



# SAN FRANCISCO PLANNING DEPARTMENT

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## Market and Octavia Area Plan Amendments Packet

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# **I. EXECUTIVE SUMMARY MEMO**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Executive Summary General Plan, Planning Code, Business and Tax Regulations Code, Map Amendment, Implementation Program Adoption HEARING DATE: MAY 14, 2020

*Project Name:* Market and Octavia Area Plan Amendments  
*Case Number:* 2015-000940EGPAPCA-01PCA-02MAPCWP-02  
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*Reviewed by:* Joshua Switzky, Land Use and Community Planning Program Manager  
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*Recommendation:* **Approval**

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### 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 & 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 built or currently under construction and major infrastructure projects identified in the area plan, such as Van Ness BRT, 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, Zoning Map and Implementation Program. 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 amendments to the Market and Octavia Area Plan.

## PRELIMINARY STAFF RECOMMENDATION

The Department recommends that the Commission *approve* the proposed Ordinances and adopt the attached Draft resolutions and motion to that effect.

## 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”<sup>1</sup>, 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 & 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.

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 from new development for the City. The proposed zoning changes could allow for up to 9,710 new housing units and up to 958 million dollars 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 & 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.

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<sup>1</sup> 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.

Amending the Market and Octavia Area Plan to allow additional height on 18 sites as proposed 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 direct public benefits through development fees, 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. The packet is organized around items that require Commission action, as follows:

- Part II – CEQA Findings
- Part III – General Plan Amendments
- Part IV – Planning Code Amendments
- Part V – Hub Housing Sustainability District: Planning Code and Business and Tax Regulation Code Amendments
- Part VI – Zoning Map Amendments
- Part VII – Implementation Program
- Part VIII - Supplemental Information to help inform decision makers and stakeholders.

The content of each section is briefly described below:

### **(II) CEQA Findings**

Per the California Environmental Quality Act (CEQA), prior to considering approval of the proposed Market and Octavia Plan Amendment and related approval actions, the San Francisco Planning Commission must make and adopt the findings of fact and statement of overriding considerations and adopt recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record. Exhibit II contains all of the information related to the proposed CEQA Findings, including (II-1) the draft motion to make findings and a Statement of Overriding Considerations, (II-1A) the draft CEQA Findings, and (II-1B) the draft Mitigation Monitoring and Reporting Program

### **(III) General Plan Amendments**

The primary General Plan Amendments proposed are 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, and updating 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 proposed General Plan ordinance and draft Resolution to approve the Ordinance are included in Exhibit III.

**(IV) Planning Code Amendments**

The primary regulatory changes proposed to implement the Plan Amendment are reflected in proposed amendments to the Planning Code and include changes to controls related to land use, parking, building height and mass, and use of impact fees. The proposed Planning Code ordinance and draft Resolution to approve the Ordinance are included in Exhibit IV.

**(V) Hub Housing Sustainability District (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 proposed ordinance and draft Resolution to approve the Ordinance are included in Exhibit V.

**(VI) 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 proposed Zoning Map ordinance and draft Resolution to approve the Ordinance are included in Exhibit VI.

**(VII) Implementation Program**

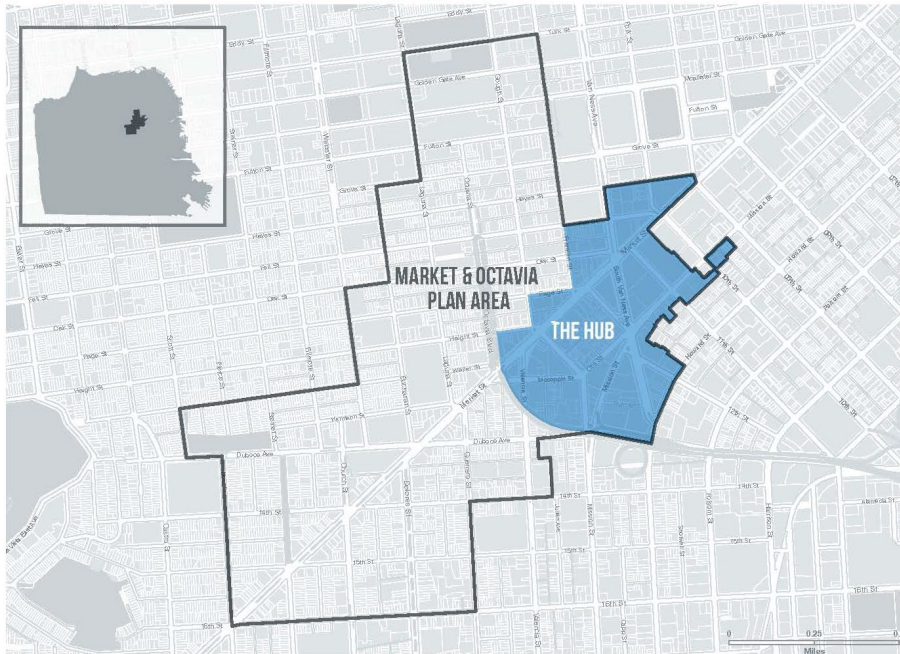
The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including: the Market and Octavia Area Plan: Hub Public Benefits Document and the Market and Octavia Community Improvements Program (Appendix C). The proposed draft Resolution to approve the Implementation Program are included in Exhibit VII.

**(VIII) Supplemental Information to help inform decision makers and stakeholders**

Supplementation information included in this packet in Exhibit VIII include the Market and Octavia Area Plan: Hub Public Realm Plan, Summary of Revisions – General Plan, Summary of Revisions – Planning Code, and Market and Octavia Area Plan Maps 1-12.

## 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.



## CEQA FINDINGS

Before agencies of the City can take approval actions that will amend the Market and Octavia Area Plan, they must consider the EIR and adopt certain findings required by CEQA. The CEQA Findings set forth the basis for amending the Market and Octavia Area Plan and its implementing actions (the "Project") and the economic, social and other policy considerations, which support the rejection of alternatives in the EIR, which were not incorporated into the Project. The Findings provide for adoption by the Planning Commission all of the mitigation measures in the EIR. Finally, the Findings identify the significant adverse environmental impacts of the project that have not been mitigated to a level of insignificance by adoption of mitigation measures, and contain a Statement of Overriding Considerations, setting forth the specific reasons in support of the approval of the implementing actions and the rejection of alternatives not incorporated into the project.

In reviewing the amendments to the Market and Octavia Area Plan and preparing the amendments to the General Plan, Planning Code, Business and Tax Regulations Code, and Zoning Maps as well as the Implementation Program document, staff has considered the EIR mitigation measures. Staff has also concluded that approval of these amendments and actions now under consideration will not create new environmental effects or substantially increase the severity of previously identified significant effects and no new information has come to light that would require a review of the EIR. Therefore, Staff recommends that the Planning Commission adopt the proposed CEQA Findings. To see the CEQA Findings, see Exhibit II-1A

## **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 following are highlights of General Plan amendments to the Market and Octavia Area Plan, organized by topic. For a detailed section-by-section explanation of the proposed amendments, see Exhibit VIII-2 Summary of Revisions – General Plan.

- **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 & 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 a 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

### **Changes since the Initiation Hearing**

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the General Plan ordinance and are included in Exhibit III-2:

- Map 2: Frontages Where Active Ground Floor Uses are Required has been corrected to accurately reflect existing planning code requirements. The north/east frontage on Van Ness Avenue north of Market Street is now included on the map and is consistent with the existing code requirement. The name of the map has been updated to accurately reflect the Planning Code.
- Minor text changes to the family friendly policy in the Housing Element to take out specific code provisions and reframe the policy as general policy direction.

## **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 VIII-3 Summary of Revisions – Planning Code.

### Area Name

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

### Neighborhood-Supporting Uses

Per Market and Octavia Area Plan Policy 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.

This legislation establishes maximum height and bulk districts that could be granted by the Planning Commission as part of the 309 approval process. A criterion in granting additional height and bulk is the provision of ground floor uses that are neighborhood serving.

#### Residential Orientation

To ensure that the primary land use in the area is residential, the required residential to non-residential ratio for new construction and major additions in the Van Ness & Market Residential Special Use District would increase from 2:1 to a ratio of 3 square feet of residential uses to 1 square foot 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. Conditional use authorization for additional parking would no longer be permitted and the maximum amount of off-street parking permitted in the area is .25 spaces per dwelling unit.

#### Living Roofs

New Objective 3.2 “Enhance environmental sustainability through building design” is proposed to be added to the Market and Octavia Area Plan. To meet this objective, the Planning Code is proposed to be amended to expand the existing living roof requirements for certain parcels in the Plan area.

#### 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 geographic 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 development 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 voluntarily 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.

### **Changes since the Initiation Hearing**

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the Planning Code ordinance and are included in Exhibit IV-2:

- Amend Planning Code Section 155 to require a Driveway and Loading Operations Plan (DLOP) for projects of a certain size.
- Amend the Van Ness & Market Special Use District to establish a Living Roofs requirement for certain projects in this area and require 30% living roof and 15% solar.
- Amend the Van Ness & Market Special Use District to add Instructional Uses to the list of ground floor uses that if provided and are larger than 1,000 sq/ft, the micro retail requirement can be waived.
- Amend the Van Ness & Market Special Use District to allow Arts Activities and Institutional Community Uses to be considered “active uses,” under Planning Code Section 145.4
- Amend the Van Ness & Market Special Use District to provide a land dedication option for projects to meet their inclusionary housing requirement.
- Amend the Van Ness & Market Special Use District to allow development projects that utilize 80/20 financing to be exempt from the AMI percentages specified in Planning Code Section 415.6 (a) (2) and provide 20% of the units constructed on-site affordable to low-income households.
- Amend Planning Code Section 309 to allow the Commission to grant additional height and bulk on certain parcels if projects provide ground floor uses that serve a range of income levels that enriches the social landscape of the area such as: Arts Activities, Child Care Facility, Community Facility, Instructional Service, Public Facility, Social Service, priority medical service use or neighborhood-oriented retail.
- Amend Planning Code Section 309 to allow for an exception to the permitted obstructions requirements in Section 136. The Planning Commission shall only grant such an exception if the Planning Commission finds that the proposed obstructions assist the proposed development to meet the requirements of Section 148, or otherwise reduce wind speeds at the ground-level or at upper level open spaces.
- Amend Planning Code Section 341.5 to limit the Market and Octavia CAC to nine members to reflect the existing ratios for members to be appointed (2/3 Board and 1/3 Mayor) and expand the criteria to allow two members to live or work in the plan area or within 1,250’ of the plan area.

### **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 (California Government Code Sections 66200 et seq.) , 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 able to pursue a ministerial approval process. The HSD would apply to projects up to 120' in height and would not apply to any projects seeking or requiring any discretionary approvals or exceptions by the Planning Commission.

### Geography

The Hub HSD would include all parcels within the Van Ness & Market Residential Special Use District. Within that geography, individual projects would have to meet all of the eligibility criteria outlined below in order to qualify for entitlement under the HSD. The parcels within the Van Ness & Market Residential Special Use District comprise approximately 85 acres, or less than 1 percent of San Francisco's land area, thus meeting AB73's requirement that an individual HSD must be no larger than 15 percent of a city or county's land area.

### AB73 Environmental Review Requirement

AB73 requires local agencies to prepare an EIR to identify and mitigate, to the extent feasible, the environmental impacts of designating a Housing Sustainability District. Residential and mixed-use developments approved under the HSD must implement applicable mitigation measures identified in this EIR.

The proposed Hub HSD does not change any height, bulk, land use, or density standards proposed in the Market and Van Ness Area Plan. Projects seeking approval under the HSD must demonstrate compliance with all applicable zoning and design review standards, and will be required to implement any mitigation measures identified in the Hub EIR that the Planning Department determines are applicable to the project. The Hub EIR analyzes the potential creation of the Hub HSD.

### Project Eligibility

Within the Hub HSD, a housing project would need to meet all of the following eligibility criteria in order to participate in the HSD's streamlined, ministerial approval process:

1. The project must be located in a zoning district that principally permits residential uses.
2. The project must propose 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 must be residential uses. Any non-residential uses proposed in the project must be principally permitted, and the project may not include greater than 24,999 gross square feet of office space that would be subject to the annual limit on office development.
4. The project must not exceed a height of 120 feet, unless it is a 100% affordable housing project, in which case it is exempt from this height limit.
5. If seeking a density bonus, the project must demonstrate to the satisfaction of the Planning Department that the project would not result in a significant shadow impact.
6. The project must not be located on a parcel containing a structure listed in Articles 10 or 11 of the Planning Code.
7. The project must include at least 10% of dwelling units on-site as units permanently affordable to very low or low income households.
8. The project must not demolish, remove or convert to another use any existing dwelling unit(s).
9. The project must comply with all applicable zoning and adopted design review standards.

10. The project must comply with all Mitigation Measures in the Hub EIR that the Planning Department determines are applicable to the project.
11. If proposing 75 units or more, the project must use a skilled and trained workforce to construct the project. This threshold drops to projects of 50 or more on January 1, 2022.
12. If proposing 74 units or fewer, the project must pay prevailing wages to all workers involved in the construction of the project. This threshold drops to 49 units or fewer on January 1, 2022.

#### Application

In order to allow for timely review of Hub HSD projects, Section 344 would include a detailed list of required application materials and specific criteria for deeming an application complete. Prior to submission of an HSD application, all HSD projects would be required to file a Preliminary Project Assessment (PPA) with the Department. Required application materials include:

1. A full plan set, showing total number of units, including the number and location of units affordable to Very Low or Low Income households;
2. All documentation required by the Department in its response to the project sponsor's previously-submitted PPA application;
3. Documentation sufficient to support a determination that 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: a. An affidavit agreeing to implement any and all Mitigation Measures identified as applicable to the project; and b. Scope(s) of work for any studies required as part of any and all Mitigation Measures identified as applicable to the project; an application will not be deemed complete until such studies are completed to the satisfaction of the Environmental Review Officer;
4. An affidavit agreeing to pay prevailing wages or hire skilled and trained workforce for all construction workers involved in completing the project, if that is required.

Once a Hub HSD application is deemed complete, the Department will have 120 days to review and make a determination of approval or disapproval of the project.

#### Design Review and Approval Process

AB73 mandates a 120 day timeline for an approving authority (in this case, the Planning Department) to issue a written decision on the project. As noted above, the 120 day timeline would not start until the Department deems an HSD project's application complete. In addition to the Planning Code, HSD projects would be reviewed in accordance with the recently adopted Urban Design Guidelines, as well as the Market and Octavia Area Plan Design Guidelines. Projects found to meet all requirements of Section 344, including compliance with all design review standards and Mitigation Measures, will be approved ministerially by the Department.

The Department may only deny an application for a Hub HSD project in the following cases:

1. The proposed project does not fully comply with Section 344, including full compliance with adopted design review standards and all applicable Mitigation Measures.
2. The project sponsor has not submitted all of the information or paid the application fee required by Section 344.
3. The Department determines, based on substantial evidence, that a physical condition on the site of development that was not known would have a specific adverse impact on the public health or safety, and that there is no feasible method to satisfactorily mitigate or avoid the adverse impact.

### Public Hearing

AB73 requires that a public hearing, conducted in accordance with the Brown Act, be held on all HSD projects. The proposed Hub HSD would require such a hearing be held at the Planning Department, within 100 days of receipt of a complete application, and before a final decision is issued on the project. This hearing would be noticed in accordance with the Department's proposed standard notification procedures.

### Appeal Process

Projects meeting all requirements of the proposed Section 344 and electing to take part in the Hub HSD will receive ministerial approval. As such, they would not require further environmental review or Discretionary Review. Any appeals of an HSD project approval must be filed with the Board of Appeals within 10 days of the approval decision. The Board of Appeals is required to set a hearing on an HSD project appeal within 10 days of the filing of that appeal and must make a decision within 30 days of the filing.

### Progress Requirement

Section 344 will require Hub HSD projects to submit a first site or building permit to the Department of Building Inspection within 36 months of Planning approval. If this milestone is not met, the Planning Director must hold a hearing and revoke the approval if the project sponsor cannot demonstrate good faith efforts to begin construction.

### Monitoring and Enforcement

Hub HSD projects shall have compliance with wage and/or labor standards and Mitigation Measures written into their conditions of approval. Projects found to be in violation of these conditions will be subject to enforcement procedures in Section 176.1 of the Planning Code. Additionally, Section 344 requires Hub HSD project sponsors to submit weekly reports to the Office of Labor Standards Enforcement (OLSE) and directs OLSE to monitor and enforce compliance with wage and/or labor standards. Projects found in violation are required to pay any penalties assessed by the Planning Department or OLSE prior to issuance of the project's First Certificate of Occupancy.

Section 344 also directs the Planning Department to monitor the number of projects electing to participate in the HSD, as well as the number and affordability levels of units within those projects.

### Operative and Sunset Dates

Should the Hub Housing Sustainability District be approved by the Board of Supervisors, the ordinance would then be sent to the California Department of Housing and Community Development (HCD) for approval. Only upon approval by HCD would the ordinance become operative. AB73 mandates that HSDs have an effectiveness period of no more than ten years, with an extension of up to an additional ten years. The proposed ordinance would have the District sunset seven years from the effective date, unless the Board of Supervisors acts to renew the ordinance. Any project application submitted prior to the sunset date would be eligible for processing under the terms of the HSD.

### Implementation

Allowing for ministerial approvals of housing projects within a specified timeframe, as AB 73 requires, will involve some changes to the Department's current procedures. However, many of those changes

already being proposed as part of the Department's process improvements, or are similar to procedures adopted as part of the Department's implementation of SB35. Processing and approving Hub HSD projects within AB73's specified 120 day timeframe will require increased focus and attention at the beginning of the entitlement process, particularly during the Preliminary Project Assessment (PPA) process and when determining an application's completeness. The 120-day approval timeline required by AB73 is roughly two months shorter than the shortest timeline proposed in the Mayor's process improvements Executive Directive (6 months for housing projects not requiring CEQA review). As proposed for all projects under the Executive Directive related process improvements, the Planning Department will start the timeline for review and approval upon receipt of a complete application for a "stable project".

