arts and cultural uses
- Periodically host cultural and event programming. Events may include; markets, festivals, music performances and dance performances. The space should be flexible enough to accommodate a wide-range of events and programming.
- Utilize transit signage and transportation design themes to facilitate easy and intuitive access to transit and neighborhood amenities.
- Integrate design requirements from Better Market Street and Van Ness BRT into the space so that it is well-integrated into the Van Ness and Market Street public realms.

One Arts Plaza - Dallas, TX

Bryant Park - New York, NY

Outdoor Music Performances

IMPLEMENTATION

MECHANISMS TO BUILD AND FUND PUBLIC IMPROVEMENTS

Public Realm improvements can be built and funded by several different mechanisms:

CITY SPONSORED PROJECT

Some public realm projects may be fully or partially funded by the City. City-sponsored street improvement projects associated with repaving and utility replacement may also include a streetscape component and are often completed using grant or bond funds. Other City programs, such as the GroundPlay program, allow for sponsors to implement short-term, temporary installations that can improve the public realm and test new design and programmatic ideas.

DEVELOPMENT FEES

Development projects may also be subject to project-specific impact fees that can be used, at the discretion of the Market and Octavia Community Advisory Committee (CAC), for streetscape improvements. This Public Realm Plan will help guide implementation as these funds become available. A project sponsor also has the option to provide public improvements through an in-kind agreement, in lieu of paying the applicable impact fees. The in-kind fee waiver must be reviewed by the Market and Octavia CAC, and approved by the Interagency Plan Implementation Committee (IPIC) and by the Planning Commission.

DEVELOPMENT REQUIREMENTS

The San Francisco Planning Code requires that projects of a certain size make improvements to the street frontage adjacent to the property. Most new development projects within Market Octavia Plan area will be required to implement streetscape improvements, many of which may be street or alleyway improvements guided by the street design guidelines in San Francisco's Better Streets Plan and supported by San Francisco's Complete Streets policy, Vision Zero goals, and other relevant policy goals. These specific improvements can include traffic calming improvements designed to improve pedestrian safety as well as placemaking elements such as special paving, seating, lighting, tree planting, landscaping, site furnishings or "living alley" improvements.

PRIVATE SPONSOR IMPROVEMENTS

Public realm improvements, including Living Alleys, Parklets, plazas, and other open spaces, can be proposed, implemented, maintained, stewarded, and activated with programming by a private sponsor. Sponsors may include benefit and improvement districts, community-based organizations, schools, residents, property owners, business owners, and merchants. Private activation of public spaces can sometimes be the best way to assure consistent activation and programming of public spaces, and the City strongly encourages these public-private partnerships to benefit the public in the long-term with well-activated and stewarded public spaces. The City offers many programs for private sponsors to design and implement improvements to the public realm.

Projects of a certain size are required to make improvements to the street frontage adjacent to the property. As such, many of the street and alley improvements envisioned for this area are expected

to be built in coordination with private development. These improvements include:

- A small portion of 11th Street between Market and Mission Streets, is envisioned to be built as part of the development at 1500 Mission Street project (the “Goodwill site”); the rest of 11th Street is likely to be built by the City
- Portions of 12th Street, could be built as part of the development at 10 South Van Ness project (the “Honda site”), 1601-1637 Market Street (the “Brady Block”), and 30 Otis. A new plaza at 12th Street and Otis could be built in coordination with the new development at 30 Otis. Phasing of improvements would need to be determined by the City.
- 13th Street, could be partially built as part of the development at 1695 Mission Street (the “Discount Builder’s site”) and 170 South Van Ness (the “Cash and Carry site”), as well as part of the development of 1699 Howard Street (the “BMW site”) and 1690 Folsom Street (the “Sports Authority site”), if and when any or all of these large parcels develop.
- Portions of Market Street between 12 Street and Van Ness Avenue could be built in coordination with development projects along Market Street. These improvements would need to be coordinated with the City’s Better Market Street Project.
- Oak Street, could be built as part of the development at 1554 Market, One Oak, and at 98 Franklin. A new plaza at Oak Street and Van Ness Avenue could be built in coordination with the One Oak development. Phasing of improvements would need to be determined by the City.
- South Van Ness Avenue, could be built as part of the development at 99 South Van Ness (the “Public Storage site”) and 170 South Van Ness (the “Cash and Carry site”), if and when those parcels develop.

EXHIBIT VI.4 – SUMMARY OF REVISIONS - GENERAL PLAN

Summary of General Plan Revisions to the Market and Octavia Area Plan

This document conveys revisions as part of the Market and Octavia Area Plan Amendment legislative package.

#	Topic	Change	Rationale
Introduction and Chapter 1	Racial and Social Equity	Incorporates a policy to apply a racial and social equity lens to the community planning process	The City has made a commitment to racial and social equity as a core tenet of our values, culture, and institutional practices. Incorporating practices of equity in this area plan is essential for equitable planning.
Chapter 1 and through out	Land Use and Urban Form	Change the name SoMa West to "the Hub"	The intersection of Market, Valencia, Haight and Gough Streets was once known as "The Hub" because of the area's distinctive block pattern and intersection for the four cable car lines as they traveled across the City. The name eventually came to represent the surrounding neighborhood as well, which is the basis for the Van Ness and Market Special Use District (SUD).
Chapter 1 and through out	Land Use and Urban Form	Update the purpose and related policies of the SUD to emphasize and incorporate uses that are neighborhood serving and accessible to sustainable transportation. The intent of this SUD to encourage uses that support neighborhood residents and businesses. Remove "Downtown" from the name of the SUD, to read as Van Ness & Market Residential Special Use District (note: name amendment occurs in other applicable code areas)	Per MO Policy 1.1.4, As Soma West or the "Hub" area evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood serving uses to support an increasing residential population. The name of the SUD is amended to reflect this intention. Other specific language that supports this intent has been added as well.
Figure 3	Land Use and Urban Form	Remove table	Table is outdated and too specific to be included in the General Plan as zoning standards often change and the General Plan can only be amended through a legislative process.
Map 1	Land Use	Amend map with generalized land use districts	Specific land use designations should not be contained in the General Plan as zoning standards often change and the General Plan can only be amended through a legislative process.
Policy 1.1.6	Land Use and Urban Form	Add 'arts organizations' to the policy as an organization to be preserved and enhanced in the plan area.	Arts Organizations, including community-based arts and cultural organizations are vital assets that should be preserved and enhanced in the plan area.
Policy 1.2.4	Urban Form	Update policy based on proposed heights	The street wall helps define public space, city identity, and promote interesting pedestrian spaces. Complies with existing Urban Design Guidelines.

#	Topic	Change	Rationale
Map 3	Urban Form	Amend map with generalized maximum height districts	Specific height designations should not be contained in the General Plan as zoning standards often change and the General Plan can only be amended through a legislative process.
Chapter 2	Housing	Elaborates on existing policy to consider amenities for families with children in residential buildings.	Maximize the amount and types of housing in the neighborhood to serve a wide variety of people, including a range of family compositions.
Objective 2.3	Housing	Delete specific data reference.	Non-substantive change to explanatory text.
Objective 2.3	Housing	Amend policy to incorporate language on tenant protections and preserving the affordability of existing housing stock	Preservation of existing housing affordable to vulnerable populations and tenant protections are two effective strategies to reduce the risk of displacement and mitigate its impacts on vulnerable populations.
Chapter 3, 4 and through out	Sustainability and Climate Resilience	Incorporate various policy direction that supports sustainability and climate resilience such as air quality, biodiversity, energy efficiency, water conservation, and zero waste.	Policies support existing Citywide climate resilience and biodiversity goals: a net-zero emission city that is climate adapted to protect people from extreme heat, flooding, and poor air quality; where local plants and wildlife thrive; and people are connected to nature every day.
Objective 3.3	Historic Preservation	As previously written, the objective referred only to landmarks locally designated under Article 10 of the Planning Code and buildings that are formally listed in the California and National Registers. The objective has been revised to also refer to buildings identified under Article 11 of the Planning Code and buildings that have been determined eligible for listing in the California and National Registers.	The language was revised to accurately reflect the full range of buildings that are considered historic resources for the purposes of review by the Planning Department.
Policy 3.6 + Map 4a.	Historic Preservation	Updated map and policy with current information.	As written, the policy and map did not refer to the findings of the 2018/19 Hub Historic Resource Survey, which identified five new individual historic resources and clarified the historic status of other buildings.
Chapter 4	Streets and Open Spaces	Define term public realm	Non-substantive change to explanatory text
Policy 4.1.4.	Streets and Open Spaces	Amend policy to encourage inclusion of public art projects and programs in the design of building facades fronting streets and alleys.	Public art plays an essential role in the civic life of our city. In urban places like the Market and Octavia neighborhood, where streets, parks, and plazas are where civic life unfolds, public art takes on a broad range of meanings that enriches the overall quality of public space.