## **ZONING MAP AMENDMENT**

The proposed Ordinance would amend the Zoning Use District Map, the Height and Bulk District Map and Special Use Districts Map 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 Residential 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 VI-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 Residential 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 VI-4 Height and Bulk Districts Maps (Existing and Proposed).

### Special Use District

Currently the Van Ness & Market Residential Special Use District covers all parcels zoned C-3-G. Under the proposal, the Van Ness & 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 VI-5 Special Use Districts Maps (Existing and Proposed).

## **Changes since the Initiation Hearing**

An initiation hearing on the proposed legislation was held on February 13, 2020.

The following changes have been made to the Zoning Map ordinance and are included in Exhibit VI-2:

- Remove block/lot 3513/207 from the Veterans Commons SUD so the SUD boundary corresponds to the existing building at 150 Otis.

## **IMPLEMENTATION PROGRAM**

The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including:

1. The “Market and Octavia Area Plan: Hub Public Benefits Document” containing the proposed public benefits package, including a description of the range of infrastructure and services that will serve new growth anticipated under this plan amendment, a summary of how those benefits will be funded, and a description of how this program will be administered and monitored. The revenue allocations shown in the Public Benefits Program are for projection purposes only and represent allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee and Market and Octavia Citizens Advisory Committee, will monitor and allocate revenues based on actual revenues over time and the readiness of the various public improvements for expenditure. See Exhibit VII-2.
2. The “Market and Octavia Community Improvements Program (Appendix C)” containing specific projects in the Hub area that could be implemented with funding from impact fee revenue as well as other revenue sources. Appendix C was adopted in 2008 as part of the Market and Octavia Area Plan and has been updated to include infrastructure projects in the Hub. Exhibit VII-3.

## **ISSUES AND CONSIDERATIONS**

### **Racial and Social Equity and Community Stabilization**

#### *Department Work Program*

The Department is working with community and City agency partners to advance racial and social equity and community stabilization through a number of different initiatives and projects. This includes projects at a citywide scale as well as targeted neighborhood specific efforts. Examples of initiatives and projects underway include:

- Citywide: Racial and Social Equity Initiative, Community Stabilization Initiative (CSI), Housing Affordability Strategy (HAS), and the Environmental Justice updates to the General Plan.
- Community specific efforts: Cultural Districts Program, Mission Action Plan 2020, Tenderloin community planning, Accessory Dwelling Unit (ADU) pilot in District 4, Housing for families in District 7, Civic Center Public Realm Plan, Excelsior Action Plan, and Sustainable Chinatown.

#### *Racial and Social Equity Initiative*

The Planning Department launched the Racial and Social Equity Initiative in late 2016. It is an essential component of Planning’s work and is supported by the City’s Office of Racial Equity and Mayor Breed’s policy priorities. The Board of Supervisors passed legislation in August 2019 creating a San Francisco Office of Racial Equity, which requires all city departments to create Racial Equity Action Plans by 2020. In December of 2019, the Department completed Phase 1 of the Action Plan which is focused on the



Department's internal functions such as hiring, capacity building, resource allocation, and contracting. Phase 2 is currently underway and is focused on the Department's external functions such as community outreach, engagement, and communication; data analysis and reporting; regulatory review; historic preservation; and, policy, community plans, and legislation development.

To implement and operationalize this work, the Department developed an Interim Assessment Tool ("Tool") to provide a racial and social equity lens to the Department's decisions, including internal and external policies, practices, programs and planning efforts. This Tool has been applied to date in a number of projects such as Calle 24 Design Guidelines, Japantown Design Guidelines, and the Market and Octavia Plan Amendment (the Hub). The assessment tool is a framework and method for inquiry for looking at a specific project or a plan to consider its context and implications from a racial and social equity lens; it provides a structure for reflection and analysis and for integrating explicit equity considerations. The assessment tool does not provide a quantitative methodology or formula that provides answers or measurements, nor does it contain specific policy suggestions. However, the process of analyzing a project or applying the tool usually results in policy or programmatic strategies and actions to reduce racial and social inequities, advance equity, and improve success for all groups. As part of Phase II, the Planning Department will adapt and finalize the tool and in addition to integration into Planning processes, will determine individual planning projects to receive its analysis.

### *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.

To implement Phase 2 of the Department's racial Equity Action Plan, the Department completed a racial and social equity assessment for this project using the Tool. The Tool's 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:

- 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;
- Decrease displacement pressure of low income, people of color and other vulnerable groups in and adjacent to the Hub;
- Decrease displacement pressure of small businesses in and adjacent to the Hub.

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, including three additional concerns that were submitted as comments at the initiation hearing on February 13, 2020.

	DESCRIPTION
ANTICIPATED BENEFITS	<ul style="list-style-type: none"> <li>More housing near major local and regional transit lines, providing access to jobs, amenities, and opportunities</li> </ul>
	<ul style="list-style-type: none"> <li>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</li> </ul>
	<ul style="list-style-type: none"> <li>Significant number of new affordable housing units and money for affordable housing for the City, maximizing the legally allowed requirements</li> </ul>
	<ul style="list-style-type: none"> <li>Improved streets and alleys, improved safety for people to walk and bike.</li> </ul>
	<ul style="list-style-type: none"> <li>New and improved open space and recreational amenities.</li> </ul>
	<ul style="list-style-type: none"> <li>No direct loss of existing housing units.</li> </ul>
POTENTIAL BURDENS	<ul style="list-style-type: none"> <li>Potential modest loss of retail and industrial jobs</li> </ul>
	<ul style="list-style-type: none"> <li>Over time, risk of small businesses direct displacement and turnover due to changing demographics and new retail demands.</li> </ul>
	<ul style="list-style-type: none"> <li>Less tolerance for homeless encampments.</li> </ul>
ADDITIONAL COMMUNITY CONCERNS	<ul style="list-style-type: none"> <li>Concerns that ground floor uses may not be neighborhood serving due to high retail rents in new development.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns that the design of new buildings, could be uninviting to a diverse population.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns that new market rate housing could add to gentrification pressures in adjacent neighborhoods, especially the North Mission.</li> </ul>
	<ul style="list-style-type: none"> <li>Concerns that many market-rate projects may elect to fee-out affordable housing requirements rather than provide affordable housing units in the district</li> </ul>
	<ul style="list-style-type: none"> <li>Social / cultural disparities in new upscale residences and district as a whole could lead to much less actual racial / cultural diversity in the inclusionary affordable housing in particular and the district as a whole</li> </ul>
	<ul style="list-style-type: none"> <li>There is no community-based mechanism proposed as part of the Plan to pro-actively address any of these issues.</li> </ul>

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 extent 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.

Below is a list of proposed strategies to improve equitable outcomes in the Hub.

	<i>DESCRIPTION</i>
PROPOSED STRATEGIES TO MITIGATE BURDENS	<ul style="list-style-type: none"> <li>▪ Build more housing, including affordable housing.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Limit direct displacement by not increasing heights on sites with existing housing.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ 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.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Work with private development to conduct outreach to better reach low income residents and communities of color</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Harness existing city programs around housing and small business protection, preservation and production.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Transition potential homeless encampments with support from the Department of Homelessness and Supportive Housing (HSH).</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Add a new policy in the Market and Octavia Area Plan to apply a racial and social equity lens to future planning decisions.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Amend the planning code to encourage neighborhood serving uses at the ground floor including limitations on retail use size and formula retail, requirements for micro retail and the provision of ground floor neighborhood serving uses as a criteria for the Commission to grant additional height and bulk.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Amend the planning code to expand the criteria for the Market and Octavia CAC to include two members that live or work in the plan area or within 1,250’</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Expand the unit mix requirements to require more 2- and 3-bedroom units to support more family friendly units over time.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Amend the planning code to increase the ratio of residential to non-residential uses to ensure that residential land uses are the primary land use in the area.</li> </ul>
	<ul style="list-style-type: none"> <li>▪ Amend the planning code to provide a land dedication option to meet affordable housing requirements, to increase the amount of affordable housing in the Hub and the adjacent neighborhoods.</li> </ul>
<ul style="list-style-type: none"> <li>▪ Identify future sites for 100% affordable housing.</li> </ul>	

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.

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. <sup>2</sup>  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 Mayor’s Office of Economic and Workforce Development (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 Mayor’s Office of Housing and Community Development (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.

<sup>2</sup> 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 is divided into several much larger Census tracts that cover significant parts of the Mission, Hayes Valley, SoMa, and Civic Center/Tenderloin neighborhoods.

### *Community Stabilization Citywide Efforts*

Planning Commissioners and members of the public shared comments and asked questions regarding the City's existing community stabilization efforts at the February 13, 2020 Planning Commission hearing. The following are examples of existing efforts that respond to some of the input received at the Planning Commission and represent existing programs to advance racial and social equity. The programs are available citywide and applicable to the Hub area. The City's community stabilization policies and programs respond to the needs of the businesses and residents in the city. A comprehensive inventory of the City's community stabilization programs and policies are summarized in the [Community Stabilization Initiative](#).

- Workforce development, employment, and business retention programs
  - OEWD manages workforce development and employment programs citywide that are available for employees in the area: sector workforce programming, construction industry training and employment, hospitality industry training and employment, adult employment and job readiness workforce programs, access points, job readiness services, adult workforce programming, and young adult workforce programs.
  - OEWD manages business retention and stabilization programs citywide that are available for businesses in the area: legal and lease assistance services, Small Business Development Center, OpenSF, San Francisco Business Portal, Community Development Block grant, Women's entrepreneurship assistance, commercial space ownership strategies, business succession planning, SF Shines Facade and Tenant Improvement Program, Code Compliance Improvement/Accessible Building Entrance Program, funding assistance programs, targeted business support programs, Shop and Dine, Construction Mitigation Program, and SF Biz Connect. Citywide business services are available to provide free technical assistance, lease negotiations, and other resources.
  - The Legacy Business Program is designed to retain and stabilize longstanding, anchor businesses and institutions by securing formal recognition as Legacy Businesses and making them and their landlords eligible to apply for Business Assistance Grants and Rent Stabilization Grants through the Legacy Business Historic Preservation Fund.
  - OEWD does not have an extensive survey of small business leases. Leases are private contractual agreements between tenant and property owners. Generally partners funded by OEWD conduct business outreach and may collect this information or some grants may request this information if a business applies.
  - The area is serviced through Invest in Neighborhoods (IIN) in collaboration with the Cultural District program framework of SOMA Pilipinas.
- Cultural heritage
  - A Cultural District is a geographic area or location within San Francisco that embodies a unique cultural heritage. Current cultural districts include: Japantown Cultural District, Calle 24 Latino Cultural District (in the Mission), SoMa Pilipinas – Filipino Cultural District, Compton's Transgender Cultural District (in the Tenderloin), Leather and LGBTQ Cultural District (in the SOMA), African American Arts and Cultural District (in the Bayview), and Castro LGBTQ Cultural District. The Hub is directly adjacent to a few of these cultural districts where the City is actively working with the community and community based organizations to stabilize and celebrate the district.
- Affordable housing

- Affordable units are available to Lottery Preference Program applicants which includes preferences for people who meet certain requirements, such as the Certificate of Preference (COP) (households that were displaced due to government action), the Displaced Tenant Housing Preference Program (DTHP) (20% of lottery units are for DTHP renters displaced by an Ellis Act or Owner Move-in eviction or by fire to find new housing), or Neighborhood Resident Housing Preference (NRHP) (40% of lottery units are for NRHP households who must currently live within a half-mile radius from the property or in the same Supervisor District as the property). In addition, zoning applicable to the use of ground floor spaces permits community-serving uses.
- Below Market Rate (BMR) units are advertised through multiple venues by MOHCD and leasing agencies: 1) rental and ownership BMRs are listed on [DAHLLIA](#), San Francisco's affordable housing portal; 2) an email notification is sent to 50,000 interested people; 3) flyer is sent to 10 nonprofits in the neighborhood; 4) email is sent to housing counselors; 5) online advertisements; 6) at least five newspaper advertisements; 7) informational session with leasing agency and MOHCD; 8) three open houses on-site; 9) banner on property; and, 10) District Supervisor promotions on social media. BMR applications are available in multiple languages and assistance for visually and hearing impaired individuals is available. COP households receive mailed postcards for every affordable housing lottery.

## **RECOMMENDATION**

The Department recommends that the Commission approve the proposed Ordinances and adopt the attached Draft Resolutions and motion to that effect.

## **REQUIRED COMMISSION ACTION**

The proposed resolutions and CEQA findings motion are before the Commission so that it may adopt them, reject them, or adopt them with modifications.

## **ENVIRONMENTAL REVIEW**

The Department published the Draft Environmental Impact Report in July 2019 and the Response to Comments on March 12, 2020. 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 May 14, 2020 prior to considering action on the ordinances and other items implementing the Market Octavia Plan Amendment.

## **RELATED ACTIONS**

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

## **PUBLIC COMMENT**

At the initiation hearing on February 13, 2020, the Planning Commission directed Department Staff to provide an opportunity for representatives from community organizations in the Mission and in Soma to meet with the new Planning Director, Rich Hillis, prior to an adoption hearing. The Department has held three meetings with this group to hear their concerns as expressed in two letters submitted to the Planning Commission on February 13<sup>th</sup> and on March 4<sup>th</sup>. Department staff, the Planning Director and the Director of the Office of Racial Equity have shared the Department's and the City's broader community stabilization work and racial and social equity work, discussed the Department's racial and social equity analysis of the Market and Octavia Area Plan Amendment and specific ways the proposed legislation relates to racial and social equity goals and considerations.

On February 24, 2020, the Market Octavia Citizen Advisory Committee (CAC) passed a resolution (motion number 2020-02-24-01) endorsing the Market and Octavia Area Plan Amendment on the basis of several recommendations. This resolution was provided to the Planning Commission on March 26, 2020.

Residents of the enclave of LMN (Lafayette, Minna and Natoma) have expressed opposition to the proposed height limit changes at 99 South Van Ness Avenue (Public Storage site on the southeast corner of Mission Street and South Van Ness Avenue). Residents of these adjacent alleys are concerned that the proposal to increase building heights from 120' to 250' would cast a shadow on Lafayette, Minna and Natoma and negatively impact the well being of the residents who live on these alleys. The Department has met twice with a representative from this group along with Supervisor Haney. At the time of preparing this summary, the Department has received five letters in opposition to the height proposal at this site.

<b>RECOMMENDATION:</b>	<b>Approve</b>
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### **Attachments:**

- Exhibit II-1: CEQA Findings Draft Motion
- Exhibit II-1A: CEQA Findings
- Exhibit II-1B: Mitigation Monitoring and Reporting Program
- Exhibit III-1: General Plan Amendments Initiation Draft Resolution
- Exhibit III-2: General Plan Amendments Proposed Ordinance
- Exhibit IV-1: Planning Code Amendments Initiation Draft Resolution
- Exhibit IV-2: Planning Code Amendments Proposed Ordinance
- Exhibit V-1: Business and Tax Regulation Code and Planning Code Amendments Initiation Draft Resolution
- Exhibit V-2: Business and Tax Regulation Code and Planning Code Amendments Proposed Ordinance
- Exhibit VI-1: Zoning Map Amendments Initiation Draft Resolution
- Exhibit VI-2: Zoning Map Amendments Proposed Ordinance
- Exhibit VI-3: Zoning Districts Maps (Existing and Proposed)
- Exhibit VI-4: Height and Bulk Districts Maps (Existing and Proposed)
- Exhibit VI-5: Special Use Districts Maps (Existing and Proposed)
- Exhibit VII-1: Implementation Program Draft Resolution
- Exhibit VII-2: Market and Octavia Area Plan: Hub Public Benefits Document
- Exhibit VII-3: Market and Octavia Community Improvements Program (Appendix C)
- Exhibit VIII-1: Market and Octavia Area Plan: Hub Public Realm Plan
- Exhibit VIII-2: Summary of Revisions – General Plan

- Exhibit VIII-3: Summary of Revisions – Planning Code
- Exhibit VIII-4: Market and Octavia Area Plan Maps 1-12



## **II. CEQA FINDINGS - E CASE**

**II-1 CEQA FINDINGS  
DRAFT MOTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Motion HEARING DATE MAY 14, 2020

*Project Name:* Market and Octavia Area Plan Amendment: CEQA Findings  
*Case Number:* 2015-000940E  
*Initiated by:* Planning Commission  
*Staff Contact:* Lily Langlois, Principal Planner  
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**ADOPTING FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, INCLUDING FINDINGS OF FACT, FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS, EVALUATION OF MITIGATION MEASURES AND ALTERNATIVES, AND A STATEMENT OF OVERRIDING CONSIDERATIONS IN CONNECTION WITH THE ADOPTION OF AN AMENDMENT TO THE MARKET AND OCTAVIA AREA PLAN, AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLAN.**

### PREAMBLE

The Planning Department (“Department”), the Lead Agency responsible for the implementation of the California Environmental Quality Act, California Public Resources Code Section 21000 et seq., (“CEQA”), the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. (“CEQA Guidelines”), and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”) has undertaken a planning and environmental review process for the proposed Market and Octavia Area Plan Amendment and provided appropriate public hearings before the Planning Commission (“Commission”).

In 2008, the City and County of San Francisco (“City”) adopted the Market and Octavia Area Plan into the General Plan to guide growth in the Market and Octavia neighborhood. Recognizing the potential for transit-oriented growth in the vicinity of neighborhood at the junction of three of the city’s grid systems, colloquially known as “the Hub,” the Market and Octavia Area Plan called for a vibrant new mixed-use neighborhood.

While the Market and Octavia Area Plan established a new framework for development, the Department did not receive many major development applications in the Hub neighborhood until 2012 (four years after the Market and Octavia Area Plan was adopted), largely due to the 2009 recession. In 2016 the Department initiated a community planning process to reconsider the area holistically and identify and coordinate updated designs for the public realm, and to update the Market and Octavia Community Improvements Neighborhood programs with specific infrastructure projects in the Hub area and streets adjacent to the Hub area.