#	Topic	Change	Rationale
Policy 4.2.1	Streets and Open Spaces	Remove completed action	McCoppin Plaza design has been completed. Added considerations for future design if space were to be redesigned.
Policy 4.3.1	Streets and Open Spaces	Update policy with City's Better Market Street project	Better Market Street adopted in 2019.
Chapter 4, 5 +7	Streets and Open Spaces	Update policies with current conceptual design intent from the Hub Public Realm Plan. Remove Figures 11 + 12 as they are updated through Hub Public Realm Plan.	The Hub Public Realm Plan includes conceptual designs of various public spaces, including streets and alleys. These designs have been development through the community planning processes, building off initial ideas from the Market and Octavia Area Plan. Also removes outdated content associated with various approved streetscape/transit projects such as Van Ness BRT.
Map 10	Balancing Transportation Choices	Updated Map 10: "Frontages Where Curb Cuts Are Not Permitted" Map with current zoning	Update map with accurate data.
Policy 5.1.4	Balancing Transportation Choices	Update Transit Impact Development Fee (TIDF) with newly renamed fee (TSF).	Update to reflect the current name of the fee.
Policy 5.2.5	Balancing Transportation Choices	Policy has been amended to consider building design when designing off street loading	When developments are required to have off-street loading the building design and accurate demand of loading space should be consider to minimize impacts to the public realm.
All Maps		Map Clean Up	Non-substantive change to plan area boundary.
Various Chapters	varies	varies	Non-substantive change to explanatory text, including correcting typos, and/or deletion due to outdated information, or renumbering as needed.
Arts Element	Arts Organizations	Add new policy to encourage non-profit arts on the ground floor	Non-profit art organizations are critical to strengthening neighborhoods, building community infrastructure and fostering positive social change. In order for them to continue operation and remain accessible to residents and visitors, the City should support policies that encourage that ground floor space be made available for non-profit arts organizations.
Housing Element, Policy 4.1 + 4.2	Housing Element	Add new Policy 4.1 to promote housing for families with children in new development by locating multi-bedroom units near common open space and amenities or with easy access to the street; and by incorporating child-friendly amenities into common open and indoor spaces. Refine Policy 4.2 to center on existing housing.	Retaining families promotes sustainable communities and public health benefits. Families contribute to the local economy, culture and community.

EXHIBIT VI.5 – SUMMARY OF REVISIONS - PLANNING CODE

Summary of Planning Code Revisions

This document conveys a summary of revisions as part of the Market and Octavia Area Plan Amendment legislative package.

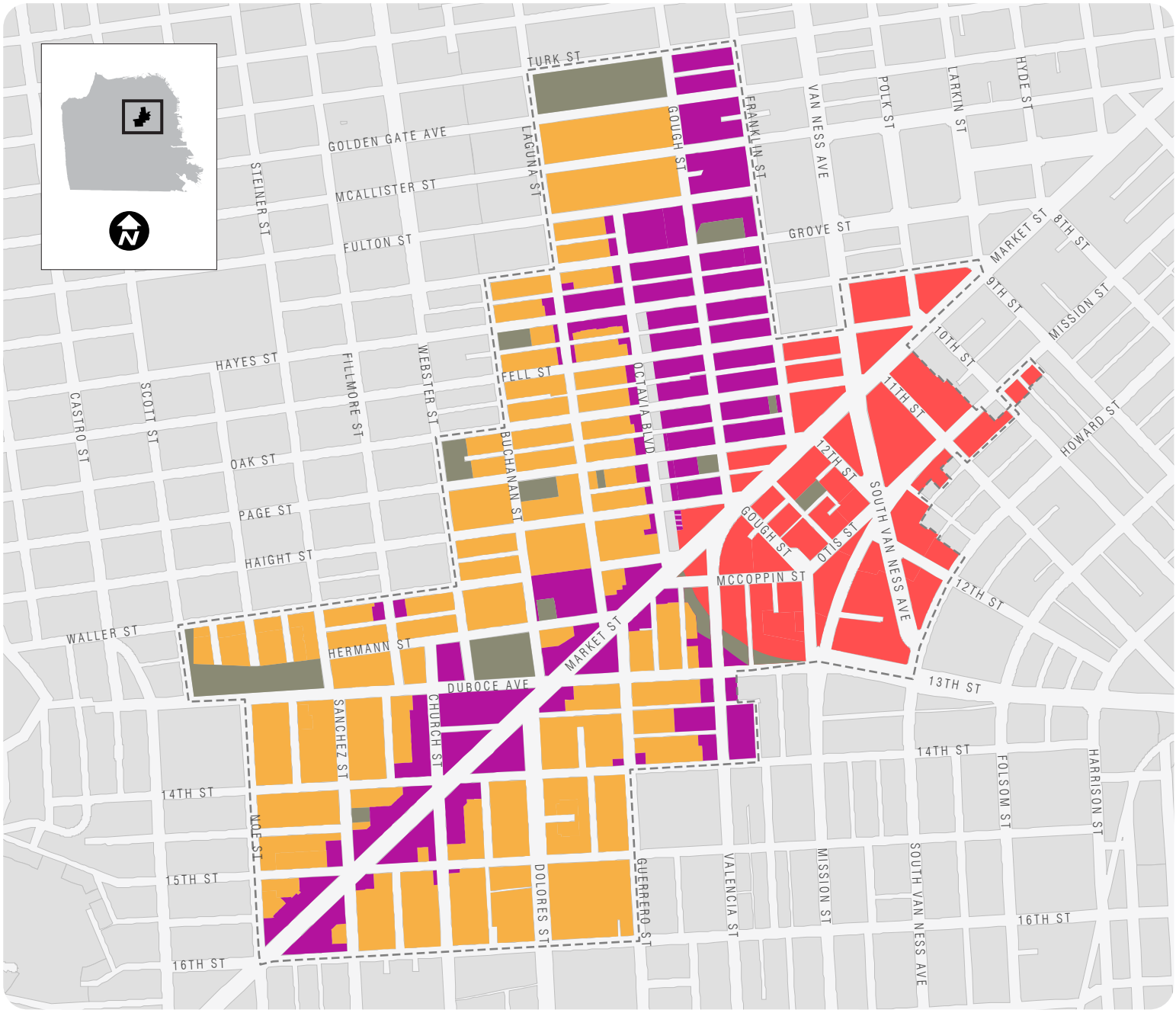
#	Section	Change	Rationale
Clarify the intent of the Van Ness and Market Special Use District (SUD)			
1	249.33 + other various locations (145.4 , 424.3, etc)	Update the purpose of the SUD and clarify the intent is to serve neighborhood residents and businesses. neighborhood serving. While the underling zoning is C-3-G, the provisions in the SUD are intended to support neighborhood serving uses. Remove "Downtown" from the name of the SUD, to read as Van Ness and Market Residential SUD *(note: name amendment occurs in other applicable code areas).* Add clause that the zoning provisions outlined in the 1629 Market Street Special Use District and 1500 Mission Special Use District shall prevail.	Per MO Policy 1.1.4, As Soma West or the "Hub" area evolves into a high-density mixed-use neighborhood, encourage the concurrent development of neighborhood serving uses to support an increasing residential population. The name of the SUD is amended to reflect this intention.
2	249.33 + 207.6	Extend NTC-3 dwelling unit mix requirements to the entire Van Ness and Market SUD. Allow an exception through Section 309 if projects cannot meet this requirement. Amend Section 207.6 to reference the Van Ness and Market SUD.	Carry forward this control from the NCT-3 zoning district. This is to ensure an adequate supply of family-sized units in new housing stock.
3	424.3	Amend the code with the revised name for the Special Use District (SUD). No other changes proposed.	Remove the word 'downtown' in the name of the Van Ness and Market Residential SUD to better reflect the purpose of the SUD. Provide consistent terminology for amended name of the SUD.
Parking			
4	151.1	Amend the code to establish a maximum of up to 0.25 cars per dwelling unit. Remove the option to apply for a conditional use authorization for additional parking up to .50 cars per swelling unit.	Per MO Policy 2.2.3, Eliminate residential parking requirements and introduce a maximum parking cap.
5	249.33	Amend the code to allow projects that provide 25% on site affordable housing to have the accessory non-residential parking be used as accessory residential parking for dwelling units within the same project. Maximum of .40 spaces per DU.	Allow some flexibility for residential parking for projects that provide additional affordable housing on-site. The total number of parking spaces that are permitted for both residential and non-residential uses would not increase.
Non-Residential Controls			
6	249.33	Amend the code to allow non-residential uses above the 4th floor. Amend the code to have a 3:1 required ratio of residential to non-residential uses. Public Facilities, Art Activities, and replacement of existing office uses would be exempt.	Per MO objective 7.1, create a vibrant new mixed-use neighborhood in SoMa West.
7	249.33	Amend the code to add a new section requiring a Conditional Use Authorization for Formula Retail uses.	Carry forward this control from the NCT-3 zoning district. Maintain existing controls for formula retail for parcels currently zoned NCT-3. Parcels east of Van Ness and South