The Market and Octavia Area Plan Amendment (the “Hub Plan”) supports and builds on the Market and Octavia Area Plan’s vision for the area around Market Street and Van Ness Avenue as a vibrant mixed-use

residential neighborhood. The Hub Plan enhances and augments the Market and Octavia Area Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific sub-area based on today's understanding of the issues and constraints facing the area, particularly in light of the infrastructure improvements and the City's current housing needs. The Plan's core recommendations include: Increase housing and affordable housing near transit; Develop and coordinate designs for the public realm; Update the Market and Octavia public benefits package and prioritize projects for implementation.

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

The actions listed in Attachment A hereto ("Actions") are part of a series of considerations in connection with the adoption of the Plan and various implementation actions ("Project"), as more particularly described in Attachment A hereto.

Environmental review for the Hub Plan ("Project") was coordinated with environmental review of separate private development projects at 30 Van Ness Avenue and 98 Franklin Street. On May 23, 2018, the Department published a Notice of Preparation of an Environmental Impact Report ("NOP") and Notice of Public Scoping Meeting for the Hub Plan, 30 Van Ness Avenue, 98 Franklin Street, and Hub Housing Sustainability District. Publication of the NOP initiated a 30-day public review and comment period that ended on June 22, 2018. On June 12, 2018, the Department held a public scoping meeting regarding the Project.

On July 24, 2019, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice. Notices of availability of the DEIR and the date and time of the public hearing were posted near the project site by the Department on July 24, 2019. The DEIR contains both analysis at a "program-level" pursuant to CEQA Guidelines section 15168 for adoption and implementation of the Hub Plan, and "project-level" environmental review for the streetscape and street network improvements, the project at 30 Van Ness Avenue and the project at 98 Franklin Street. This DEIR also evaluates the designation of portions or all of the Hub Plan area as a Housing Sustainability District ("HSD"), in accordance with Assembly Bill 73 (Government Code sections 66202 to 66210 and Public Resources Code sections 21155.10 and 21155.11). Designation of an HSD, through adoption of an ordinance by the San Francisco Board of Supervisors, would allow the City to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements within the HSD.

On August 29, 2019, the Commission held a duly advertised public hearing on the DEIR, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the DEIR ended on September 9, 2019. The Department prepared responses to comments on environmental issues received during the 46 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR.

On March 12, 2020, the Department published a Responses to Comments document. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Responses to Comments document, all as required by law.

On February 13, 2020, the Commission adopted Resolutions R-20653, R-20654, R-2065, R-20655 to initiate the following pieces of legislation: (1) Ordinance amending the General Plan to amend the Market and Octavia Area Plan ("general plan amendments"); (2) 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 businesses, and to give effect to the Market and Octavia Area Plan ("planning code amendments"); (3) Ordinance amending the Zoning Map of the Planning Code to amend the boundaries of the Van Ness & Market Downtown Residential Special Use District, and to 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 ("zoning map amendments"); and (4) Ordinance amending the Business and Tax Regulations and Planning Codes to create the Hub Housing Sustainability District ("Hub HSD").

On May 14, 2020, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code. The FEIR was certified by the Commission on May 14, 2020 by adoption of its Motion No. [\_\_\_\_\_].

At the same hearing and in conjunction with this motion, the Commission made and adopted findings of fact and decisions regarding the Project description and objectives, significant impacts, significant and unavoidable impacts, mitigation measures and alternatives, and a statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to CEQA, particularly Sections 21081 and 21081.5, the CEQA Guidelines, particularly Sections 15091 through 15093, and Chapter 31, by its Motion No. [\_\_\_\_\_]. The Commission adopted these findings as required by CEQA, separate and apart from the Commission's certification of the EIR, which the Commission certified prior to adopting these CEQA findings. The Commission hereby incorporates by reference the CEQA findings set forth in Motion No. . [\_\_\_\_\_]. .

On May 14, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting regarding (1) the general plan amendments; (2) the planning code amendments; (3) the zoning map amendments; (4) the Hub HSD Ordinance; and (5) the implementation program. At that meeting the Commission adopted (1) Resolution [\_\_\_\_\_] recommending that the Board of Supervisors approve the requested General Plan Amendment; (2) Resolution [\_\_\_\_\_] recommending that the Board of Supervisors approve the requested Planning Code Amendments; (3) Resolution [\_\_\_\_\_] recommending that the Board of Supervisors approve the requested Zoning Map Amendments; (4) resolution [\_\_\_\_\_] recommending that the Board of Supervisors approve the requested Hub HSD; and (5) resolution [\_\_\_\_\_] recommending that the Board of Supervisors approve the Implementation Program.

The Department, Jonas P. Ionin, is the custodian of records; all pertinent documents are located in the File for Case No. 2015-000940ENV, at 1650 Mission Street, Fourth Floor, San Francisco, California.

This Commission has reviewed the entire record of this proceeding, the Environmental Findings, attached to this Motion as Attachment A, regarding the alternatives, mitigation measures, environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, and the proposed Mitigation

Monitoring and Reporting Program (“MMRP”) attached as Attachment B, which material was made available to the public.

MOVED, that the Commission hereby adopts findings under the CEQA, including rejecting alternatives as infeasible and adopting a Statement of Overriding Considerations, and adopts the Mitigation Measures identified for the Hub Plan in the MMRP, attached as Attachment B, based on the findings attached to this Motion as Attachment A as though fully set forth in this Motion, and based on substantial evidence in the entire record of this proceeding.

I hereby certify that the foregoing Motion was ADOPTED by the Commission at its regular meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

# **A - CEQA FINDINGS**

# ATTACHMENT A

## Market and Octavia Area Plan Amendments California Environmental Quality Act Findings

### SAN FRANCISCO PLANNING COMMISSION

#### PREAMBLE

In determining to approve the Project described in Section I, Project Description below, the San Francisco Planning Commission (“Commission”) makes and adopts the following findings of fact and decisions regarding the significant and unavoidable impacts of the Project, and mitigation measures and alternatives, and adopts the statement of overriding considerations, based on substantial evidence in the whole record of this proceeding and pursuant to the California Environmental Quality Act, California Public Resources Code Section 21000 et seq. (“CEQA”), particularly Section 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Section 15000 et seq. (“CEQA Guidelines”), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The Commission adopts these findings in conjunction with the Approval Actions described in Section I(c), below, as required by CEQA, separate and apart from the Commission's certification of the Project's Final Environmental Impact Report (“FEIR”), which the Commission certified prior to adopting these CEQA findings.

These findings are organized as follows:

- **Section I** provides a description of the proposed Hub Plan (hereinafter, the “Project”), the environmental review process for the Project, the City approval actions to be taken, and the location and custodian of the record.
- **Section II** identifies the Project's less-than-significant impacts that do not require mitigation.
- **Section III** identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation and describes the disposition of the mitigation measures.
- **Section IV** identifies significant project-specific or cumulative impacts that would not be eliminated or reduced to a less-than-significant level, and describes any applicable mitigation measures as well as the disposition of the mitigation measures.
- **Section V** evaluates the different Project alternatives and the economic, legal, social, technological, and other considerations that support approval of the Project and the rejection of the alternatives, or elements thereof.



- **Section VI** presents a statement of overriding considerations pursuant to CEQA Guidelines Section 15093 that sets forth specific reasons in support of the Commission’s actions and its rejection of the alternatives not incorporated into the Project.

The Mitigation Monitoring and Reporting Program (“MMRP”) for the mitigation measures that have been proposed for adoption is attached with these findings as **Attachment B** to Planning Commission Motion No. [\_\_\_\_\_]. The MMRP is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. The MMRP provides a table setting forth each mitigation measure listed in the FEIR that is required to reduce or avoid a significant adverse impact. Attachment B also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule. The full text of the mitigation measures is set forth in Attachment B.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the Draft Environmental Impact Report (“DEIR”) or Responses to Comments document are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

## **SECTION I. Project Description and Procedural Background**

### **A. Project Description**

The project sponsor for the Hub Plan and the Hub HSD, the San Francisco Planning Department (“Department”), proposes to implement the Hub Plan, which would amend the 2008 Market and Octavia Area Plan of the San Francisco General Plan for the easternmost portions of the Market and Octavia Area Plan. The Hub Plan would encourage housing and safer and more walkable streets, as well as welcoming and active public spaces and increased transportation options by changing current zoning controls applicable to the area and implementing public realm improvements. In addition, the Department proposes the designation of all or portions of the Hub Plan area as an HSD to allow the City of San Francisco (“City”) to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements.

The Hub Plan would change current zoning controls in the Hub Plan area to meet plan objectives. This would include changes to height and bulk districts for select parcels to allow more housing, including more affordable housing. Modifications to land use zoning controls would also allow more flexibility for development of nonresidential uses, specifically office, institutional, art, and public uses. Under the proposed zoning, there would be two zoning districts, Downtown General Commercial (C-3-G) and Public (P), and the Van Ness & Market Residential Special Use District (“SUD”) would be expanded to encompass the entire Hub Plan area. A portion of the Veterans Commons SUD would be changed to the Van Ness & Market Residential SUD. All sites in the Hub Plan area would continue to be zoned for residential and active uses on the ground floor that provide neighborhood services and amenities. In addition, the existing prohibition on certain nonresidential uses above the fourth floor would be eliminated. Further, the SUD residential-to-nonresidential ratio would increase to three square feet of residential use for every one square foot of nonresidential land use (i.e., a 3:1 ratio), with arts, institutional, replacement office, and public uses exempt from this requirement. In addition, requirements for micro retail would encourage a mix of retail sizes and uses and decrease off-street vehicular parking capacity within the Hub Plan area, a transit-rich location, by reducing the currently permitted off-street vehicular parking maximums. The Hub Plan also calls for public realm improvements to streets and

alleys within and adjacent to the Hub Plan area, such as sidewalk widening, streetlight upgrades, median realignment, road and vehicular parking reconfiguration, tree planting, the elimination of one segment of travel on Duboce Avenue, and the addition of bulb-outs.

The Hub Plan seeks to increase the space available for housing through changes to the Planning Code and the Zoning Map to allow the development of a taller, larger, denser, and more diverse array of buildings and heights on select parcels within the Hub Plan area. The proposed zoning under the Hub Plan would allow for additional height at the two major intersections at Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue, with towers ranging from 250 to 650 feet. This proposed zoning would allow increases in heights for 18 sites. If all of these sites were to be developed to the proposed maximum height limit, the changes would result in approximately 8,530<sup>1</sup> new residential units (approximately 16,540 new residents). This estimate also assumes a 15 percent increase in the number of units to account for potential density bonuses allowed by either state or local regulations.

The Hub Plan area, which is irregular in shape and approximately 84 acres, is spread across various city neighborhoods, such as the Downtown/Civic Center, South of Market (SoMa), Western Addition, and Mission neighborhoods. The Hub Plan area is entirely within the boundaries of the Market and Octavia Area Plan. In addition to the streets in the Hub Plan area, adjacent streets such as Lily Street between Gough Street and Franklin Street, Minna Street between 10th Street and Lafayette Street, and Duboce Avenue between Valencia Street and Mission Street are included in the project description.

## **B. Project Objectives**

The FEIR discusses several Hub Plan Project objectives identified by the Department. The objectives are as follows:

1. Create a vibrant mixed-used neighborhood.
2. Maintain a strong preference for housing as a desired use.
3. Encourage residential towers on selected sites.
4. Establish a functional, attractive, and well-integrated system of public streets and open spaces.
5. Reconfigure major streets and intersections to make them safer for people walking, bicycling, and driving.
6. Take advantage of opportunities to create public spaces.

In addition, the project objectives for the Hub HSD are:

1. To allow for ministerial approval of housing projects in the Hub Plan area.
2. To streamline environmental review of housing projects in the Hub Plan area.

## **C. Project Approvals**

### **The Hub Plan**

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<sup>1</sup> This represents the number of new housing units that could be built. This number does not represent capacity of housing units under the proposed zoning.

Approval of the Hub Plan by the San Francisco Planning Commission and San Francisco Board of Supervisors, specifically, the General Plan, Planning Code, and Zoning Map amendments, would also approve land use and height changes proposed.

The Hub Plan requires the following Board of Supervisors approvals:

- Approve General Plan amendments, Planning Code text amendments, Business and Tax regulations code amendments, and zoning map amendments to update the Market and Octavia Area plan and change the land use, zoning, and height and bulk classifications in the Hub Plan area.
- Approve encroachment permits for the installation of nonstandard street or sidewalk paving or other nonstandard street or sidewalk improvements.

The Hub Plan requires the following Commission approvals/actions:

- Certify the Environmental Impact Report.
- Initiate general plan amendments.
- Recommend to the San Francisco Board of Supervisors General Plan amendments, Planning Code text amendments, Business and Tax regulations code amendments, and zoning map amendments to update the Market and Octavia Area plan and change the land use, zoning, and height and bulk classifications in the Hub Plan area.

The Hub Plan requires the following San Francisco Municipal Transportation Agency approvals/actions:

- Approve vehicular parking and traffic changes associated with the Hub Plan's circulation, streetscape improvements, and street network changes.

The Hub Plan requires the following San Francisco Public Health approvals/actions:

- Approve the use of groundwater wells during dewatering associated construction.

The Hub Plan requires the following San Francisco Public Utilities Commission approvals/actions:

- Approve landscape and irrigation plans. This applies to projects installing or modifying 500 square feet or more of landscape area.
- Approve the use of groundwater wells during dewatering associated construction.

The Hub Plan requires the following San Francisco Public Works approvals/actions:

- Approve streetscape improvements.

The Hub Plan requires the following Caltrans approvals/actions:

- Approve the redesign of South Van Ness Avenue (U.S. 101) between Mission and 13th streets.

#### **D. Environmental Review**

On May 23, 2018, the Department published a NOP for the Environmental Impact Report and Notice of Public Scoping Meeting for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District. Publication of the NOP initiated a 30-day public review and comment period that ended on June 22, 2018. On June 12, 2018, the Department held a public scoping meeting regarding the Project.

On July 24, 2019, the Department published the DEIR and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice. Notices of availability of the DEIR and the date and time of the public hearing were posted near the project site by the Project Sponsor on July 24, 2019. The EIR contains both analysis at a "program-level" pursuant CEQA Guidelines section 15168 for adoption and implementation of the Hub Plan, and "project-level" environmental review for the Project's streetscape and street network improvements, and the project at 30 Van Ness Avenue and the project at 98 Franklin Street. The EIR also evaluates the designation of portions or all of the Hub Plan area as an HSD, in accordance with Assembly Bill 73 (Government Code sections 66202 to 66210 and Public Resources Code sections 21155.10 and 21155.11). Designation of an HSD, through adoption of an ordinance by the San Francisco Board of Supervisors, would allow the City to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements within the HSD.

On August 29, 2019, the Commission held a duly advertised public hearing on the DEIR, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for commenting on the DEIR ended on September 9, 2019. The Department prepared responses to comments on environmental issues received during the 46 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected clerical errors in the DEIR.

A FEIR has been prepared by the Department consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, the Responses to Comments document, and an Errata document dated April 20, 2020, all as required by law. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.

On May 14, 2020, the Commission reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the Administrative Code. The FEIR was certified by the Commission on May 14, 2020 by adoption of its Motion No. [\_\_\_\_\_].

#### **E. Content and Location of Record**

The record upon which all findings and determinations related to the adoption of the proposed Project are based include the following:

- The FEIR, and all documents referenced in or relied upon by the FEIR, including the Responses to Comments document;
- All information (including written evidence and testimony) provided by City staff to the Commission relating to the FEIR, the proposed approvals and entitlements, the Project, and the alternatives set forth in the FEIR;
- All information (including written evidence and testimony) presented to the Commission by the environmental consultant and subconsultants who prepared the FEIR, or incorporated into reports presented by the Commission;
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the FEIR;
- All applications, letters, testimony, and presentations presented to the City by the Department and its consultants in connection with the Project;
- All information (including written evidence and testimony) presented at any public hearing or workshop related to the EIR;
- The MMRP; and
- All other documents comprising the record pursuant to Public Resources Code Section 21167.6(e).

The public hearing transcripts and audio files, a copy of all letters regarding the FEIR received during the public review period, the administrative record, and background documentation for the FEIR are located at the Planning Department, 1650 Mission Street, 4<sup>th</sup> Floor, San Francisco. The Department, Jonas P. Ionin, is the custodian of these documents and materials.

#### **F. Findings about Environmental Impacts and Mitigation Measures**

The following Sections II, III and IV set forth the Commission's findings about the FEIR's determinations regarding significant environmental impacts and the mitigation measures proposed to address them. These findings provide the written analysis and conclusions of the Commission regarding the environmental impacts of the Project and the mitigation measures included as part of the FEIR and adopted by the Commission as part of the Project. To avoid duplication and redundancy, and because the Commission agrees with, and hereby adopts, the conclusions in the FEIR, these findings will not repeat the analysis and conclusions in the FEIR, but instead incorporate them by reference and rely upon them as substantial evidence supporting these findings.

In making these findings, the Commission has considered the opinions of the Department and other City staff and experts, other agencies, and members of the public. The Commission finds that (i) the determination of significance thresholds is a judgment decision within the discretion of the City; (ii) the significance thresholds used in the FEIR are supported by substantial evidence in the record, including the expert opinion of the FEIR preparers and City staff; and (iii) the significance thresholds used in the FEIR provide reasonable and appropriate means of assessing the significance of the adverse environmental effects of the Project. Thus, although, as a legal matter, the Commission is not bound by the significance determinations in the FEIR (see Public Resources Code, Section 21082.2, subdivision(e)), the Commission finds them persuasive and hereby adopts them as its own.

These findings do not attempt to describe the full analysis of each environmental impact contained in the FEIR. Instead, a full explanation of these environmental findings and conclusions can be found in the FEIR, and these findings hereby incorporate by reference the discussion and analysis in the FEIR supporting the determination regarding the project impact and mitigation measures designed to address those impacts. In making these findings, the Commission ratifies, adopts and incorporates in these findings the determinations and conclusions of the FEIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings, and relies upon them as substantial evidence supporting these findings.

As set forth below, the Commission adopts and incorporates the mitigation measures for the Project set forth in the FEIR, which are set forth in the attached MMRP, to reduce the significant and unavoidable impacts of the Project. The Commission intends to adopt the mitigation measures proposed in the FEIR that are within its jurisdiction and urges other City agencies and departments that have jurisdiction over other mitigation measures proposed in the FEIR, and set forth in the MMRP, to adopt those mitigation measures. Accordingly, in the event a mitigation measure recommended in the FEIR has inadvertently been omitted in these findings or the MMRP, such mitigation measure is hereby adopted and incorporated in the findings below by reference. In addition, in the event the language describing a mitigation measure set forth in these findings or the MMRP fails to accurately reflect the mitigation measures in the FEIR due to a clerical error, the language of the policies and implementation measures as set forth in the FEIR shall control. The impact numbers and mitigation measure numbers used in these findings reflect the information contained in the FEIR.

In Sections II, III and IV below, the same findings are made for a category of environmental impacts and mitigation measures. Rather than repeat the identical finding to address each and every significant effect and mitigation measure, the initial finding obviates the need for such repetition because in no instance is the Commission rejecting the conclusions of the FEIR or the mitigation measures recommended in the FEIR for the Project.

These findings are based upon substantial evidence in the entire record before the Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

## **SECTION II. IMPACTS OF THE PROJECT FOUND TO BE LESS-THAN SIGNIFICANT AND THUS DO NOT REQUIRE MITIGATION**

Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.). Based on the evidence in the whole record of this proceeding, the Planning Commission finds that the Project will not result in any significant impacts in the following areas and that these impact areas therefore do not require mitigation:

### **Transportation and Circulation**

- Cause substantial additional VMT or substantially induce automobile travel.
- Create major driving hazards.
- Substantially delay local or regional transit or create potentially hazardous conditions for public transit providers.

- Cause hazardous conditions for people walking or otherwise interfere with accessibility for people walking to the project site or adjoining areas.
- Create hazardous conditions for people bicycling or otherwise interfere with bicycle accessibility.
- Result in a substantial vehicular parking deficit.
- Result in inadequate emergency access.
- In combination with past, present, and reasonably foreseeable future projects in the vicinity of the project site:
  - contribute considerably to significant cumulative impacts related to VMT or substantially induce automobile travel.
  - contribute considerably to significant cumulative impacts related to traffic hazards.
  - contribute considerably to significant cumulative impacts on transit.
  - contribute considerably to significant cumulative impacts on people walking.
  - contribute considerably to significant cumulative bicycle impacts.
  - contribute considerably to significant cumulative vehicular parking impacts.
  - contribute considerably to significant cumulative impacts related to emergency access.

### **Noise**

- In combination with past, present, and reasonably foreseeable future projects, result in the generation of excessive ground-borne vibration or ground-borne noise levels during construction.

### **Air Quality**

- Conflict with or obstruct implementation of the 2017 Bay Area Clean Air Plan.
- Result in a cumulatively considerable net increase in any criteria pollutant for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.
- Construction and operation of streetscape and street network improvements proposed would not result in a cumulatively considerable net increase in criteria pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard.
- Construction and operational activities of streetscape and street network improvements proposed would not result in emissions of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants that could expose sensitive receptors to substantial levels of toxic air contaminants.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

### **Biological Resources**

- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Initial Study determined that the Project would result in a less than significant impact or no impact for the following impact areas and, therefore, these impact areas were not included in the EIR for further analysis:

- Land Use and Land Use Planning (all impacts)
- Aesthetics (all impacts)
- Population and Housing (all impacts)
- Transportation and Circulation (impacts to air traffic)
- Noise (impacts related to airport noise)
- Greenhouse Gas Emissions (all impacts)
- Recreation (all impacts)
- Utilities and Services Systems (all impacts)
- Public Services (all impacts)
- Biological Resources (impacts to movement of native resident or migratory fish or wildlife species or with established wildlife corridors or use of native wildlife nursery sites; or conflict with local policies or ordinances)
- Geology and Soils (all impacts, except impacts to paleontological resources or sites or unique geological features)
- Hydrology and Water Quality (all impacts)
- Hazards and Hazardous Materials (all impacts)
- Mineral and Energy Resources (all impacts)
- Agriculture and Forest Resources (all impacts)

### **SECTION III. FINDINGS OF POTENTIALLY SIGNIFICANT IMPACTS THAT CAN BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL THROUGH MITIGATION**

CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible. The findings in this Section III and in Section IV concern mitigation measures set forth in the Draft EIR to mitigate the potentially significant impacts of the Project. These mitigation measures are included in the MMRP. A copy of the MMRP is included as Attachment B to the Planning Commission Motion adopting these findings.

The Planning Department, as the Project Sponsor, has agreed to implement the following mitigation measures to address the potential transportation and circulation, noise, air quality, cultural resources, and geology and soils impacts identified in the Initial Study and/or FEIR. As authorized by CEQA Section 21081 and CEQA Guidelines Sections 15091, 15092, and 15093, based on substantial evidence in the whole record of this proceeding, the Commission finds that, unless otherwise stated, the Project will be required to incorporate mitigation measures identified in the Initial Study and/or FEIR into the Project to mitigate or avoid significant or potentially significant environmental impacts. These mitigation measures will reduce or avoid the potentially significant impacts described in the Initial Study and/or FEIR, and the Commission finds that these mitigation measures are feasible to implement and are within the responsibility and jurisdiction of the City and County of San Francisco to implement or enforce.

Additionally, the required mitigation measures are fully enforceable and will be included as conditions of approval for any project approvals under the Plan, and also will be enforced through conditions of approval in any building permits issued for the Project by the San Francisco Department of Building Inspection. With the required mitigation measures, these Project impacts would be avoided or reduced to a less-than-significant level. The Commission finds that the mitigation measures presented in the MMRP are feasible and shall be adopted as conditions of project approval.



## Cultural Resources

- **Impact CUL-3:** The proposed Project could result in a substantial adverse change in the significance of an individual built environment resource and/or historic district, as defined in section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code, from ground-borne vibration caused by temporary construction activities. With implementation of *Mitigation Measure M-NOI-1a (Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use)*, Impact CUL-3 is reduced to a less-than-significant level.

Construction activities occurring as a result of the Project are analyzed for their potential to materially impair the significance of historical resources under Impact NOI-3.

- **Impact CUL-4:** The proposed Project could cause a substantial adverse change in the significance of an archaeological resource, as defined in section 15064.5. With implementation of *Mitigation Measures M-CUL-4a: Project-Specific Preliminary Archaeological Review for Project Involving Soil Disturbance, M-CUL-4b: Procedures for Accidental Discovery of Archaeological Resources for Projects Involving Soil Disturbance, and M-CUL-4c: Requirement for Archaeological Monitoring for Streetscape and Street Network Improvements*, Impact CUL-4 is reduced to a less-than-significant level.

Ground-disturbing activities would occur during subsequent development projects under the Hub Plan, including streetscape and street network improvements, across the Hub Plan area. Subsequent development projects under the Hub Plan could include excavations for foundations and basement levels; the depth of these future excavations is unknown at this time. Streetscape and street network improvements and new building developments would occur in areas, and at depths, that are sensitive for both prehistoric and historical archaeological resources. Therefore, excavations from subsequent development and from the streetscape and street network changes have the potential to physically damage or destroy as-yet undocumented archaeological resources, resulting in significant impacts on archaeological resources. With implementation of Mitigation Measures M-CUL-4a, M-CUL-4b, and, in instances where street network improvements are proposed within the Hub Plan area, M-CUL-4c, avoidance or minimization of adverse effects on archaeological resources would occur, or archaeological monitoring when avoidance or minimization is not possible would occur to preserve significant information from an archaeological resource, Hub Plan-related impacts on archaeological resources would be reduced to less-than-significant levels.

- **Impact CUL-5:** The proposed Project could disturb human remains, including those interred outside of formal cemeteries. *Mitigation Measures M-CUL-4a (Project-Specific Preliminary Archaeological Review for Projects Involving Soil Disturbance); M-CUL-4b (Procedures for Accidental Discovery of Archaeological Resources for Projects Involving Soil Disturbance); and M-CUL-4c (Requirement for Archaeological Monitoring for Streetscape and Street Network Improvements)*, Impact CUL-5 is reduced to a less-than-significant level.

There are no known extant archaeological resources that contain human remains within the Hub Plan area; CA-SFR-28 was discovered in the Hub Plan area but was removed during construction of the Civic Center

BART station. However, proposed construction activity would extend below the known depth of fill and into undisturbed dune and marsh deposits, which have elevated potential for containing buried archaeological resources and associated human remains. Therefore, excavations have the potential to damage or destroy known archaeological resource and/or as-yet undocumented archaeological resources that include human remains, resulting in a significant impact. Impacts on archaeologically significant human remains would be mitigated to a less-than-significant level with implementation of Mitigation Measures M-CUL-4a, M-CUL-4b, and M-CUL-4c through avoidance or minimization of adverse effects on archaeological resources, or when avoidance or minimization is not possible archaeological monitoring to preserve significant information from an archaeological resource.

- **Impact C-CUL-3:** In combination with past, present, and reasonably foreseeable projects in the vicinity, the proposed Project could result in a significant cumulative impact on archaeological resources and human remains. With implementation of *Mitigation Measures M-CUL-4a (Project-Specific Preliminary Archaeological Review for Projects Involving Soil Disturbance)*; *M-CUL-4b (Procedures for Accidental Discovery of Archaeological Resources for Projects Involving Soil Disturbance)*; *M-CUL-4c (Requirement for Archaeological Monitoring for Streetscape and Street Network Improvements)*; *M-CUL-4d (Requirements for Archaeological Testing Consisting of Consultation with Descendent Communities, Testing, Monitoring, and a Report)*, Impact C-CUL-3 is reduced to a less-than-significant level.

The Hub Plan would result in ground-disturbing activities in areas identified as having moderate to high sensitivity for containing buried undocumented historical and prehistoric archaeological resources, which may also contain human remains. These ground-disturbing activities have the potential to affect undocumented archaeological resources and human remains. Therefore, the Hub Plan, when considered with the past, present, and reasonably foreseeable future projects within and surrounding the Hub Plan area that would include ground-disturbing activities with the potential to encounter sediments that have moderate to high archaeological sensitivity, has the potential to contribute considerably to the overall cumulative impact on archaeological resources and human remains; the impact would be significant. With implementation of Mitigation Measures M-CUL-4a, M-CUL-4b, M-CUL-4c, M-CUL-4d, the Project's contribution to impacts on archaeological resources and human remains would be reduced to a less than considerable level through avoidance or minimization of adverse effects on archaeological resources, or when avoidance or minimization is not possible archaeological monitoring to preserve significant information from an archaeological resource.

## Noise

- **Impact NOI-3:** The proposed Project would generate excessive ground-borne vibration or ground-borne noise levels. With implementation of *Mitigation Measures M-NOI-3a (Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration)*, *M-NOI-3b (Construction Monitoring Program for Structures Potentially Affected by Vibration)*, Impact NOI-3 is reduced to a less-than-significant level.

No immediate changes are anticipated to occur with Hub Plan implementation that would result in construction vibration. However, construction of subsequent development projects under the Hub Plan could involve the use of vibration generating construction equipment, which could result in damage to structures or, if operated during nighttime hours, sleep disturbance. These effects of construction vibration are analyzed below. Streetscape and street network improvements would also generate construction

vibration. Implementation of Mitigation Measures M-NOI-3a and M-NOI-3b would ensure that any cosmetic or structural damage caused by construction-related vibration would be avoided or identified through a monitoring program and repaired as necessary to its pre-construction condition. Therefore, following the implementation of M-NOI-3a and M-NOI-3b, construction vibration impacts from the Project would be reduced to a less-than-significant level.

- **Impact NOI-4:** During operation, the proposed Project would result in the generation of a substantial temporary or permanent *increase* in ambient noise levels in the Hub Plan area in excess of standards. With implementation of *Mitigation Measures M-NOI-4 (Noise Analysis for Projects in Excess of Applicable Noise Standards)*, Impact NOI-4 is reduced to a less-than-significant level.

Subsequent development under the Hub Plan could result in the siting of noise sources, such as places of entertainment, emergency generators, HVAC and mechanical equipment, new outdoor gathering spaces, and loading areas, among other noise-generating uses. Although some noise sources are regulated by article 29, article 29 regulation occurs in response to complaints received by the City. Because this process is typically complaint based, it is possible that noise sources regulated by article 29 could be installed and operated out of compliance with article 29 regulations. Also, there are several noise-generating sources that may be included in subsequent development projects under the Hub Plan that are not regulated by article 29, such as noise from loading areas. Therefore, the potential exists for these noise sources to generate a temporary or permanent increase in noise levels in excess of the noise ordinance standards. As stated on page 3.C-69 of the DEIR, impacts on ambient noise levels would be mitigated to a less-than-significant level with implementation of Mitigation Measure M-NOI-4 because the measure would ensure that design and/or changes in operation would comply with the applicable municipal code criteria.

- **Impact C-NOI-3:** Operation of the proposed Project, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. With implementation of *Mitigation Measure M-NOI-4 (Noise Analysis for Projects in Excess of Applicable Noise Standards)*, Impact C-NOI-3 is reduced to a less-than-significant level.

In general, most operational sources of noise do not generate noise that is perceptible far beyond the edge of a project site. However, it is possible that operational sources of noise for subsequent development projects under the Hub Plan, as well as other cumulative projects in the Hub Plan area, could generate noise in excess of allowable levels or result in a permanent increase in ambient noise levels. It is also possible noise-generating uses from subsequent development projects under the Hub Plan and other projects in the Hub Plan area could be located close enough to one another that operational (non-traffic) noise from multiple projects could combine and result in a cumulative noise impact. Therefore, because complete details about noise-generating uses for subsequent development projects under the Hub Plan and other nearby cumulative projects are not known, it is possible that noise from multiple subsequent development projects or sources could combine to cause a cumulative impact. Therefore, without mitigation, the Hub Plan would result in a cumulatively considerable contribution to this cumulative impact. As stated on page 3.C-85 of the DEIR, impacts on ambient noise levels would be mitigated to a less-than-significant level with implementation of Mitigation Measure M-NOI-4 because the measure would reduce potential conflicts between existing sensitive receptors and new noise-generating uses and ensure that design and/or changes in operation would comply with the applicable municipal code criteria.

## Air Quality

- **Impact AQ-4:** During construction, the Hub Plan could result in a cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. With implementation of *Mitigation Measures M-AQ-4a (Construction Emissions Analysis for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds)* and *M-AQ-4b (Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required by Impact AQ-7)* Impact AQ-4 is reduced to a less-than-significant level.

Implementation of the Hub Plan, except for the Hub Plan's proposed streetscape and street network improvement projects would not, in and of itself, result in construction related-emissions. However, for the purposes of the Hub Plan-level analysis, it is recognized that construction of subsequent development projects would result in criteria air pollutant emissions. Implementation of the Hub Plan would allow for development of new residential, office, retail, and other uses, at a greater intensity than is currently allowed under existing land use controls. Most development projects in the Hub Plan area would entail demolition and removal of existing structures, excavation, site preparation and construction of new buildings. Emissions generated during construction activities would include exhaust emissions from heavy duty construction equipment, trucks used to haul construction materials to and from sites, and worker vehicle emissions, as well as fugitive dust emissions associated with earth-disturbing activities and other demolition and construction work. As stated on pages 3.D-51 through-52, implementation of Mitigation Measures M-AQ-4a and M-AQ-4b would ensure that construction-related emissions would be less than significant by requiring the use of construction equipment which generate lower emissions of criteria air pollutants.

## Wind

- **Impact WI-1:** The proposed Project could create wind hazards in publicly accessible areas with substantial pedestrian use. With Implementation of *Mitigation Measures M-WI-1a (Wind Analysis and Minimization Measures for Subsequent Projects)*; *M-WI-1b (Maintenance Plan for Landscaping and Wind Baffling Measures in the Public Right-of-Way)*, Impact WI-1 is reduced to a less-than-significant level.

Subsequent development projects proposed in the Hub Plan area may combine building exposure, massing, and/or orientation in a way that accelerates wind speeds at the ground level. In addition, future affordable housing projects in the Hub Plan area could result in additional height, as allowed by density bonus programs. Design details, such as setting back a tall tower from the edges of a podium, installing deep canopies close to ground level, installing wind screens, and planting trees with dense landscaping, could help reduce wind speeds at all future projects. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings. These structural features would be expected to reduce ground-level wind speeds and turbulence. For the program-level wind testing, wind tunnel models did not include detailed landscape features in open areas or specific building articulation beyond basic setbacks or specific plans identified under the Approach to Analysis section, above. Without these features included in the wind tunnel model, the test results reported are conservative and likely to indicate higher wind speeds than would actually occur. However, the Hub Plan would rezone all of the Hub Plan area to Downtown General Commercial (C-3-G) zoning, with the exception of the two small pockets of existing Public (P)

zoning. Therefore, any buildings proposed in the Hub Plan area, including projects for which additional height is requested, pursuant to state density bonus law, would be required to comply with section 148. The specific design for subsequent projects, when proposed, would be required to not exceed the wind hazard criterion specified in section 148. Building articulation and landscaping features for subsequent development projects could eliminate the 11 net new hazard criterion exceedances that were identified in the Hub Plan condition. However, because these details have not been developed and cannot be known at this time, it is not possible to assess the effects that these specific design measures for future buildings may have on winds in the Hub Plan area and vicinity. Therefore, the program level wind testing of the massing model indicates that the Hub Plan could result in 11 net new exceedances of the one-hour per year hazard criterion, resulting in a significant impact. Implementation of Mitigation Measures M-WI-1a and M-WI-1b would reduce the potential for a net increase in wind hazard exceedances and the hours of wind hazard exceedances through identification of methods to comply with section 148 and a specific maintenance plan to ensure wind baffling in perpetuity. Therefore, implementation of Mitigation Measures M-WI-1a and M-WI-1b impact would be reduced to less than significant with mitigation.

### **Tribal Cultural Resources**

- **Impact TCR-1:** The proposed Project could result in a substantial adverse change in the significance of a tribal cultural resource. With implementation of *Mitigation Measure M-TCR-1 (Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance)*, Impact TCR-1 is reduced to a less-than-significant level.