#	Section	Change	Rationale
			Van Ness would not be subject to this requirement, as is the case today.
8	249.33	Amend the code to add a new section requiring a Conditional Use Authorization for retail use sizes that exceed 6,000 gross sq. ft.	Carry forward this control from the NCT-3 zoning district. Provide some restrictions to ensure that a proposed use, at the size and intensity contemplated is necessary, desirable and compatible for the neighborhood.
9	249.33	Amend the code to add a new section requiring Micro Retail for every 20,000 square feet of lot area. Allow an exception through Section 309 if projects cannot meet this requirement.	Support affordability and diversity of retail by requiring smaller spaces in large development. Exceptions could be granted for any project providing ground floor uses defined as Arts Activities, Child Care Facility, Social Service, Community Facility, Public Facility or Legacy Business.
10	249.33	Amend the code to ensure that all cannabis related uses comply with Planning Code Section 752.	Carry forward this control from the NCT-3 zoning district. Provide some restrictions to ensure more neighborhood serving uses.
Sustainability			
11	249.33	Expand the requirement for living roofs to 50% of the roof area for certain sites and encourage vertical living walls on building facades on large developments. Allow a waiver through Section 307 if projects cannot meet this requirement.	Per MOAP Objective 3.2: Enhance environmental sustainability through building design
Building Mass			
12	249.33	Amend the code to update lot coverage controls	To ensure residential projects provide some open space and are not full lot coverage.
13	261.1	Amend the code to retain the height controls for properties adjacent to narrow street and alleys	Carry forward this control from the NCT-3 zoning district. Limit heights along alleys in order to provide ample sunlight and air in accordance with the plan principles that relate building heights to street widths. Per MOAP Policy 1.2.3, limit height along alleys.
14	263.19	Amend the code to make this section applicable for all R Bulk Districts and to clarify the expression of maximum height controls for podiums and towers in the R-2 Bulk District and the Van Ness and Market Residential SUD.	Amendment reflects the height proposal and conforms with urban design element supporting slender towers.
15	270	Amend the code to define the podium height	Technical amendment to clarify language pertaining to tower separation by defining the term podium.
16	270	Amend the code to allow the following exceptions to the R2 bulk district. • Buildings up to 350 feet in height may not exceed an average floor area of 10,000 square foot • Buildings taller than 350 feet in height may not exceed an average floor area 12,000 square feet, maximum plan length of 150 feet, and maximum diagonal dimension of 190 feet.	Amendment reflects the height proposal and conforms with urban design element supporting slender towers. In addition, per MOAP Policy 1.2.8, encourage slender residential towers.

#	Section	Change	Rationale
		• Towers taller than 550 feet in height districts of 590 feet and greater may not exceed an average floor area of 18,500 feet between a podium height of 140 170 feet. Building mass above 140 feet shall be set back at least 10 feet from property line for a minimum ratio • Tower sculpting allowed up to certain limits	
17	270.2	Remove the upper story setback adjacent to mid-block alleys for certain projects in the Van Ness Market SUD. Allow for an exception to the requirement that 60% of the alley has to be open to the sky under certain conditions.	Amendment reflects the height proposal and provides some design flexibility.
Use of Impact Fees			
18	416.3	Amend the code to allow projects to receive in-kind credit for the area plan affordable housing impact fees through additional provision of on-site units if they choose to exceed the required amount.	Encourage the provision of more on-site affordable units.
18	421.5	Amend the code to expand the area in which impact fees from the Market and Octavia Infrastructure Fund can be spent from 250' from the Market and Octavia Area Plan boundary to 1,250'. Add reference to the Market Octavia Area Plan- Hub Public Benefits Document.	Provides more flexibility for spending impact fee money on infrastructure projects including open space, transit, streets, childcare. Expands public benefits to adjacent neighborhoods.
19	424.1	Amend the code to incorporate the proposed open space and streetscape projects from the Hub Public Realm Plan.	To reflect public benefits package and projects identified during the community planning process.
20	424.4	Amend the code to add priorities for the use of the Van Ness and Market Affordable Housing fees. The following priorities would apply; 1. Within the Van Ness and Market Residential Special Use District; 2. within 1 mile from the Market Octavia Area Plan; and 3. within the City and County of San Francisco.	The current code does not include priorities for the use of this impact fee. Add priorities for the use of the SUD affordable housing fee to clarify how the funds should be prioritized.
21	424.5	Amend the code to expand the area in which impact fees from the Van Ness and Market Residential Special Use District Infrastructure Fund can be spent from within the Market and Octavia Area Plan boundary to 1,250. Add a reference to the Market Octavia Area Plan- Hub Public Benefits Document.	Provides more flexibility for spending impact fee money on infrastructure projects including open space, transit, streets, childcare. Expands public benefits to adjacent neighborhoods.
22	249.33 + 411A.5	Amend the code to allow projects the option of providing in-kind improvements and receiving a fee-wavier for the Transportation Sustainability Fee (TSF) from the MTA Board.	Per MO Area Plan Objective 5.1 – Improve public transit to make it more reliable, attractive, convenient, and responsive to increasing demand. This allows the option for an in-kind provision to meet an identified public transportation need.

#	Section	Change	Rationale
Exceptions			
25	309	Amend the code to allow for an exception to the micro-retail requirements as permitted in Section 249.11	To provide an exception to the micro-retail requirement if it would cause practical difficulty or unnecessary hardship.
26	309	Amend the code to allow for an exception to receive additional height and bulk as studied in the Hub EIR.	To provide certainty about urban form.
27	309	Amend the code to allow for exceptions to the dwelling unit mix.	Allow exceptions if a project has demonstrated a need or mission to serve unique populations or if the project site features a physical constraint that makes it unreasonable to fulfill the requirement.
28	309	Amend the code to allow for exceptions to the percent coverage requirements.	Allow exceptions only if the Planning Commission finds that percent coverage does not negatively affect the usefulness and intent of the mid-block alley.
Definitions			
29	401	Definition of “Market and Octavia Community Improvements Program” expanded to include the revised “Market and Octavia Community Improvements Program Document” (Appendix C)	To reflect the Market Octavia Area Plan- Hub Public Benefits Document.

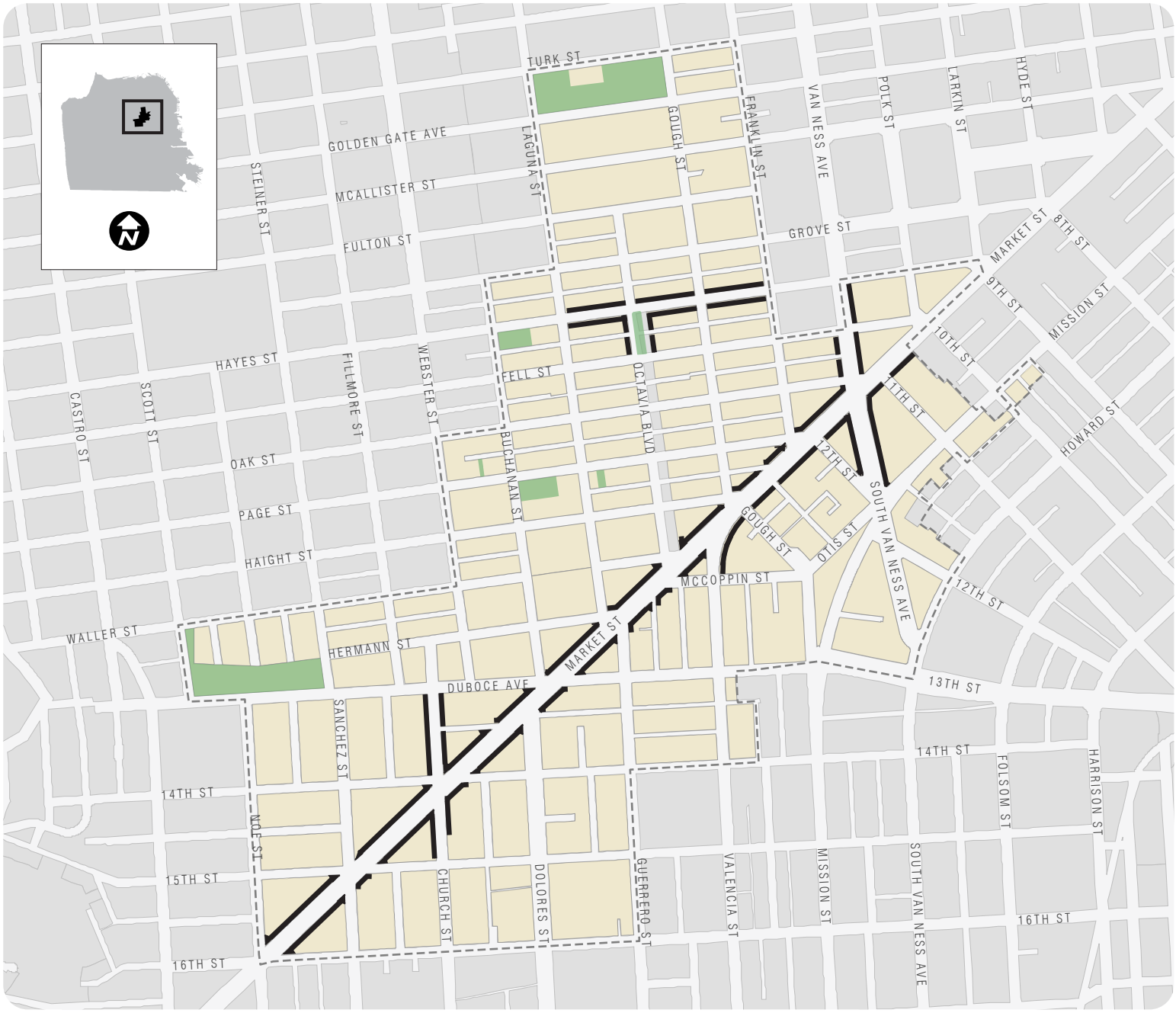
EXHIBIT VI.6 – MARKET AND AREA PLAN MAPS 1 - 12