Prehistoric archaeological resources may also be considered tribal cultural resources. In the event that project activities associated with the Project disturb unknown archaeological sites that are considered tribal cultural resources, any inadvertent damage would be considered a significant impact. Implementation of Mitigation Measure M-TCR-1, Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance, would require the Project to be redesigned to avoid adverse effects on significant tribal cultural resource, if feasible. If preservation in place is not feasible, the measure would require implementation of an interpretative program for the tribal cultural resource, in consultation with affiliated tribal representatives. With implementation of this mitigation measure, the Project would have a less-than-significant impact on tribal cultural resources.

- **Impact C-TCR-1:** In combination with past, present, and reasonably foreseeable projects in the city, the proposed Project could result in a significant cumulative impact on tribal cultural resources. With implementation of *Mitigation Measure M-TCR-1 (Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance)*, Impact C-TCR-1 is reduced to a less-than-significant level.

Ground-disturbing activities have the potential to affect undocumented tribal cultural resources. Without mitigation, the Project, when considered against the past, present, and reasonably foreseeable future projects within and surrounding the Hub Plan area that would include ground-disturbing activities that have the potential to encounter sediments that have moderate to high archaeological sensitivity, has the potential to contribute considerably to the overall cumulative impact on tribal cultural resources. This is because the Project has the potential to damage or destroy as-yet undocumented archaeological resources that have the potential to be eligible for listing in the California Register, and which may be considered of traditional importance to Native American tribes. Implementation of Mitigation Measure M-TCR-1, Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance, would require redesign to avoid adverse effects on significant tribal cultural resource, if feasible; and if

preservation in place is not feasible, the measure would require implementation of an interpretative program for the tribal cultural resource, in consultation with affiliated tribal representatives, which would reduce the cumulative impacts of the Hub Plan and individual development projects on potential tribal cultural resources to less-than-significant levels.

### **Biological Resources**

- **Impact BI-1:** The Hub Plan could have a substantial adverse effect, either directly or through habitat modifications, on species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. With implementation of *Mitigation Measures M-BI-1 (California Fish and Game Code Compliance to Avoid Active Nests During Construction Activities)* and *M-BI-2 (Avoid Impacts on Special-status Bat Roosts During Construction Activities)*, Impact BI-1 is reduced to a less-than-significant level.

Impacts on nesting special-status birds, American peregrine falcon nests or individuals, and special-status bat roosts could be significant. Mitigation Measures M-BI-1 and M-BI-2 would be implemented to avoid impacts on nesting special-status birds, American peregrine falcon nests or individuals, and the roosts of special-status bat species and would reduce impacts on nesting special-status birds, American peregrine falcon nests or individuals, and the roosts of special-status bat species to less than significant with mitigation. The implementation of Mitigation Measures M-BI-1 and M-BI-2 would comply with CEQA requirements by avoiding impacts on nesting special-status birds, American peregrine falcon nests or individuals, and the roosts of special-status bat species. Through the avoidance of active nests and roosts specified in the mitigation measures, impacts on nesting special-status birds, American peregrine falcon nests or individuals, and the roosts of special-status bat species would be reduced to a less-than-significant level.

- **Impact C-BI-1:** In combination with other past, present, or reasonably foreseeable projects, the proposed Hub Plan would not result in a considerable contribution to cumulative impacts on biological resources. With implementation of *Mitigation Measures M-BI-1 (California Fish and Game Code Compliance to Avoid Active Nests During Construction Activities)* and *M-BI-2 (Avoid Impacts on Special-status Bat Roosts During Construction Activities)*, Impact C-BI-1 is reduced to a less-than-significant level.

The subsequent development projects incentivized by the Hub Plan would not adversely affect biological resources; however, vegetation removal and structure demolition or modification could result in potential impacts on nesting migratory and special-status birds and roosting bats. Through the avoidance of active nests and roosts specified in the relevant mitigation measures described above (M-BI-1 and M-BI-2) and compliance with the City of San Francisco Standards for Bird-Safe Buildings (I-BI-1), subsequent development projects incentivized by the Hub Plan would have less-than-significant impacts on sensitive species. Tree removals would require permits through public works, and subsequent tree replacement would occur pursuant to the Planning Code and the Better Streets Plan. Development projects in downtown San Francisco would be required to comply with the same laws and regulations. Therefore, with implementation of mitigation measures, no significant cumulative effects on biological resources would result from development within the Hub Plan area combined with the effects of development projects in the greater downtown San Francisco area. The impact would be reduced to a less-than-significant level.

## Geology and Soils

- **Impact GE-7:** Construction activities for the Hub Plan would directly or indirectly result in damage to, or destruction of, as-yet unknown paleontological resources or sites, should such resources, sites, or features exist on or beneath the Project site. With implementation of *Mitigation Measure M-GE-1 (Inadvertent Discovery of Paleontological Resources)*, Impact GE-7 would be less-than-significant.

The Project could extend into the Colma formation; impacts on significant fossils would be significant. Implementation of Mitigation Measure M-GE-1, which would require that the Project Sponsor educate construction workers, monitor for discovery of paleontological resources, evaluate found resources, and prepare and follow a recovery plan for found resources, would reduce the likelihood that significant, or unique, paleontological resources would be destroyed or lost. With implementation of this mitigation measure, the impact would be less than significant.

## SECTION IV. SIGNIFICANT IMPACTS THAT CANNOT BE AVOIDED OR REDUCED TO A LESS-THAN-SIGNIFICANT LEVEL

Based on substantial evidence in the whole record of these proceedings, the Planning Commission finds that there are significant project-specific and cumulative impacts that would not be eliminated or reduced to an insignificant level by the mitigation measures listed in the MMRP. The FEIR identifies ten significant impacts that would remain significant and unavoidable, even with implementation of mitigation measures; those impacts and the mitigation measures that reduce the impacts, although not to a less-than-significant level, are listed below. In addition, the FEIR identifies four impacts that would be significant and unavoidable, where mitigation is not feasible. Those impacts are also listed below.

The Commission further finds based on the analysis contained within the FEIR, other considerations in the record, and the significance criteria identified in the FEIR, that feasible mitigation measures are not available to reduce the significant Project impacts to less-than-significant levels, and thus those impacts remain significant and unavoidable. The Commission also finds that, although measures were considered in the FEIR that could reduce some significant impacts, certain measures, as described in this Section IV below, are infeasible for reasons set forth below, and therefore those impacts remain significant and unavoidable or potentially significant and unavoidable.

Thus, the following significant impacts on the environment, as reflected in the FEIR, are unavoidable. But, as more fully explained in Section VI, below, under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the Commission finds that these impacts are acceptable for the legal, environmental, economic, social, technological and other benefits of the Project. This finding is supported by substantial evidence in the record of this proceeding.

The FEIR identifies the following impacts for which mitigation measures were identified, but no feasible mitigation measures were identified that would reduce these impacts to a less than significant level, and therefore they remain significant and unavoidable with mitigation:

### Impacts to Cultural Resources

#### **Impact CUL-1**

The proposed Hub Plan could cause a substantial adverse change in the significance of individual built-environment resources and/or historic districts, as defined in section 15064.5, including resources listed in articles 10 or 11 of the San Francisco Planning Code. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-CUL-1a: Avoid or Minimize Effects on Identified Built Environment Resources;*
- *Mitigation Measure M-CUL-1b: Prepare and Submit Historical Documentation of Built Environment Resources;*
- *Mitigation Measure M-CUL-1c: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District;*
- *Mitigation Measure M-CUL-1d: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District;*
- *Mitigation Measure M-CUL-1e: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District; and*
- *Mitigation Measure M-CUL-1f: New Locations for Auxiliary Water Supply System Elements to Preserve Historic District Character.*

The Commission finds that, for the reasons set forth in the FEIR, although implementation of *Mitigation Measures M-CUL-1a, M-CUL-1b, M-CUL-1c, M-CUL-1d, M-CUL-1e, and M-CUL-1f* would partially compensate for impacts associated with development under the Hub Plan through comprehensive documentation and memorialization of historic resources, but this impact would nevertheless remain significant and unavoidable because the mitigation measures would not be enough to avoid, rectify, reduce, or compensate for the loss of built-environmental resources, as set forth in the DEIR at pages 3.A-71 to 3.A-85.

### **Impact C-CUL-1**

The proposed Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in demolition and/or alteration of built-environment resources. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the mitigation measures M-CUL-1a to M-CUL-1f, as detailed above.

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at page 3.A-107, although implementation of *Mitigation Measures M-CUL-1a, M-CUL-1b, M-CUL-1c, M-CUL-1d, M-CUL-1e, and M-CUL-1f* would partially compensate for impacts associated with development under the Hub Plan and other cumulative projects, through comprehensive documentation and memorialization of historic resources, but this impact would nevertheless remain significant and unavoidable because the mitigation measures would not be enough to avoid, rectify, reduce, or compensate for the loss of built-environmental resources.

## **Impacts to Transportation and Circulation**

### **Impact TR-1**



The proposed Hub Plan would require an extended duration for the construction period and intense construction activity, the secondary effects of which could create potentially hazardous conditions for people walking, bicycling, or driving; interfere with accessibility for people walking or bicycling; or substantially delay public transit. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measure:

- *Mitigation Measure M-TR-1: Construction Management Plan*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.B-56 to 3.B-58, although implementation of *Mitigation Measure M-TR-1* would reduce the cumulative transportation and circulation impact of the construction phase of the Project, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant impacts related to hazardous conditions for people walking or bicycling, or driving; interference with accessibility for people walking or bicycling; or substantially delay public transit.

### **Impact C-TR-1**

The proposed Hub Plan, combined with past, present, and reasonably foreseeable future projects, would contribute considerably to significant cumulative construction-related transportation impacts. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measure:

- *Mitigation Measure M-TR-1: Construction Management Plan*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.B-92 to 3.B-93, although implementation of *Mitigation Measure M-TR-1* would reduce the cumulative transportation and circulation impact of the construction phase of the Project, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant cumulative impacts related to conflicts between multiple construction activities and pedestrians, bicyclists, transit vehicles and automobiles.

## **Impacts to Noise**

### **Impact NOI-1**

The proposed Hub Plan would generate of a substantial temporary or permanent increase in ambient noise levels in excess of standards. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-NOI-1a: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use; and*
- *Mitigation Measure M-NOI-1b: Site-Specific Noise Control Measures for Projects Involving Pile Driving.*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.C-36 to 3.C-39, although implementation of *Mitigation Measures M-NOI-1a and M-NOI-1b* would reduce the noise impact resulting from the generation of substantial temporary or permanent increases in ambient noise levels, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant increase in ambient noise.

### **Impact C-NOI-1**

The proposed Hub Plan, combined with past, present, and reasonably foreseeable future projects, would alter wind in a manner that would make a cumulatively considerable contribution to a significant cumulative noise impact and result in the generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-NOI-1a: Construction Noise Control Plan for Projects Within 250 Feet of a Noise-Sensitive Land Use; and*
- *Mitigation Measure M-NOI-1b: Site-Specific Noise Control Measures for Projects Involving Pile Driving*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.C-78 to 3.C-79, although implementation of *Mitigation Measures M-NOI-1a and M-NOI-1b* would reduce the cumulative noise impact resulting from the generation of substantial temporary or permanent increases in ambient noise levels, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant cumulative increase in ambient noise.

### **Impacts to Air Quality**

#### **Impact AQ-5**

During operation, the Hub Plan could result in a cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status under an applicable federal, state, or regional ambient air quality standard. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-AQ-5a: Educate Residential and Commercial Tenants Concerning Low-VOC Consumer Products;*
- *Mitigation Measure M-AQ-5b: Reduce Operational Emissions for Projects That Exceed Criteria Air Pollutant Thresholds; and*
- *Mitigation Measure M-AQ-5c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps.*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.D-54 to 3.D-55, although implementation of *Mitigation Measures M-AQ-5a, M-AQ-5b, and M-AQ-5c* would reduce the air quality impact resulting from the cumulative considerable net increase in criteria air pollutants, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant cumulative increase in air pollutants.

## Impact AQ-7

The Hub Plan would result in emissions of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants that could expose sensitive receptors to substantial level of toxic air contaminants. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. In addition to M-AQ-5c, above, the Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-AQ-7a: Additional Air Quality Improvement Strategies to Reduce Hub Plan-Generated Emissions and Population Exposure;*
- *Mitigation Measure M-AQ-7b: Air Quality Analysis That Considers the Siting of Uses That Emit Particulate Matter (PM<sub>2.5</sub>), Diesel Particulate Matter, or Other Toxic Air Contaminants;*
- *Mitigation Measure M-AQ-7c: Design Land Use Buffers Around Active Loading Docks;*
- *Mitigation Measure M-AQ-7d: Implementation of Mitigation Measures M-AQ-4b and M-AQ-5c for Projects within the Existing or Future Air Pollutant Exposure Zone; and*
- *Mitigation Measure M-AQ-7e: Update Air Pollution Exposure Zone.*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.D-72 to 3.D-76, although implementation of *Mitigation Measures M-AQ-5c, M-AQ-7a, M-AQ-7b, M-AQ-7c, M-AQ-7d, and M-AQ-7e* would reduce the air quality impact resulting from the net increase in fine particulate matter, cancer risk levels, and toxic air contaminants, and due to uncertainty of timing, duration, and intensity of construction, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant cumulative increase in air pollutants.

## Impact C-AQ-1

The Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity, would result in exposure of sensitive receptors to substantial levels of fine particulate matter (PM<sub>2.5</sub>) and toxic air contaminants under 2040 cumulative conditions. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following mitigation measures:

- *Mitigation Measure M-AQ-4b: Construction Emissions Minimization Plan for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds;*
- *Mitigation Measure M-AQ-5c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps;*
- *Mitigation Measure M-AQ-7a: Additional Air Quality Improvement Strategies to Reduce Hub Plan-Generated Emissions and Population Exposure;*
- *Mitigation Measure M-AQ-7b: Air Quality Analysis That Considers the Siting of Uses That Emit Particulate Matter (PM<sub>2.5</sub>), Diesel Particulate Matter, or Other Toxic Air Contaminants;*
- *Mitigation Measure M-AQ-7c: Design Land Use Buffers Around Active Loading Docks;*
- *Mitigation Measure M-AQ-7d: Implementation of Mitigation Measures M-AQ-4b and M-AQ-5c for Projects within the Existing or Future Air Pollutant Exposure Zone; and*
- *Mitigation Measure M-AQ-7e: Update Air Pollution Exposure Zone.*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.D-101 to 3.D-102, although implementation of *Mitigation Measures M-AQ-4b, M-AQ-5c, M-AQ-7a, M-AQ-7b, M-AQ-7c, M-AQ-7d, and M-AQ-7e* would reduce the cumulative particulate matter, cancer risk levels, and toxic air contaminants generated by construction equipment, this impact would nevertheless remain significant and unavoidable because the mitigation measures would reduce but not eliminate the significant cumulative increase in particular matter and toxic air contaminants.

### **Impacts to Wind**

#### **Impact C-WI-1**

The proposed Hub Plan, combined with past, present, and reasonably foreseeable future projects, would alter wind in a manner that would make a cumulatively considerable contribution to a significant cumulative wind impact. No feasible mitigation measures were identified that would reduce this impact to a less than significant level after consideration of several potential mitigation measures. The Project Sponsor has agreed to implement the following Mitigation Measures:

- *Mitigation Measure M-WI-1a: Wind Analysis and Minimization Measures for Subsequent Projects; and*
- *Mitigation Measure M-WI-1b: Maintenance Plan for Landscaping and Wind Baffling Measures in the Public Right-of-Way.*

The Commission finds that, for the reasons set forth in the FEIR, and more specifically in the DEIR at pages 3.E-20 to 3.E-22, although implementation of *Mitigation Measures M-WI-1a* and *M-WI-1b* would reduce the cumulative wind impact of the Project, this impact would nevertheless remain significant and unavoidable. The specific design for subsequent reasonably foreseeable projects, when proposed, would be required not to exceed the wind hazard criterion specified in San Francisco Planning Code section 148. Building articulation and landscaping features for subsequent development projects could eliminate new hazard criterion exceedances for future projects. Although future project mitigation and/or design modifications would be based on a test of existing conditions (i.e., when a future project is proposed), using section 148 alone, they would not consider other foreseeable buildings in the area. Therefore, it cannot be stated with certainty that each subsequent development project would not contribute to a cumulative impact without substantial modifications to individual project design and programs.

In addition, the FEIR found the following impacts for which no feasible mitigation measures were identified, and therefore they remain significant and unavoidable:

### **Impacts to Transportation**

#### **Impact TR-8**

The proposed Hub Plan would result in commercial vehicle and passenger loading demand that could not be accommodated off street or within curbside loading spaces, which could result in potentially hazardous conditions or significant delays for transit, people bicycling, or people walking. There are no feasible mitigation measures to reduce this impact, and it would be significant and unavoidable, for the reasons set forth in the DEIR, at pages 3.B-83 to 3.B-84.

### **Impact C-TR-7**

The proposed Hub Plan, in combination with past, present and reasonably foreseeable projects in the vicinity, would contribute considerably to significant cumulative loading impacts. There are no feasible mitigation measures to reduce this impact, and it would be significant and unavoidable, for the reasons set forth in the DEIR, at pages 3.B-99 to 3.B-100.

### **Impacts to Shadow**

#### **Impact SH-1**

The proposed Hub Plan would create new shadow that would substantially and adversely affect the use and enjoyment of publicly accessible open spaces, specifically, on McCoppin Hub. McCoppin Hub is under the jurisdiction of San Francisco Public Works. There are no feasible mitigation measures that would reduce shadow impacts from the Hub Plan on McCoppin Hub. Therefore, this impact would remain significant and unavoidable, for the reasons set forth in the DEIR, at page 3.F-60.