Generalized Land Use Districts

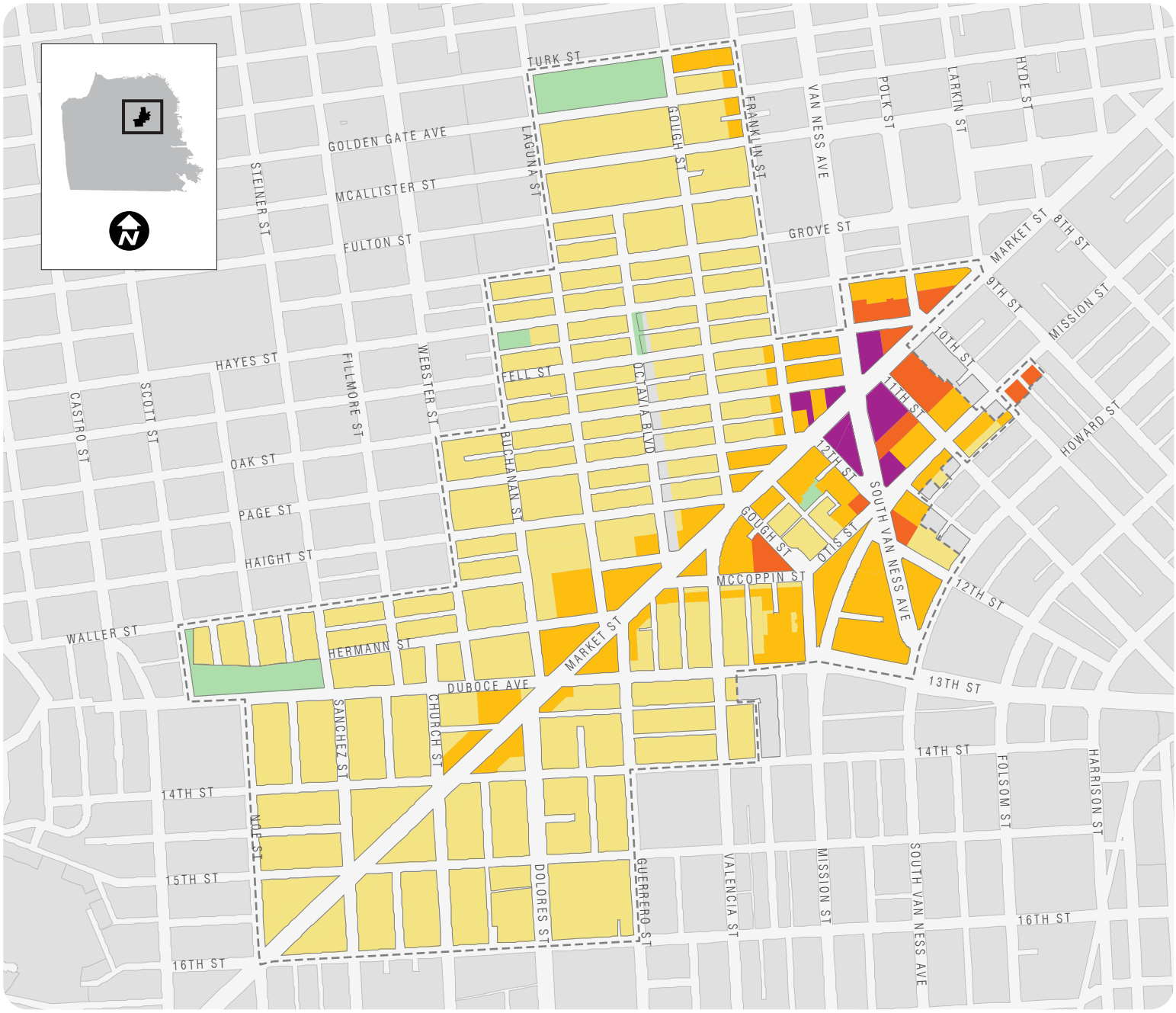
MAP 01

- Residential
- Neighborhood Commercial
- Residential / Mixed Use
- Public



Frontages Where Ground Floor Retail Is Required

MAP 02

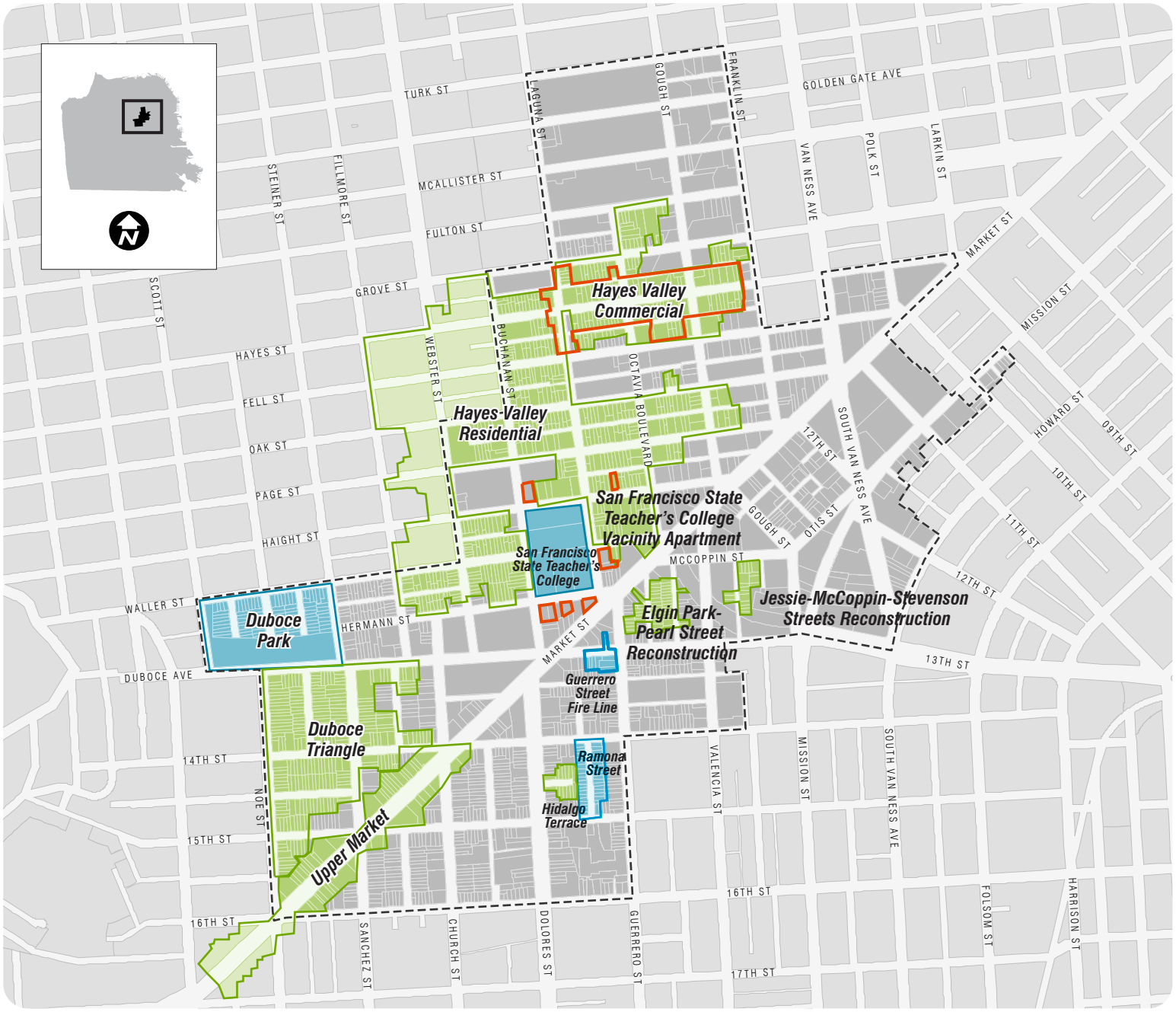


0 500 1,000 2,000 Feet

Generalized Height Districts

MAP 03

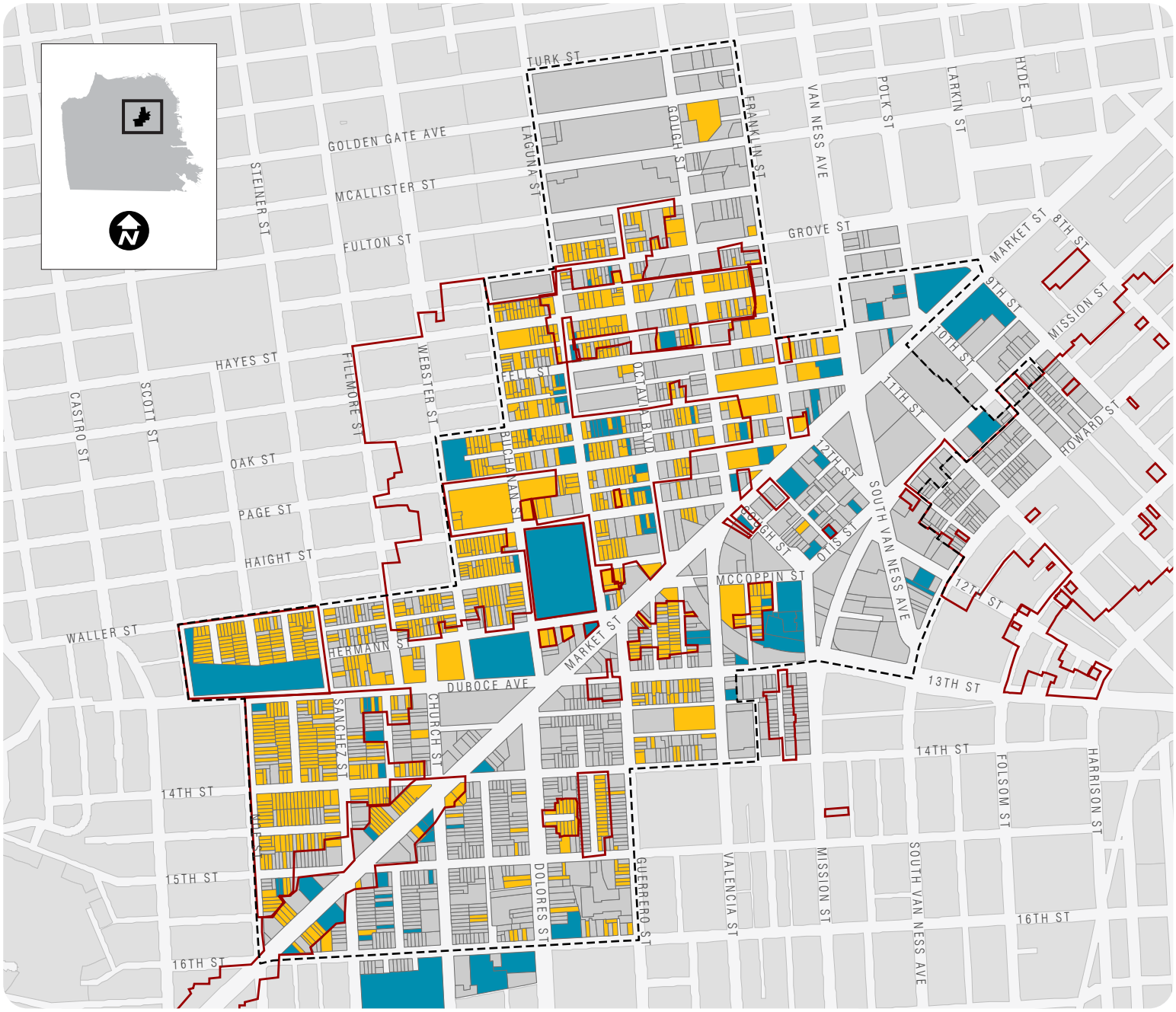
- Open Space
- Low Podium
- High Podium
- Low Tower
- High Tower