#### **Impact C-SH-1**

The proposed Hub Plan, in combination with past, present, and reasonably foreseeable projects in the vicinity would result in cumulative shadow impacts, specifically on Patricia's Green, McCoppin Hub, Howard and Langton Mini Park. Both Patricia's Green and Howard and Langton Mini Park are under the jurisdiction of San Francisco Recreation and Parks while McCoppin Hub is under the jurisdiction of San Francisco Public Works. There are no feasible mitigation measures that would reduce shadow impacts from the Hub Plan on these parks, and therefore, this impact would remain significant and unavoidable, for the reasons set forth in the DEIR, at page 3.F-81.

## **SECTION V. Evaluation of Project Alternatives**

### **A. Alternatives Analyzed in the Final Environmental Impact Report**

This section describes the EIR alternatives and the reasons for rejecting the alternatives as infeasible. CEQA mandates that an EIR evaluate a reasonable range of alternatives to the Project or the Project location that would feasibly attain most of the Project's basic objectives, but that would avoid or substantially lessen any identified significant adverse environmental effects of the project. An EIR is not required to consider every conceivable alternative to a proposed project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. CEQA requires that every EIR also evaluate a "No Project" alternative. Alternatives provide a basis of comparison to the Project in terms of their significant impacts and their ability to meet project objectives. This comparative analysis is used to consider reasonable, potentially feasible options for minimizing environmental consequences of the Project.

The Department considered a range of alternatives in Chapter 5 of the FEIR. The FEIR analyzed the Hub Plan and Hub HSD No Project Alternative (Alternative A), the Hub Plan Land Use Plan Only Alternative (Alternative B), and the Hub Plan Reduced Intensity Alternative (Alternative C). Each alternative is discussed and analyzed in these findings, in addition to being analyzed in Chapter 5 of the FEIR. In addition, the FEIR analyzed several alternatives to the two individual projects at 30 Van Ness Avenue

and 98 Franklin Street (including No Project Alternatives and Reduced Intensity Alternatives for each of those projects). Those alternatives are not considered herein, but will be considered at the time those projects are brought forward for approval.

In addition, in developing the Hub Plan, two individual projects, and the Hub HSD, the Department and the project sponsors analyzed a series of alternatives that were rejected and did not receive in-depth analysis in the FEIR, including various variations of the reduced development alternatives. These alternatives were rejected and not studied in depth because either they were determined to be infeasible, or they did not avoid or lessen (and sometimes indeed they increased) the impacts of the Hub Plan, the individual projects, or the Hub HSD, or were covered by the range of alternatives selected. These alternatives considered but rejected included the search for an alternative location, and design alternatives for the 30 Van Ness Avenue and 98 Franklin Street projects.

The Commission certifies that it has independently reviewed and considered the information on the alternatives provided in the FEIR and in the record. The FEIR reflects the Commission's and the City's independent judgment as to the alternatives. The Commission finds that the Project provides the best balance between satisfaction of Project objectives and mitigation of environmental impacts to the extent feasible, as described and analyzed in the FEIR.

## **B. Evaluation of Project Alternatives**

CEQA provides that alternatives analyzed in an EIR may be rejected if "specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible ... the project alternatives identified in the EIR." (CEQA Guidelines § 15091(a)(3).) The Commission has reviewed each of the alternatives to the Project as described in the FEIR that would reduce or avoid the impacts of the Project and finds that there is substantial evidence of specific economic, legal, social, technological and other considerations that make these Alternatives infeasible, for the reasons set forth below.

In making these determinations, the Commission is aware that CEQA defines "feasibility" to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors." The Commission is also aware that under CEQA case law the concept of "feasibility" encompasses (i) the question of whether a particular alternative promotes the underlying goals and objectives of a project, and (ii) the question of whether an alternative is "desirable" from a policy standpoint to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.

The following Hub Plan alternatives and Project were fully considered and compared in the FEIR:

### **1. Hub Plan and Hub HSD No Project Alternative (Alternative A)**

Alternative A preserves the existing zoning and height and bulk controls in the Market and Octavia Area Plan and assumes no adoption of the Hub Plan or Hub HSD. No streetscape or street network improvements would occur, and the Hub Plan area would not be designated an HSD. However, Alternative A considers individual development projects in general with the assumption that build-out of the 18 sites within the proposed Hub Plan boundaries would occur by 2040 and be developed according to current land use controls for zoning, height, and bulk specifications as specified in the Market and

Octavia Area Plan. The total number of new residential units developed under Alternative A would be approximately 5,300 units.

Alternative A would likely avoid or reduce some—but not all—of the significant impacts identified for the Hub Plan because it would rely on a program of reduced development intensity that is currently in place under the Market and Octavia Area Plan. For the Project, Alternative A would not necessarily avoid significant and unavoidable impacts to loading, air quality, wind, and shadow because development in the area still would occur, but just not to the same density. Alternative A assumes that growth in the Hub Plan area would occur with or without implementation of the Hub Plan, but that, absent implementation of the Hub Plan and Hub HSD, a smaller percentage of citywide growth would occur within the Hub Plan area. Because Alternative A would not increase the allowable building heights and density as the Hub Plan would, this alternative would very likely result in less development pressure for redevelopment of “underutilized” sites because there would be fewer development incentives. Therefore, while it is likely that Alternative A would substantially reduce all of the identified significant and unavoidable impacts and less-than-significant impacts with mitigation related to intensity of development under the Hub Plan (impacts on built-environment resources, noise, and shadow), it cannot be stated with certainty whether Alternative A would substantially reduce or avoid any of the identified impacts because development would continue to occur within the Hub Plan area under this alternative.

Alternative A would accommodate substantially less new housing than the Hub Plan and Hub HSD, resulting in approximately 80 percent fewer housing units than the Hub Plan and Hub HSD. As such, this alternative would be less successful than the Hub Plan in potentially creating housing in an area of the city that needs it.

Alternative A would not prioritize and facilitate the creation of housing in the same way that the Hub Plan and Hub HSD would (by defining neighborhood priorities and guiding growth and development in the area) and would not provide incentives to “maintain a strong preference for housing as a desired use.” Because Alternative A would not include the Hub Plan’s proposed reconfigurations for major streets and intersections (including those that incentivize people walking, biking, and using transit) or public street and public space improvements, subsequent development projects under Alternative A would not necessarily “establish a functional, attractive, and well-integrated system of public streets and open spaces;” “reconfigure major streets and intersections to make them safer for people walking, bicycling, and driving;” or “take advantage of opportunities to create public spaces” in the Hub Plan area. Without the Hub Plan’s proposed zoning changes, designation of the Hub as an HSD, and building height increases, Alternative A would not “encourage residential towers on selected sites” to the degree that it would under the Hub Plan and Hub HSD, nor would it prioritize high-density housing development over other potential development to the degree that it would under the Hub Plan and Hub HSD. Accordingly, Alternative A would only partially meet the project objectives. Alternative A would, however, continue to reflect the objectives established in the Market and Octavia Area Plan because it would maintain the same zoning controls and policies outlined in the plan.

Alternative A only partially meets the objectives of the Hub Plan and HSD.

The Commission rejects Alternative A as infeasible and unreasonable because it would fail to avoid several significant and unavoidable impacts, it would fail to meet the Project Objectives (as described in the DEIR) and the City’s policy objectives for the following reasons:

- It would not fulfill key objectives from the Market and Octavia Area Plan including Objective 7.1, “Create a vibrant new mixed-use neighborhood in SoMa west” and Objective 7.2, “Establish a functional, attractive and well-integrated system of public streets and open spaces in the SoMa west area to improve the public realm”
- It would not fulfill key goals of the General Plan with respect to housing production, including Objective 1 of the Housing Element, “Identify and Make Available for Development Adequate Sites to Meet the City’s Housing Needs, Especially Permanently Affordable Housing,” Policy 1.2, “Focus housing growth and infrastructure-necessary to support growth according to community plans,” and Objective 7, “Secure funding and resources for permanently affordable housing, including innovative programs that are not solely reliant on traditional mechanisms or capital.”
- Alternative A would preserve the existing zoning and as a result, the amount of impact fees to fund affordable housing, transportation, streets, open space and childcare would be substantially reduced.

For the foregoing reasons, the Commission rejects Alternative A as infeasible.

## **2. Hub Plan Land Use Plan Only Alternative (Alternative B)**

Alternative B assumes that the same policies and Planning Code and General Plan amendments would be implemented as with the Hub Plan and Hub HSD, except that this alternative would exclude implementation of the Hub Plan’s proposed streetscape and street network improvements in the Hub Plan vicinity. As such, development assumptions for this alternative would be the same as those for the Hub Plan and Hub HSD, including the addition in the Hub Plan area of approximately 8,530 residential units. Alternative B includes upzoning of the 18 sites, rezoning parcels from Neighborhood Commercial Transit (NCT) to Downtown General Commercial (C-3-G) zoning district and extending the Van Ness & Market Residential Special Use District, as would occur with the proposed project. There would be no change to development intensity as compared to the proposed project.

Alternative B would have slightly fewer impacts than the Hub Plan at the program level because, although the development program assumptions would be the same, the streetscape and street network improvements would not be implemented. This would reduce impacts associated with construction (transportation, noise, and air quality), and eliminate the built-environment impact on the San Francisco Auxiliary Water Supply System because no work would be conducted in city streets.

Alternative B would meet most of the project objectives of the Hub Plan because it would follow the same development program, on the same 18 sites, and at the same heights and densities. Uses and overall projected residential growth under this alternative would be the same. However, because Alternative B would not provide the streetscape and street network improvements in the Hub Plan area that are proposed under the Hub Plan, street network and circulation under this alternative would not prioritize people walking, biking, and using transit as effectively as the Hub Plan. Therefore, this alternative would not meet the Hub Plan’s specific objectives to “establish a functional, attractive, and well-integrated system of public streets and open spaces;” “reconfigure major streets and intersections to make them safer for people walking, bicycling, and driving;” and “take advantage of opportunities to create public spaces.” Therefore, Alternative B would be partially consistent with the project objectives of the Hub Plan



The Commission rejects Alternative B as infeasible and unreasonable because it would fail to avoid several significant and unavoidable impacts, it would fail to meet the Project Objectives (as described in the DEIR) and the City’s policy objectives for the following reasons:

- It would not fulfill key objectives from the Market and Octavia Area Plan including Objective 7.2, “Establish a functional, attractive and well-integrated system of public streets and open spaces in the SoMa west area to improve the public realm”
- It would not fulfill key General Plan goals with respect to open space, including policy 3.1 from the Recreation and Open Space Element “Creatively develop existing publicly-owned right-of-ways and streets into open space”.
- It would not fulfill key General Plan goals with respect to transportation, including Objective 1, “Meet the needs of all residents and visitors for safe, convenient and inexpensive travel within San Francisco and between the City and other parts of the region while maintaining the high quality living environment of the Bay Area” and Policy 1.2 “Ensure the safety and comfort of pedestrians throughout the city”. In addition, this alternative would not fulfill the City’s Vision Zero Policy passed in 2014.

For the foregoing reasons, the Commission rejects Alternative B as infeasible.

### **3. Hub Plan Reduced Intensity Alternative (Alternative C)**

Alternative C would modify the assumptions of what would occur at the 18 sites identified under the Hub Plan for height and bulk increases. Specifically, under Alternative C, the height increases and rezoning proposed at 99 South Van Ness Avenue, which contains a historical or potentially historical resources, would not occur, and this site would be removed from the project entirely. At 170 Otis Street, upzoning would still occur, but it would meet the Secretary of the Interior’s standards. At 10 South Van Ness Avenue, the Full Preservation Alternative identified in the 10 South Van Ness Avenue EIR would be selected, under which the existing building at 10 South Van Ness Avenue, a historical resource, would undergo some changes but it would retain all of its exterior and interior character-defining features. In addition, upzoning would be reduced by 20 feet at 1 South Van Ness Avenue, 10 South Van Ness Avenue, 1500–1540 Market Street, 30 Van Ness Avenue, and 33 Gough Street.

Alternative C would avoid or reduce some—but not all—of the significant impacts identified for the Hub Plan because it would reduce the intensity of development in the Hub Plan area by removing one site from the list of proposed sites and reducing building heights at other selected sites. This alternative would lessen the severity of some of the impacts identified as significant and unavoidable and less than significant with mitigation. These include:

- Built-environment resources impact (Impact CUL-3) of the Hub Plan
- Cumulative impact contribution on built-environment and historic resources (Impact C-CUL-1) of the Hub Plan
- Cumulative wind impact contribution (Impact C-WI-1) of the Hub Plan
- Shadow impact (Impact SH-1) of the Hub Plan
- Cumulative shadow impact contribution (Impact C-SH-1) of the Hub Plan
- Cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status during construction (Impact AQ-4) of the Hub Plan

- Cumulatively considerable net increase in criteria air pollutants for which the project region is in nonattainment status during operation (Impact AQ-5) of the Hub Plan
- Emissions of fine particulate matter (PM2.5) and toxic air contaminants that could expose sensitive receptors to substantial levels of toxic air contaminants (Impact AQ-7) under the Hub Plan
- Cumulative air quality impacts from (PM2.5) and toxic air contaminants (Impact C-AQ-1) under the Hub Plan

Alternative C would not avoid any of the project-specific impacts from the streetscape and street network improvements, such as the built-environment impacts on the San Francisco Auxiliary Water Supply System, because it would have the same project-level components as the Project.

Alternative C would meet most of the project objectives of the Hub Plan, but it would reduce the development program, resulting in less overall residential growth in the Hub Plan area. As such, this alternative would be less successful than the Hub Plan at maximizing housing in an area of the city that needs it, creating “a vibrant mixed-use neighborhood,” and maintaining “a strong preference for housing as a desired use.” In addition, Alternative C would not prioritize and facilitate the creation of housing in the same way and to the same degree that the Hub Plan would. Therefore, Alternative C would be partially consistent with the project objectives of the Hub Plan.

The Commission rejects Alternative C as infeasible and unreasonable because it would fail to avoid several significant and unavoidable impacts, it would fail to meet the Project Objectives (as described in the DEIR) and the City’s policy objectives for the following reasons:

- It would not fulfill key objectives from the Market and Octavia Area Plan including Objective 7.1, “Create a vibrant new mixed-use neighborhood in SoMa west.”
- It would not fulfill key goals of the General Plan with respect to housing production, including Objective 1 of the Housing Element, “Identify and Make Available for Development Adequate Sites to Meet the City’s Housing Needs, Especially Permanently Affordable Housing,” Policy 1.2, “Focus housing growth and infrastructure-necessary to support growth according to community plans,” and Objective 7, “Secure funding and resources for permanently affordable housing, including innovative programs that are not solely reliant on traditional mechanisms or capital.”
- Alternative C would preserve the existing zoning on select sites and as a result, the amount of impact fees to fund affordable housing, transportation, streets, open space and childcare would be reduced.

For the foregoing reasons, the Commission rejects Alternative C as infeasible.

## **VI. STATEMENT OF OVERRIDING CONSIDERATIONS**

The Planning Commission finds that, notwithstanding the imposition of all feasible mitigation measures, ten significant impacts would remain significant and unavoidable, related to Cultural Resources, Transportation, Noise, Air Quality, and Wind, as described in more detail above. In addition, the Commission finds that four additional impacts would be significant and unavoidable, related to Transportation and Shadow, also as described above, and that no mitigation measures have been identified to reduce these impacts.

Pursuant to CEQA section 21081 and CEQA Guideline Section 15093, the Commission hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. Any one of the reasons for approval cited below is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the Commission will stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found below.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Commission specifically finds that there are significant benefits of the Project to support approval of the Project in spite of the unavoidable significant impacts, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining Project approvals, significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. All mitigation measures and improvement measures identified in the FEIR/Initial Study and MMRP are adopted as part of the Approval Actions described in Section I, above.

Furthermore, the Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technological, legal, social and other considerations. The Project would meet all of the Project Objectives, as described in the DEIR.

The Project will have the following benefits:

1. The Project could add up to 8,530 new residential units to what currently exists in the Hub Plan area today, bringing much needed additional housing into a neighborhood that is well served by public transit, on the edge of Downtown. This would be consistent with, and would advance, myriad City policy objectives that emphasize the need for housing. Among those policies, the Hub Plan would further Policy 1.1 of the Housing Element of the General Plan, as it would increase the housing stock to address a shortage of housing in the City. Additionally, the Hub Plan would support Policy 4.5 of the Housing Element by providing a range of unit types to serve a variety of needs, and Policies 7.1 and 7.2 of the Downtown Plan, because it would expand the supply of housing in and adjacent to Downtown. The Project also would promote several Market and Octavia Area Plan Objectives and Policies, including Objectives 2.3 and 2.4, which encourage increasing the existing housing stock, including affordable units.
2. At full build out, the Hub area could achieve approximately 29% affordability overall and increase the stock of permanently affordable housing by providing onsite affordable residential units for a mix of low- to moderate-income households, offsite affordable residential units, or a mix of onsite and offsite affordable residential units. This would further and promote multiple City policies, such as those enshrined in Objective 1, Policies 1.1, 1.3 and 1.10 of the Housing Element of the General Plan.
3. The Project would add neighborhood serving retail and restaurant space in an area with a growing residential population, consistent with objective 7.1 in the Market & Octavia Area Plan and a number of Downtown Area Plan Objectives and Policies, including Policy 5.1, which encourage the provision of space for commercial activities.

4. The Project would include streetscape improvements to major streets and new living alleys, which would help to establish a functional, attractive, and well-integrated system of public streets and reconfigure major streets and intersections to make them safer for people to walk and ride bikes, consistent with Objective 13, Policies 13.1 and 13.3 of the Housing Element, and many objectives and policies of the Transportation Element of the General Plan, such as Objectives 2 and 24.
5. The Project in this way would promote a number of City urban design and transportation policies, including lowering the amount of off-street parking, reducing curb cuts; slowing vehicular traffic; providing street trees, landscaping, seating, bike racks and other street furniture for public use and enjoyment; widening sidewalks, using high-quality materials; activating the street frontage; maximizing ground floor transparency; and providing adequate lighting, consistent with Objective 24 of the Transportation Element of the General Plan, among others.
6. The Project would generate impact fee revenue that could be used to help facilitate the creation of new parks and improve existing recreational facilities, consistent with objective 7.2 of the Market and Octavia Area Plan and Objectives 1 and 2 of the Recreation and Open Space Element of the General Plan.
7. The additional construction from the Project will create temporary construction jobs and permanent jobs in the retail sector and for building operations. These jobs will provide employment opportunities for San Francisco residents, promote the City's role as a commercial center, and provide additional payroll tax revenue to the City, providing direct and indirect economic benefits to the City.
8. At full build out, the Hub area is expected to generate \$958 million in public benefits to the City, an additional \$235 million in impact fees for affordable housing, transportation, streets, open spaces and childcare that what could be generated under the existing zoning.

Having considered the above, and in light of the evidence contained in the FEIR and in the record, the Commission finds that the benefits of the Project outweigh the unavoidable adverse environmental effects identified in the FEIR, and that those adverse environmental effects are therefore acceptable.

**B - MITIGATIONS  
MONITORING AND  
REPORTING PROGRAM**

**TABLE A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL or TO BE ADOPTED AS CONDITIONS OF APPROVAL FOR SUBSEQUENT DEVELOPMENT PROJECTS WITHIN THE HUB PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW (TO BE IMPLEMENTED BY THE CITY AND COUNTY OF SAN FRANCISCO OR PROJECT SPONSORS)**

This table identifies Plan-level and Project-level mitigation measures to be implemented by the City and County of San Francisco, project sponsors of the 30 Van Ness Avenue and 98 Franklin Street Projects, or project sponsors for subsequent development projects in the Hub Plan area. The project applicability columns indicate which project is required to implement a given mitigation measure. For subsequent development projects in the Hub Plan area, during subsequent environmental review, the Planning Department would determine the applicability of each measure and prepare a project-specific Mitigation and Monitoring Reporting Program to be adopted with each subsequent project.

Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<b>Cultural Resources</b> <b>M-CUL-1a: Avoid or Minimize Effects on Identified Built Environment Resources.</b> This mitigation measure is required in recognition of Objective 3.2 of the Market and Octavia Area Plan, to which the Hub Plan is an amendment. Objective 3.2 states that the Market and Octavia Area Plan shall "promote the preservation of notable historic landmarks, individual historic buildings, and features that help to provide continuity with the past." Policy 3.2.2 of the Market and Octavia Plan states that the plan shall "encourage rehabilitation and adaptive reuse of historic buildings and resources." In order to meet Objective 3.2 and Policy 3.2.2, the project sponsor of a subsequent development project in the Hub Plan area that occurs on the site of a built environment historic resource or contributor to a historic district shall seek feasible means for avoiding significant adverse effects on historic architectural resources, with judgment of the significance of the impact to be based on the Secretary of the Interior's Standards for	X				Project sponsor and qualified architectural historian.	Prior to approval of project environmental document.	Planning department preservation staff to review and approve. Environmental Review Officer.	Considered complete when environmental document approved by Environmental Review Officer.

<sup>1</sup> Implementation of the Hub Housing Sustainability District (HSD) is a procedural change that may reduce the time required for approval of projects that satisfy all of the requirements of the HSD ordinance. Designation of an HSD, through adoption of an ordinance by the San Francisco Board of Supervisors, would allow the city to exercise streamlined ministerial approval of residential and mixed-use development projects meeting certain requirements within the HSD. Qualifying projects approved under the HSD would still be required to implement mitigation measures identified in this EIR and comply with adopted design review standards and all existing city laws and regulations but would not require additional CEQA analysis. Because the Hub HSD would be a procedural change that would be shown as an overlay on zoning maps, no impacts would result from implementation of the HSD beyond those identified for the Hub Plan.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed	
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project					
<p><b>M-CUL-1b: Prepare and Submit Historical Documentation of Built Environment Resources.</b> Where avoidance is not feasible, as described in Mitigation Measure M-CUL-1a, the project sponsor of a subsequent development project in the Hub Plan area shall</p> <p>Rehabilitation. If a project that conforms to the Secretary of the Interior's Standards for Rehabilitation is not feasible, the project sponsor shall a.) demonstrate that infeasibility to the San Francisco Planning Department's preservation staff, and b.) consult with the San Francisco Planning Department's preservation and urban design staff to determine if effects on built environment resources should be minimized by retaining a portion of the existing building and incorporating it into the project, with the understanding that such minimization would still result in a significant adverse impact on historical resources. If retention of a portion of the existing building is not feasible, the project sponsor shall demonstrate that infeasibility to the San Francisco Planning Department's preservation staff. California Environmental Quality Act Guidelines section 15364 defines "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." For the purposes of this mitigation measure, economic factors will not be considered. The applicability of each remaining factor would vary from project to project and be determined by staff members on a case-by-case basis.</p>	X					Project sponsor, qualified architectural historian, and photographer.	Prior to the issuance of any demolition, site, or building permit for the project.	Planning department preservation staff to review and approve.	Considered complete upon submittal of final Historic American Buildings Survey documentation to the

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>undertake historical documentation. The project sponsor shall retain a professional who meets the Secretary of the Interior's Qualification Standards for Architectural Historian or Historian (36 Code of Federal Regulations part 61) and a photographer with demonstrated experience in Historic American Buildings Survey photography to prepare written and photographic documentation for the affected built environment resources. The Historic American Buildings Survey documentation package for each affected built environment resource shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to the issuance of any demolition, site, or construction permit for the project.</p> <p>The documentation shall consist of the following:</p> <ul style="list-style-type: none"> <li>• <i>Historic American Buildings Survey-level Photographs:</i> Historic American Buildings Survey standard large-format photography shall be used to document the built environment resources and surrounding context. The scope of the photographs shall be reviewed and approved by the San Francisco Planning Department's preservation staff for concurrence, and all photography shall be conducted according to the current National Park Service Historic American Buildings Survey standards. The photograph set shall include distant/elevated views to capture the extent and context of the resource.</li> </ul>								Preservation Technical Specialist.







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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>M-CUL-1c: Develop and Implement an Interpretive Program for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</b> For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall work with the San Francisco Planning Department's preservation staff or other qualified professionals to institute an interpretive program onsite that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. The interpretive program would include the creation of historical photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. This may also include a website. The contents of the interpretive program shall be determined by the San Francisco Planning Department's preservation staff. Development of the interpretive displays shall be overseen by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations part 61). An outline of the format and the location and content of the interpretive displays shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition permit or site permit. The format, location,</p>	X				Project sponsor and qualified architectural historian.	Prior to issuance of a demolition or site permit (for an outline of the format and location/content of displays) and prior to issuance of any building permits.	Planning department preservation staff to review and approve the interpretive display.	Considered complete upon installation of display or publication of website.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>content, specifications, and maintenance of the interpretive displays must be finalized prior to issuance of any building permits for the project.</p> <p><b>M-CUL-1d: Video Recordation for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</b>                      For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall work with the San Francisco Planning Department's preservation staff or other qualified professionals to undertake video documentation of the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, preferably one with experience recording architectural resources; prior to the commencement of any demolition or project activities at the project site. The documentation shall be narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations part 61). The documentation shall include as much information as possible, using visuals in combination with narration, about the materials, construction methods, current condition, historic use, and significance and historic context of the historical resource.</p>	X				Project sponsor, qualified historic preservation individual, qualified videographer.	Prior to issuance of a demolition, site, or building permit.	Planning department preservation staff to review and approve.	Considered complete upon submittal of completed video documentation to the San Francisco Public Library or other interested historical institution.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
Digital copies of the video documentation shall be submitted to the San Francisco Planning Department; archival copies of the video documentation shall be submitted to repositories including, but not limited to, the San Francisco Public Library, Northwest Information Center, and California Historical Society. The video documentation shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to issuance of a demolition, site, or building permit for the project.								
<b>M-CUL-1e: Architectural Salvage for Projects Demolishing or Altering a Historical Resource or Contributor to a Historic District.</b> For projects that would demolish or materially alter a historical resource or contributor to a historic district, the project sponsor shall seek feasible means for salvaging the building's character-defining architectural features and incorporating them into either the design of the new project proposed at the site or the interpretive program that would be developed under M-CUL-1c. The project sponsor shall work closely with the San Francisco Planning Department preservation and urban design staff to determine which elements should be salvaged. In the event that reuse of salvaged elements in either the design of a new building or in an interpretive program proves infeasible or otherwise undesirable as determined by the San Francisco Planning Department preservation staff, the project sponsor may, at the direction of the San Francisco Planning Department preservation	X				Project sponsor and planning department.	Prior to the issuance of any demolition, site, or construction permit.	Planning department preservation staff to review and approve.	Considered complete upon approval of the salvage plan and after salvage activities are complete.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>staff, be required to attempt to donate the elements to an appropriate historical or arts organization. A detailed salvage plan shall be reviewed and approved by the San Francisco Planning Department's preservation staff prior to the issuance of any demolition, site, or construction permit for the project.</p> <p><b>M-CUL-1f: New Locations for Contributing Auxiliary Water Supply System Elements to Preserve Historic District Character.</b>                      Where a streetscape or street network improvement proposed under the Hub Plan would require moving an Auxiliary Water Supply System hydrant, the San Francisco Planning Department shall conduct additional study to determine if it contributes to the historic significance of the Auxiliary Water Supply System. If the element is determined to be a contributing feature of the Auxiliary Water Supply System, the project sponsor shall work with the San Francisco Planning Department's preservation staff to determine a location where the contributing Auxiliary Water Supply System hydrant could be reinstalled to preserve the historic relationships and functionality that are character-defining features of the Auxiliary Water Supply System. Generally, hydrants shall be reinstalled near the corner or the intersection from where they were removed. Any hydrant found not to contribute to the significance of the Auxiliary Water Supply System could be removed or relocated without diminishing the historic integrity of the district.</p>		X			Project sponsor and planning department.	Prior to San Francisco Public Works approval of streetscape and street network improvements.	Planning department preservation staff to review and approve.	Considered complete with implementation of streetscape and street network improvements and, where necessary, the reinstallation of hydrants that are determined to contribute to the historic nature of the Auxiliary Water Supply System.

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<p><b>M-CUL-4a: Project-Specific Preliminary Archaeological Review for Projects Involving Soil Disturbance.</b> This archaeological mitigation measure shall apply to any subsequent development project involving any soil-disturbing or soil-improving activities including excavation, utilities installation, grading, soils remediation, or compaction/chemical grouting 2 feet or more below ground surface, for which no archaeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archaeological Review by the San Francisco Planning Department archaeologist.</p> <p>Based on the Preliminary Archaeological Review, the Environmental Review Officer shall determine if there is a potential for effects on an archaeological resource, including human remains, and, if so, what further actions are warranted to reduce the potential effect of the project on archaeological resources to a less-than-significant level. Such actions may include project redesign to avoid the potential to affect an archaeological resource, or further investigations by an archaeological consultant, such as preparation of a project-specific Archaeological Research Design and Treatment Plan or the undertaking of an archaeological monitoring or testing program based on an archaeological monitoring or testing plan. The scope of the Archaeological Research Design and Treatment Plan, archaeological testing, or</p>	X	X	Complete	Complete	Project sponsor, planning department's archaeological or qualified archaeological consultant, and planning department Environmental Review Officer	Prior to completion of the environmental review of subsequent projects.	Planning department (Environmental Review Officer; department's archaeological or qualified archaeological consultant) to review and approve.	Considered complete upon completion of the Preliminary Archaeological Assessment and if necessary the Archaeological Research Design and Treatment Plan.

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archaeological monitoring plan shall be determined in consultation with the Environmental Review Officer and consistent with the standards for archaeological documentation established by the Office of Historic Preservation for the purposes of compliance with the California Environmental Quality Act (Office of Historic Preservation, Preservation Planning Bulletin No. 5). Avoidance of effects on an archaeological resources is always the preferred option.								
<b>M-CUL-4b: Procedures for Accidental Discovery of Archaeological Resources for Projects Involving Soil Disturbance.</b> This mitigation measure is required for projects that would result in soil disturbance and are not subject to Mitigation Measure M-CUL-4a. Should any indication of an archaeological resource, including human remains, be encountered during any soil-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the Environmental Review Officer and immediately suspend any soil-disturbing activities in the vicinity of the discovery until the Environmental Review Officer has determined what additional measures should be undertaken. If the Environmental Review Officer determines that an archaeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants	X	X			Project sponsor, archaeological consultant, and project head foreman.	During any soil-disturbing activity.	Planning department (Environmental Review Officer) to determine if an archaeological resource may be present within the project site, approve additional measures if warranted, and approve a Final Archaeological Resources Report is necessary.	Considered complete after additional measures are implemented and Final Archaeological Resources Report is approved.







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<p>the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the Environmental Review Officer may require a different final report content, format, and distribution from that presented above.</p> <p><b>M-CUL-4c: Requirement for Archaeological Monitoring for Streetscape and Street Network Improvements.</b> Based on reasonable potential that archaeological resources may be present within the Hub Plan area, in instances where streetscape and street network improvements are proposed that include soil disturbance of 2 feet or more below the street grade, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources and human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Qualified Archaeological Consultants List maintained by the San Francisco Planning Department archaeologist. After the first project approval action, or as directed by the Environmental Review Officer, the project sponsor shall contact the San Francisco Planning Department archaeologist to obtain the names and contact information for the next three archaeological consultants on the Qualified Archaeological Consultants List. The archaeological consultant shall undertake an archaeological monitoring program.</p>		X			Project sponsor, planning department's archaeologist or qualified archaeological consultant, and planning department Environmental Review Officer.	Archaeological Monitoring Program, including worker training; development of program work scope prior to commencement of project-related-soil-disturbing activities; monitoring activity to occur during site excavation and construction, as per the Archaeological Monitoring Program. Archaeological Data Recovery Program: If required, the development of work	The archaeological consultant to prepare the Archaeological Monitoring Program and, if required, the Archaeological Data Recovery Program and Final Archaeological Resources Report. Planning department Environmental Review Officer to review and approve.	Considered complete on approval of Archaeological Monitoring Program by Environmental Review Officer; submittal of report regarding findings of Archaeological Monitoring Program, Archaeological Data Recovery Program, and Final Archaeological Resources Report; and findings by the Environmental Review Officer that the Archaeological Monitoring Program, Archaeological Data Recovery Program, and Final Archaeological

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<p>All plans and reports prepared by the consultant, as specified herein, shall be submitted first and directly to the Environmental Review Officer for review and comment and considered draft reports, subject to revision until final approval by the Environmental Review Officer. Archaeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the Environmental Review Officer, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archaeological resource, as defined in California Environmental Quality Act Guidelines section 15064.5(a) and (c).</p> <p><i>Consultation with Descendant Communities:</i> On discovery of an archaeological site<sup>2</sup> associated with descendant Native Americans, overseas Chinese, or other potentially interested descendant group, an appropriate representative<sup>3</sup> of the descendant group and the Environmental Review Officer shall be contacted. The representative of the descendant group shall be given the</p>					scope would occur prior to commencement of continued soil-disturbing construction activities; recovery during and subsequent to construction activity, as per Archaeological Data Recovery Program. Treatment of human remains: upon discovery, if applicable. Final Archaeological Resources Report: upon completion of the		Resources Report is implemented.	

<sup>2</sup> The term "archaeological site" is intended here to minimally include any archaeological deposit, feature, burial, or evidence of burial.

<sup>3</sup> An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American contact list for the City and County of San Francisco maintained by the California Native American Heritage Commission and, in the case of the overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the San Francisco Planning Department archaeologist.

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<p>opportunity to monitor archaeological field investigations of the site and offer recommendations to the Environmental Review Officer regarding appropriate archaeological treatment of the site, recovered data from the site, and, if applicable, any interpretative treatment of the associated archaeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p><i>Archaeological Monitoring Program.</i> The archaeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> <li>The archaeological consultant, project sponsor, and Environmental Review Officer shall meet and consult on the scope of the archaeological monitoring program reasonably prior to commencement of any project-related soil-disturbing activities. The Environmental Review Officer, in consultation with the project archaeologist, shall determine which project activities shall be archaeologically monitored. In most cases, any soil-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the potential risk these activities pose to archaeological resources and their depositional context.</li> <li>The archaeological consultant shall undertake a worker training program for soil-disturbing workers that shall include</li> </ul>					Archaeological Monitoring Program and Archaeological Data Recovery Program, and prior to issuance of a temporary certificate of occupancy.			















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<p>Officer shall receive a copy of the transmittal of the Final Archaeological Resources Report to the Northwest Information Center. The Environmental Planning Division of the San Francisco Planning Department shall receive one bound and one unlocked, searchable portable document format copy on compact disc of the Final Archaeological Resources Report, along with copies of any formal site recordation forms (California Department of Parks and Recreation 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the Environmental Review Officer may require a different or additional final report content, format, and distribution than that presented above.</p> <p><b>M-CUL-4d: Requirements for Archaeological Testing Consisting of Consultation with Descendent Communities, Testing, Monitoring, and a Report.</b> Based on a reasonable presumption that archaeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List maintained by the San Francisco Planning Department</p>			X	X	Project sponsors and qualified archaeological consultants.	After the first project approval action or as directed by the Environmental Review Officer.	Planning department archaeologist and Environmental Review Officer to review and approve.	Considered complete when all plans and reports are approved by the Environmental Review Officer.