Market & Octavia Area Plan Level Survey Identified Historic Districts

MAP 4

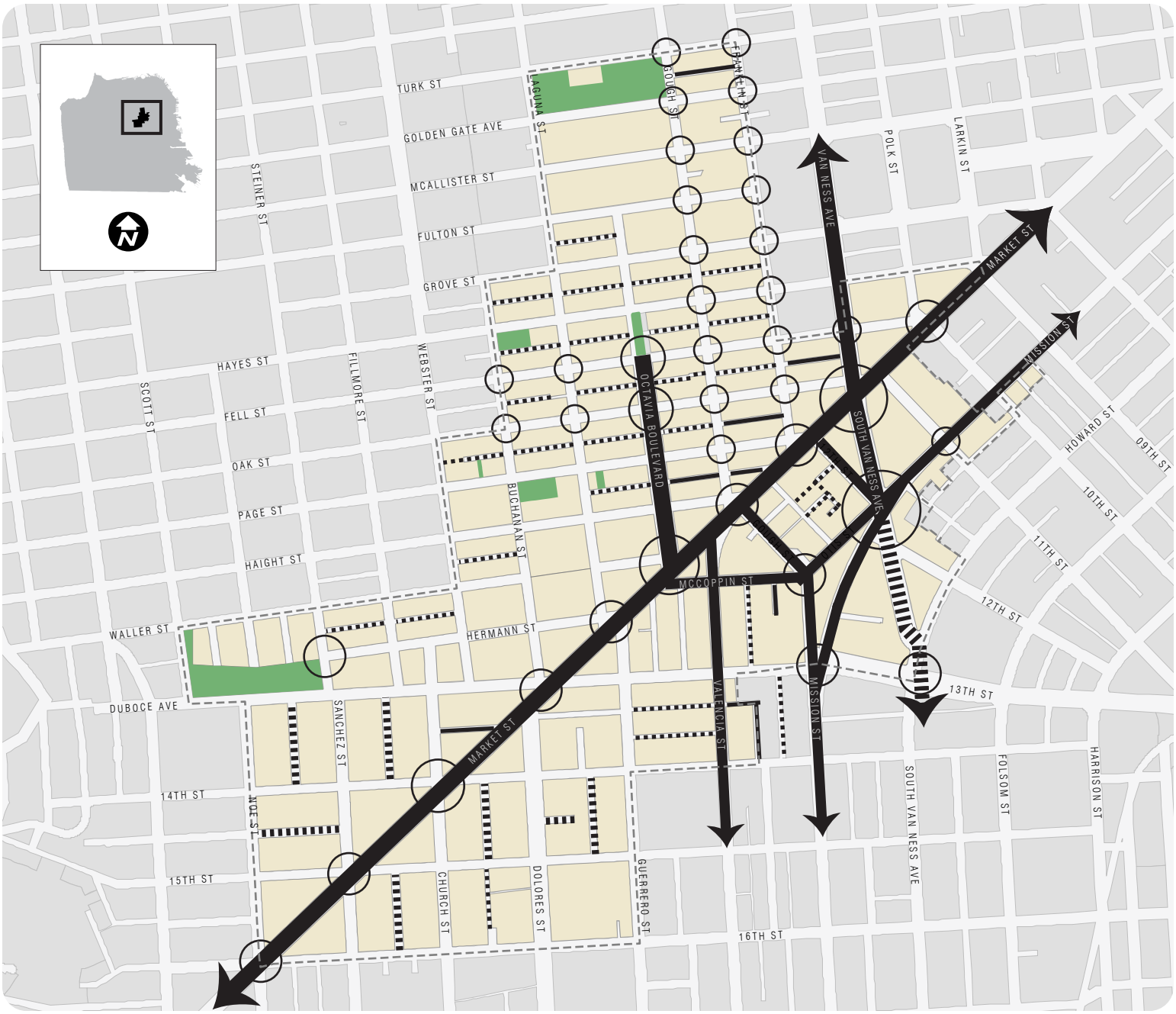
- Locally Significant District
- California Register District
- National Register District



Market & Octavia Area Plan
Individual Resource and District Contributor Map

MAP 4a

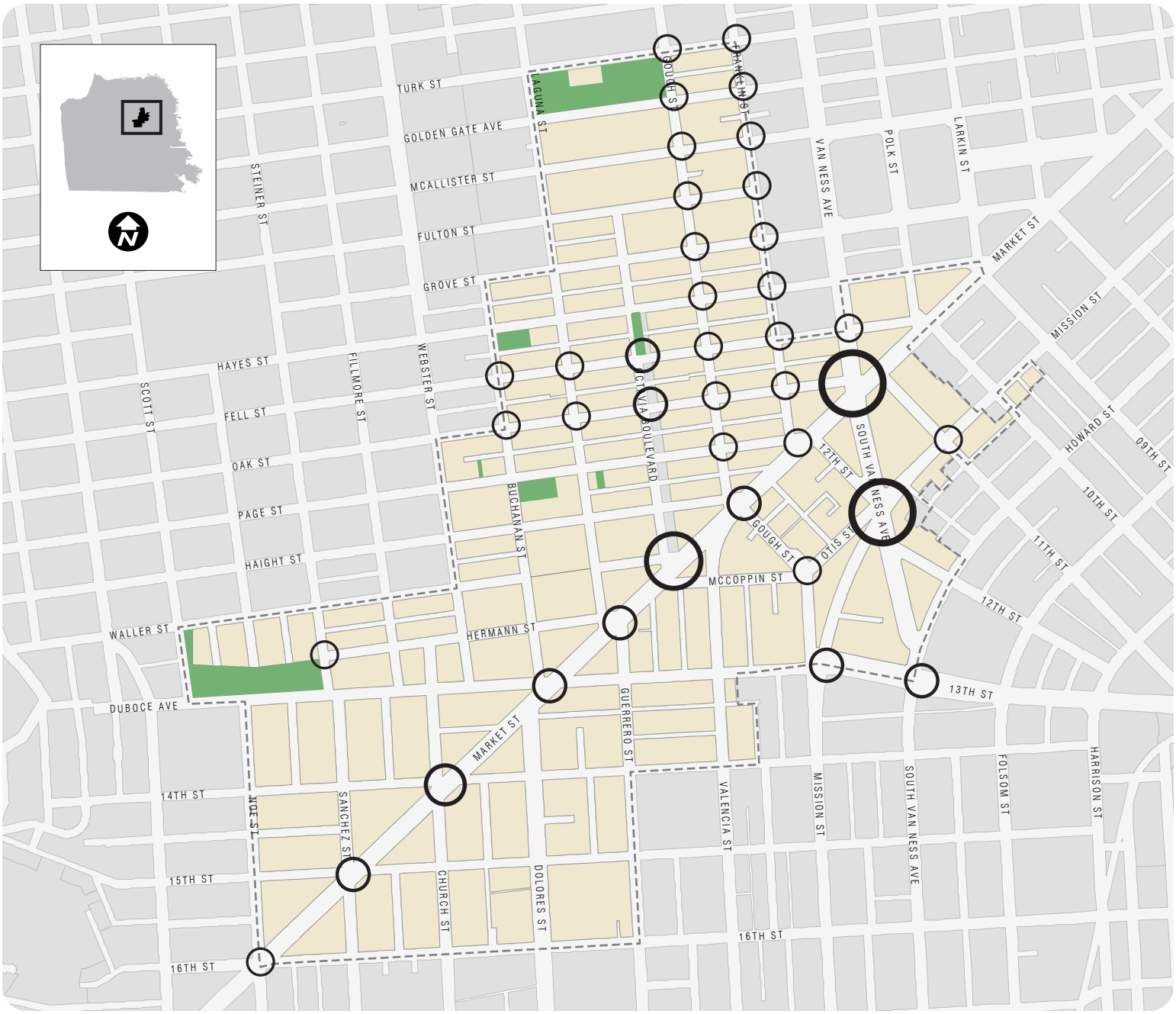
- Market & Octavia Area Plan Boundary
- Historic District Boundary
- Individual Resource
- Not a Resource
- District Contributor



System of Civic Streets and Open Spaces

MAP 05

- Priority Streets for Civic Improvements
- Streets for Civic Improvements
- Intersections for Traffic Calming
- Alleys
- Residential alleys suitable for "living alley" improvements
- Public Open Spaces



0 500 1,000 2,000 Feet

Priority Intersections for Pedestrian Improvements

MAP 06

Improvement Level

○ ○ ○ ◯ ◯

Low.....High

0 500 1,000 2,000 Feet

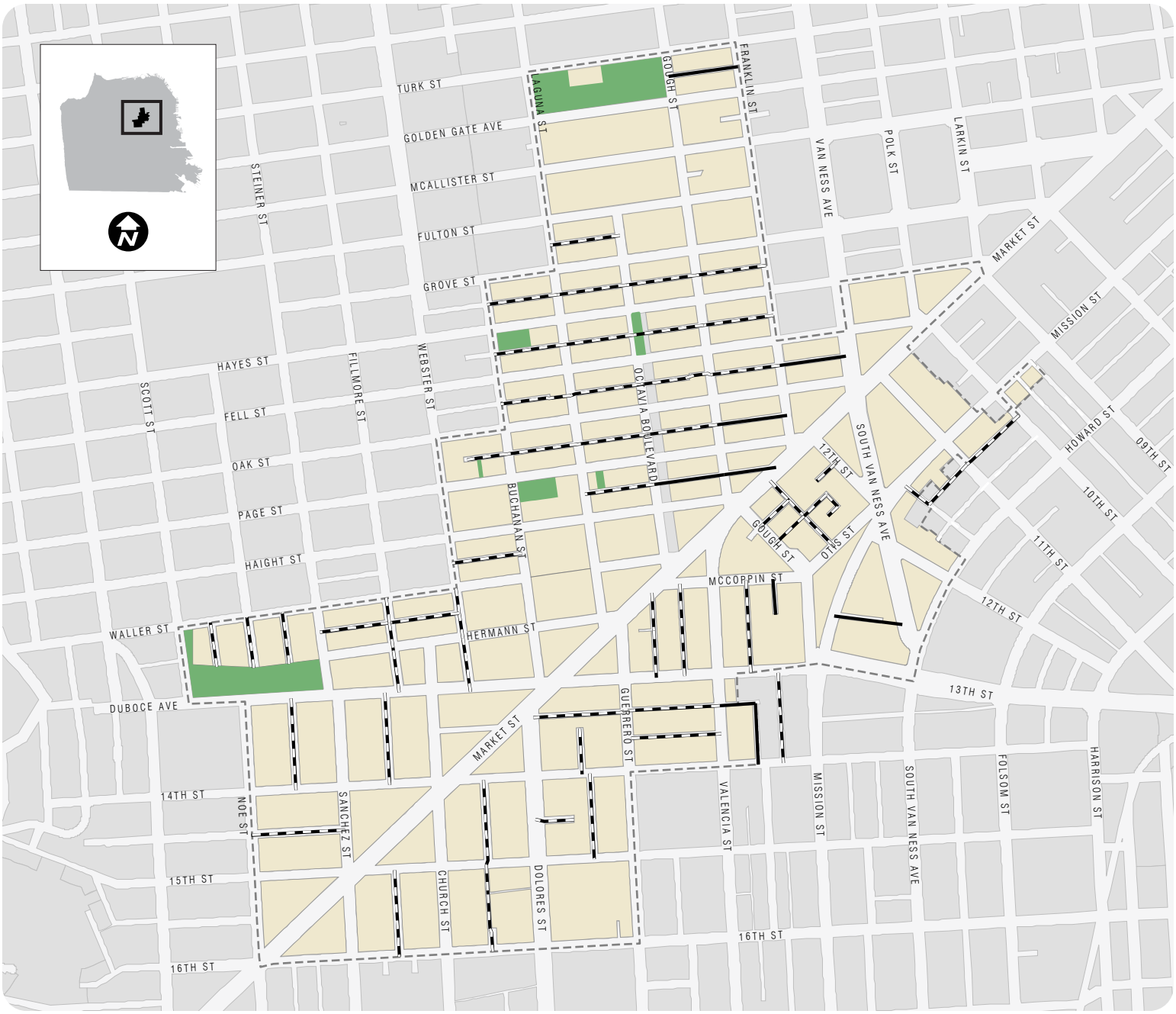
Priority Streets for Tree Plantings

MAP 07

First Priority Streets for Tree Planting

Second Priority Streets for Tree Planting

Second Priority (Should public ROW be re-established)

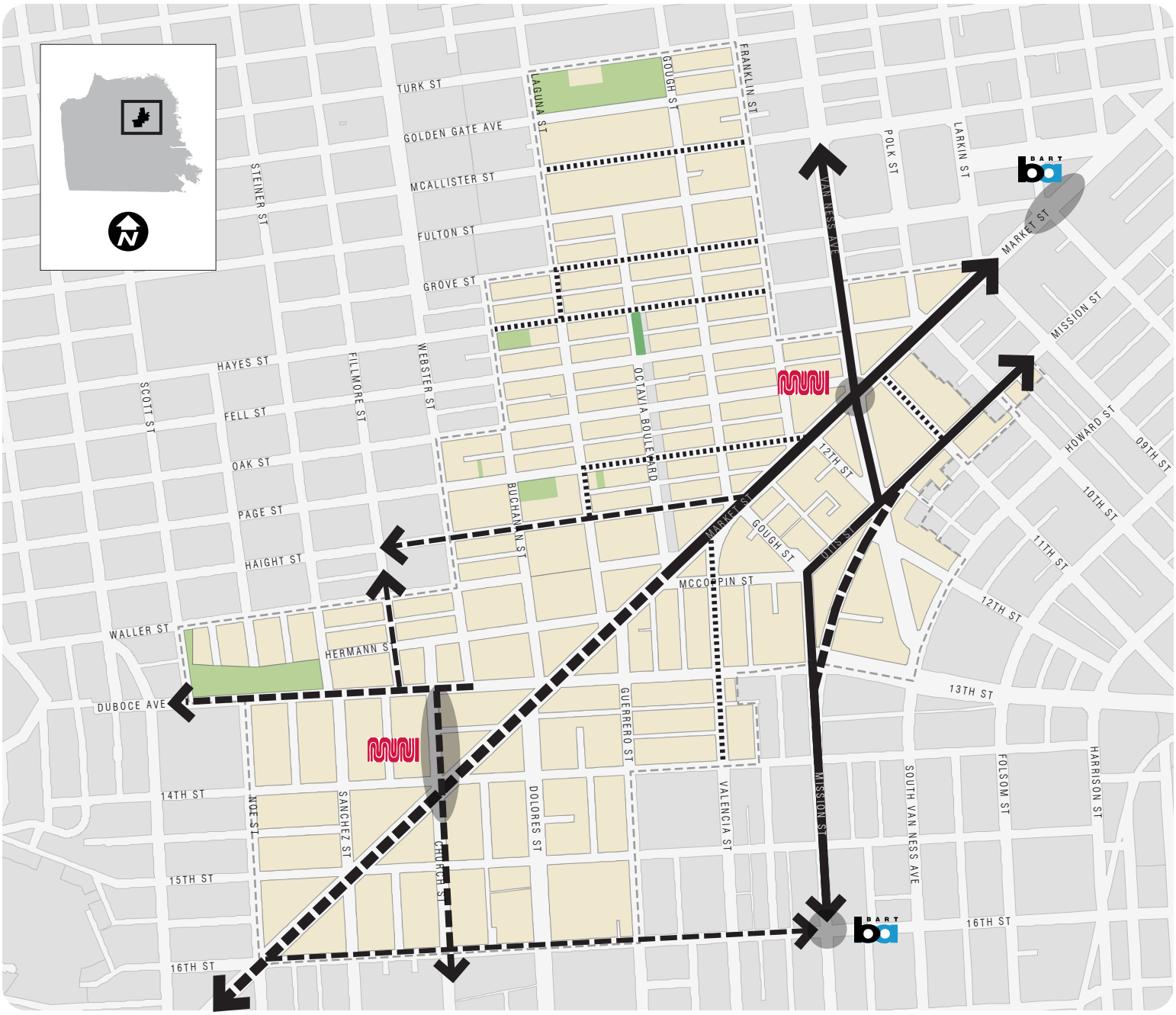


Alleys for “Living Alley” Improvements

MAP 08

Predominantly Non-Residential Alleys

Public Rights-of-Way Suitable for "Living Alley" Improvements



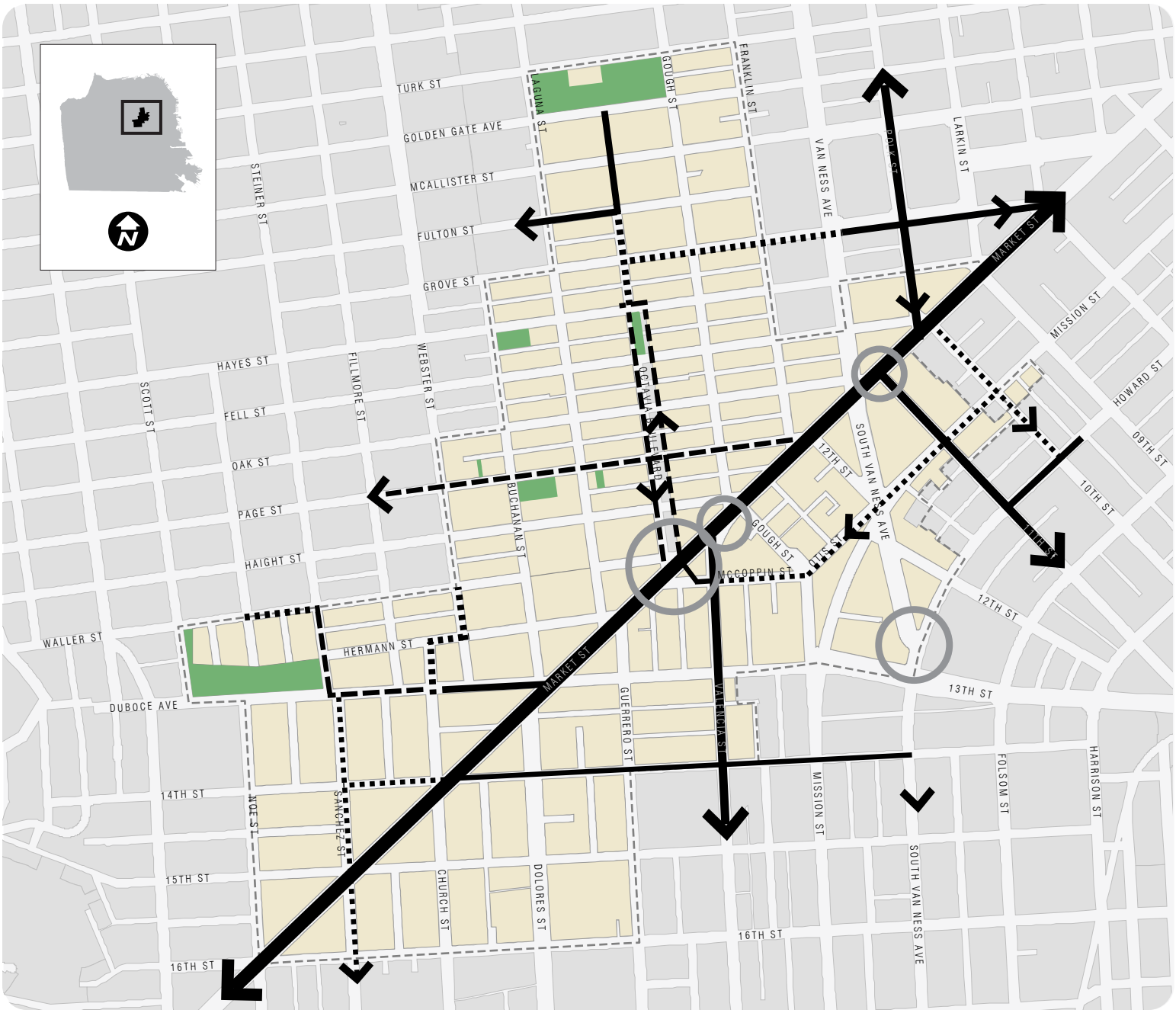
Important High Capacity Transit Corridors

MAP 09

- Dedicated Transit Only Lanes
- Transit Priority (Bus-bulbs, Signal Pre-emption)
- Existing Bus Service, No Change Proposed
- Important Transit Facilities

Frontages Where Curb Cuts Are Not Permitted

MAP 10

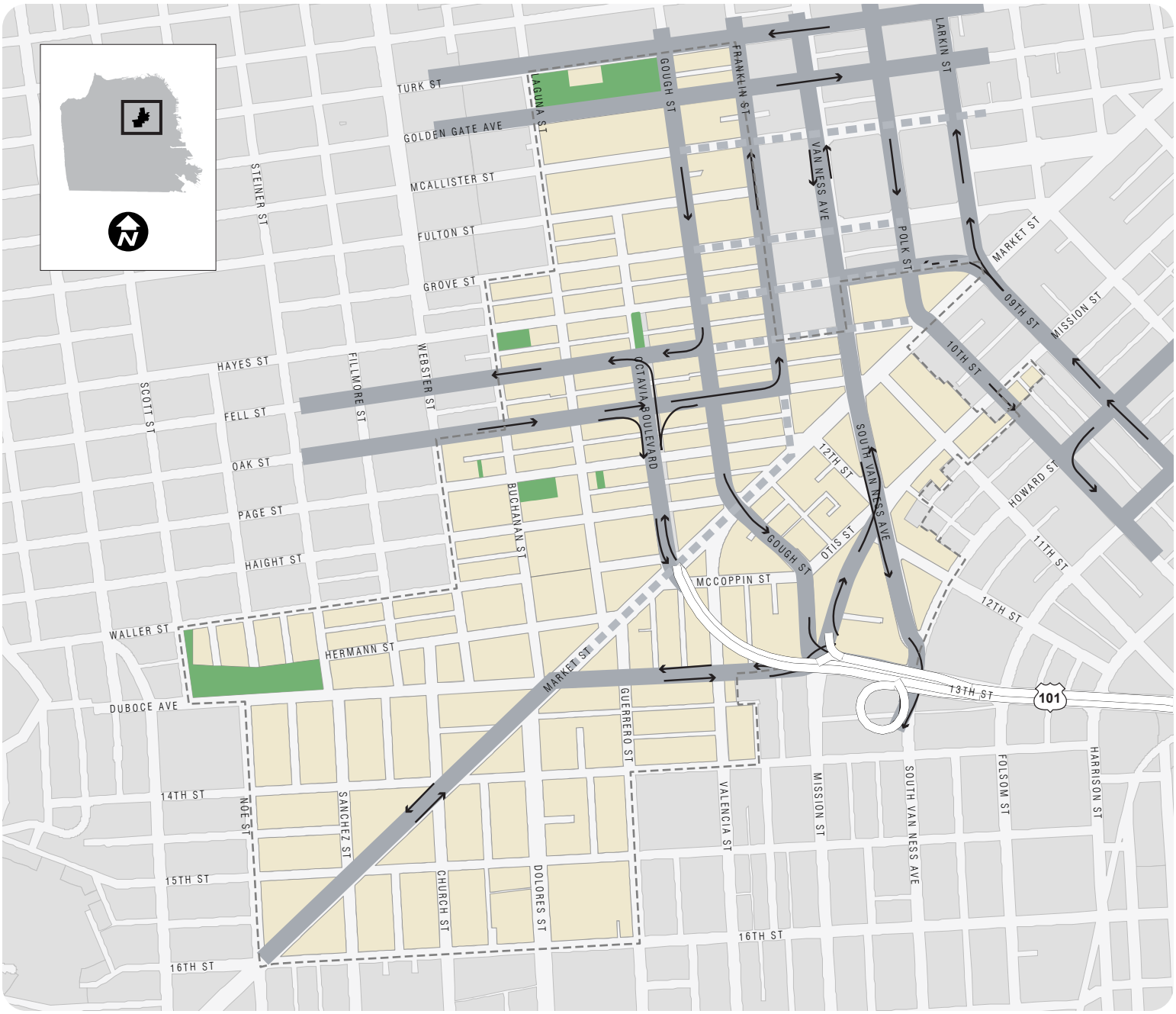


0 500 1,000 2,000 Feet

Bicycle Network

MAP 11

- Bike Lanes and Paths
- Bike Boulevards and Traffic-Calmed Streets
- Other Bike Routes
- Intersections for Special Treatment



0 500 1,000 2,000 Feet

Major Routes for Vehicular Circulation

MAP 12

Primary Routes to/from Freeways

Secondary Routes to/from Freeways

Direction of Travel