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<p>interpretive value of the resource, the Environmental Review Officer may require a different or additional final report content, format, and distribution than that presented above.</p> <p><b>Tribal Cultural Resources</b></p> <p><b>M-TCR-1: Project-Specific Tribal Cultural Resources Assessment for Projects Involving Ground Disturbance.</b> This tribal cultural resources cultural mitigation measure shall apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, or compaction/chemical grouting at depths that would extend into sand dune and marsh deposits, that occurs at depths of 2 feet or more below the ground surface.</p> <p>Projects to which this mitigation measure applies shall be reviewed for the potential to affect a tribal cultural resource in tandem with Preliminary Archaeological Review of the project by the San Francisco Planning Department senior archaeologist. For projects requiring a Mitigated Negative Declaration or Environmental Impact Report, the San Francisco Planning Department "Notification Regarding Tribal Cultural Resources and the California Environmental Quality Act" shall be distributed to the San Francisco Planning Department tribal distribution list. Consultation with California Native American tribes regarding the potential of the project to affect a tribal cultural resource shall occur</p>	X	X	X	X	<p>Planning department's archaeologist, California Native American tribal representative, planning department-qualified archaeological consultant; project sponsors.</p>	<p>The environmental review of 30 Van Ness Avenue and 98 Franklin Street for potential to affect a tribal cultural resource and conduct outreach has been completed.</p> <p>For subsequent projects, potential to affect a tribal cultural resource and conduct outreach during environmental review.</p> <p>Prior to issuance of demolition permit for preservation in place or interpretive program, if needed following</p>	<p>Planning department archaeologist to review the potential for a project to affect a tribal cultural resource, perform outreach, and review plan for preservation in place or interpretive program; planning department-qualified archaeological consultant; project sponsor implement an interpretive program of the tribal cultural resource.</p>	<p>Considered complete if no Tribal Cultural Resource is discovered or Tribal Cultural Resource is discovered and either preserved in-place or project effects to Tribal Cultural Resources are mitigated by implementation of planning department-approved interpretive program.</p>

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<p>at the request of any notified tribe. For all projects subject to this mitigation measure, if the San Francisco Planning Department senior archaeologist determines that the proposed project may have a potential significant adverse effect on a tribal cultural resource, then the following shall be required as determined warranted by the Environmental Review Officer:</p> <p>If the Environmental Review Officer determines that preservation-in-place of the tribal cultural resource is both feasible and effective, based on information provided by the applicant regarding feasibility and other available information, then the project's archaeological consultant shall prepare an archaeological resource preservation plan. Implementation of the approved archaeological resource preservation plan by the archaeological consultant shall be required when feasible. If the Environmental Review Officer determines that preservation in place of the tribal cultural resource is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the tribal cultural resource in coordination with affiliated Native American tribal representatives. An interpretive plan produced in coordination with affiliated Native American tribal representatives, at minimum, and approved by the Environmental Review Officer shall be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation,</p>					identification of a potential significant adverse effect on a tribal cultural resources.			



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<p><b>Transportation and Circulation</b></p> <p><b>M-TR-1: Construction Management Plan.</b> For projects within the Hub Plan area, the project sponsor shall develop and, upon review and consultation with the San Francisco Municipal Transportation Agency and San Francisco Public Works, implement a Construction Management Plan to address issues related to transportation-related circulation, access, staging, and hours of delivery. The Construction Management Plan would disseminate appropriate information to contractors and affected agencies regarding coordinating construction activities to minimize disruption and maintain circulation in the project area to the extent possible, with particular focus on ensuring connectivity for transit, people walking, and people bicycling. The Construction Management Plan would supplement and expand, rather than modify or supersede, any manual regulations, or provisions set forth by San Francisco Municipal Transportation Agency, San</p>	X	X			Project sponsor.	Prior to the start of project construction and throughout the construction period.	Project sponsors to develop the plan, San Francisco Municipal Transportation Agency, San Francisco Public Works, and planning department to review and approve.	Considered complete upon approval of each construction management plan and completion of each project's construction.





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<p>City (<a href="http://www.sferh.org">www.sferh.org</a>), or providing transit information to construction workers.</p> <ul style="list-style-type: none"> <li><i>Project Construction Updates for Adjacent Businesses and Residents</i> – To minimize construction impacts on access, the project sponsor shall provide nearby residences and adjacent businesses with regularly updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), and travel lane closures. At regular intervals, to be defined in the Construction Management Plan and, if necessary, the Coordinated Construction Management Plan, a regular email notice shall be distributed by the project sponsor to adjacent neighbors, residents, and others, as requested, providing current construction information of interest to neighbors as well as contact information for those with specific construction inquiries or concerns.</li> </ul>								
<b>Noise and Vibration</b>								
<b>M-NOI-1a: Construction Noise Control Plan for Projects within 250 Feet of a Noise-Sensitive Land Use.</b> The project sponsor for each subsequent development project under the Hub Plan located within 250 feet of a noise-sensitive land use or proposing or required to conduct nighttime construction shall develop a noise control plan to ensure that project noise from all construction	X		X	X	Project sponsor for projects located within 250 feet of a noise-sensitive land use or proposing to conduct nighttime construction.	Prior to the issuance of building permits and along with the submission of construction documents to the	Planning department to review and approve the plan and to review monitoring reports, as needed; health department or police department for complaints.	Considered complete upon approval of the Construction Noise Control Plan for each subsequent development project and

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	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>activities (including construction, demolition, and excavation, etc.) is minimized to the maximum extent feasible, with a goal of construction noise not exceeding 90 dBA and 10 dBA above the ambient noise level at noise-sensitive receptors. The measures specified by the project sponsor for each individual project shall be reviewed and approved by the San Francisco Planning Department prior to the issuance of building permits. Measures that may be used to restrict noise include, but are not limited to, those listed below.</p> <ul style="list-style-type: none"> <li>• Locate construction equipment, including stationary noise sources (e.g., temporary generators), as far as feasible from adjacent or nearby noise-sensitive receptors.</li> <li>• Stationary noise sources (e.g., generators and compressors) located in proximity to noise-sensitive land uses shall be muffled, enclosed within temporary enclosures, and shielded by barriers (which can reduce construction noise by as much as 5 dB).</li> <li>• Electric motors rather than gasoline- or diesel-powered engines shall be used to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used (which can reduce noise levels from exhaust by approximately 10 dB). External jackets</li> </ul>					<p>planning department for development of the plan. During construction for plan implementation. If noise monitoring is required, reporting to be submitted to the planning department regularly as established in the noise monitoring plan.</p>		<p>after construction is complete.</p>	





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<p>during periods of noisy construction activities (demolition, excavation, etc.). A plan for noise monitoring and reporting shall be provided to the San Francisco Planning Department for review prior to the commencement of construction.</p> <p>Prior to the issuance of the building permit, along with the submission of construction documents, the project sponsor shall submit to the San Francisco Planning Department a list of measures for responding to and tracking complaints pertaining to construction noise. These measures shall include onsite posting and a noise hotline, and may include:</p> <ul style="list-style-type: none"> <li>• A procedure and phone number for notifying the San Francisco Planning Department, the health department, or the police department of complaints (during regular construction hours and off hours)</li> <li>• A sign posted onsite describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction.</li> <li>• Designation of an onsite construction complaint and enforcement manager for the project.</li> </ul> <p><b>M-NOI-1b: Site-Specific Noise Control Measures for Projects Involving Pile Driving.</b> For subsequent development projects under the Hub Plan that require pile driving, a set of site-specific noise attenuation measures shall be prepared under the</p>								
	X				Project sponsor and qualified acoustical consultant for projects that require pile driving.	Prior to and during the period of pile-driving.	Planning department to review and approve noise attenuation measures and to review daily noise measurements	Considered complete after implementation of noise attenuation measures



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<p>supervision of a qualified acoustical consultant and reviewed and approved by the San Francisco Planning Department prior to the commencement of any pile driving activity. These attenuation measures shall be included in the construction of the project and include as many of the following control strategies, and any other effective strategies, as feasible to reduce noise from pile driving at nearby noise-sensitive land uses:</p> <ul style="list-style-type: none"> <li>Require the construction contractor to erect temporary plywood or similar solid noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels;</li> <li>Require the construction contractor to implement “quiet” pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, with consideration of geotechnical and structural requirements and soil conditions;</li> <li>Require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements, at a distance of 100 feet, at least once per day during pile-driving; and</li> <li>Require that the construction contractor limit pile driving activity to result in the least disturbance to neighboring uses.</li> </ul>						periodically, police department (on complaint basis).	during pile-driving activities.	

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<p><b>M-NOI-3a: Protect Adjacent Potentially Susceptible Structures from Construction-Generated Vibration.</b> The project sponsor for subsequent development projects in the Hub Plan area shall consult with the San Francisco Planning Department's environmental planning and preservation staff (as applicable) to determine whether adjacent or nearby buildings constitute structures that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby potentially susceptible buildings within 100 feet of a construction site for a subsequent development project shall be considered if pile driving would be required at that site; if no pile driving would occur, potentially susceptible buildings within 25 feet of vibration-generating construction activity, such as the use of excavators, drill rigs, bulldozers, and vibratory rollers, shall be considered. If buildings adjacent to construction activity are identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods to help reduce vibration-related damage effects may include maintaining a safe distance between the construction site and the potentially affected building, to the extent possible, based on site constraints, or using construction techniques that reduce vibration, such as concrete saws instead of jackhammers or hoe-</p>	X		X	X	Project sponsor.	Prior to and during construction activities.	Planning department's environmental planning/preservation staff to review and approve, police department (on complaint basis).	Considered complete after implementation of vibration attenuation measures during construction activities.

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<p>rams to open excavation trenches, non-vibratory rollers, or hand excavation to the extent feasible. For projects that would require piles, "quiet" pile-driving technologies (such as predrilling piles or using sonic pile drivers) shall be used, as feasible; appropriate excavation shoring methods shall be employed to prevent the movement of adjacent structures; and adequate security shall be ensured to minimize risks related to vandalism and fire.</p> <p><b>M-NOI-3b: Construction Monitoring Program for Structures Potentially Affected by Vibration.</b> For structures located close enough to experience vibration levels that could result in building damage, as determined by compliance with Mitigation Measure M-NOI-3a, the project sponsor shall undertake a monitoring program to minimize damage to adjacent buildings and ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet of pile driving activities and within 25 feet of other vibration generating activities, shall be followed and include the following components:</p> <ul style="list-style-type: none"> <li>• Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of potentially affected historic buildings identified by the San Francisco Planning Department within 100 feet of planned pile driving activity or within 25 feet of other vibration generating activity to document and photograph the</li> </ul>	X		X	X	Project sponsor, historic architect or qualified historic preservation professional.	Prior to the start of any ground-disturbing activity, during construction, and regular periodic inspections of each building during ground-disturbing activity on the project site.	Planning department's preservation staff to review and approve preconstruction program and review periodic monitoring reports.	Considered complete after construction and remediation activities are complete.



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<p>(e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases).</p> <p>The historic preservation professional (for effects to historic buildings) and/or structural engineer (for effects to non-historic structures) shall conduct regular (every three months) inspections of each building during ground-disturbing activity on the project site. Should damage to any building occur, the building(s) shall be remediated to their pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>			Complete	Complete				
<p><b>M-NOI-4: Noise Analysis for Projects in Excess of Applicable Noise Standards.</b> To reduce potential conflicts between existing sensitive receptors and new noise-generating uses developed under the Hub Plan, a noise analysis shall be required for new development that includes noise-generating activities or equipment (e.g., outdoor gathering areas; places of entertainment; heating, ventilation, and air-conditioning equipment) with the potential to generate noise levels substantially in excess of ambient noise levels or in excess of any applicable standards. This analysis shall include, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of and with a direct line of sight to the subsequent development project site. It shall also include at least one 24-hour noise measurement (with maximum noise level readings that permit accurate description of maximum levels</p>	X		Complete	Complete	Planning department; project sponsor for projects that include noise-generating activities or equipment, and acoustical consultant.	Analysis to be completed during environmental review of subsequent development projects in the Hub Plan area, prior to the first project approval action.	Planning department to review and approve.	Considered complete upon project approval by planning department/ Planning Commission via approval of final plan set by the Department of Building Inspection.

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<p><b>Air Quality</b></p> <p><b>M-AQ-4a: Construction Emissions Analysis for Projects Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds.</b> Subsequent development projects that do not meet the applicable screening levels in Table 3.D-6, p. 3.D-</p> <p>reached during nighttime hours). This analysis shall be conducted prior to the first project approval action.</p> <p>The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would not adversely affect nearby noise-sensitive uses, would not substantially increase ambient noise levels, and would not result in noise level in excess of any applicable standards. All recommendations from the acoustical analysis necessary to ensure that noise sources would meet applicable requirements of the noise ordinance and/or not result in substantial increases in ambient noise levels shall be incorporated into the building design and operations. Should such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise control analysis (by a person qualified in acoustical analysis and/or engineering) that includes the incorporation of noise reduction measures (including quieter equipment, construction of barriers or enclosures, etc.) prior to the first project approval action.</p>								
	X		Complete	Complete	Project sponsors of projects that do not meet the applicable screening levels, planning department	During environmental review of subsequent development projects in the Hub Plan area.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon approval of analysis by Environmental Review Officer.

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<p>47. of this EIR or that the planning department otherwise determines could exceed one or more significance thresholds for criteria air pollutants shall undergo an analysis of the project's construction emissions. If no significance thresholds are exceeded, no further mitigation is required. If one or more significance thresholds are exceeded, Mitigation Measure M-AQ-4b shall be implemented.</p> <p><b>M-AQ-4b: Construction Emissions Minimization Plan Above Screening Levels or That Exceed Criteria Air Pollutant Significance Thresholds or as Required in Impact AQ-7.</b> If required based on the analysis described in Mitigation Measure M-AQ-4a or as required in Impact AQ-7 the project sponsor shall submit a construction emissions minimization plan to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist.</p> <p>1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <ol style="list-style-type: none"> <li>Where access to alternative sources of power is reasonably available, portable diesel engines shall be prohibited;</li> <li>All off-road equipment shall have:</li> </ol>	X				Project sponsor; planning department.	<p>Prior to the issuance of demolition permits (plan development).                      Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the construction emissions minimization plan, and (2) all applicable requirements of the construction emissions minimization plan have been incorporated into contract specifications.</p>	<p>Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.</p>	<p>Within six months of the completion of construction activities, the project sponsor shall submit to the Environmental Review Officer a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. Considered complete upon planning department review and acceptance of Construction Emissions Minimization Plan and</p>

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i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards (or Tier 3 or Tier 4 off-road emissions standards if NOx emissions exceed applicable thresholds), <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS)4, and iii. Engines shall be fueled with renewable diesel (at least 99 percent renewable diesel or R99). iv. Any other best available technology offered at the time that future projects are submitted to the planning department for review may be included in the Plan as substitutions for the above items i through iii. c) Exceptions: i. Exceptions to 1(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the EKO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance,								when construction is complete.

4 Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore VDECS would not be required.





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<p><b>Table M-AQ-4b Off-Road Equipment Compliance Step-Down Schedule*</b></p> <table border="1"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Tier 2**</td> <td>Air Board Level 2 VDECS</td> </tr> <tr> <td>2</td> <td>Tier 2</td> <td>Air Board Level 1 VDECS</td> </tr> </tbody> </table> <p>* How to use the table. If the requirements of 1(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met.                      ** Tier 3 off road emissions standards are required if NOx emissions exceed applicable thresholds.</p> <p>iv. Exceptions to 1(b)(iii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a renewable diesel is not commercially available in the SFBAAB. If an exception is granted pursuant to this</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2**	Air Board Level 2 VDECS	2	Tier 2	Air Board Level 1 VDECS							
Compliance Alternative	Engine Emission Standard	Emissions Control														
1	Tier 2**	Air Board Level 2 VDECS														
2	Tier 2	Air Board Level 1 VDECS														







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<p><b>M-AQ-5a: Educate Residential and Commercial Tenants Concerning Low-VOC Consumer Products.</b> Prior to receipt of any building permit and every five years thereafter, the project sponsor shall develop electronic correspondence to be distributed by email or posted on-site annually to tenants of the project that encourages the purchase of consumer products and paints that are better for the environment and generate less volatile organic compound (VOC) emissions. The correspondence shall encourage environmentally preferable purchasing and shall include contact information and links to SF Approved<sup>5</sup></p>	X				Project sponsor; subsequent project owner; Homeowners' Association (for condominium projects).	Prior to receipt of final Certificate of Occupancy and every five years thereafter.	Planning department and Department of Building Inspection to review and approve.	Project sponsor to submit written information to Department of Building Inspection prior to Department of Building Inspection issuance of Certificate of Occupancy; Sponsor or Owner to continue submittals at 5-year intervals (ongoing).
<p><b>M-AQ-5b: Reduce Operational Emissions for Projects That Exceed Criteria Air Pollutant Thresholds.</b> Proposed projects that would exceed the criteria air pollutant thresholds shall implement the additional measures, as applicable and feasible, to reduce operational criteria air pollutant emissions. Such measures may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>For any proposed refrigerated warehouses or large (greater than 20,000 square feet) grocery retailers, provide electrical hook-ups for diesel trucks with Transportation Refrigeration Units at the loading docks.</li> </ul>	X				Project sponsor; subsequent project owner, as applicable based on mitigation measure; Homeowners' Association (for condominium projects).	For warehouses and large grocers, prior to issuance of building permit. Ongoing for maintenance use of architectural coatings. For other measures, schedule to be determined by planning department.	Planning department and Department of Building Inspection to review and approve.	For warehouses and large grocers, considered complete upon approval of final construction plan set. Ongoing for maintenance use of architectural coatings. For other measures, schedule to be determined by planning department.

5 SF Approved (sfapproved.org) is administered by the San Francisco Department of Environment staff, who identifies products and services that are safer and better for the environment (e.g., those that are listed as "Required" or "Suggested").

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<ul style="list-style-type: none"> <li>Use low- and super-compliant VOC architectural coatings in maintaining buildings. "Low-VOC" refers to paints that meet the more stringent regulatory limits in South Coast Air Quality Management District Rule 1113; however, many manufacturers have reformulated to levels well below these limits. These are referred to as "Super-Compliant" architectural coatings.</li> <li>Other measures that become available and are shown to effectively reduce criteria air pollutant emissions onsite or offsite if emissions reductions are realized within the air basin. Measures to reduce emissions onsite are preferable to offsite emissions reductions.</li> </ul>								
<p><b>M-AQ-5c: Best Available Control Technology for Projects with Diesel Generators and Fire Pumps.</b> All diesel generators and fire pumps shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board Level 3 Verified Diesel Emissions Control Strategy. All diesel generators and fire pumps shall be fueled with renewable diesel, R99, if commercially available. Additional restrictions limiting the hours per year that generators may be tested may also be required, as determined necessary by the San Francisco Planning Department. For each new diesel backup generator or fire pump permit submitted for a project, including any associated generator pads, engine and filter specifications shall be submitted to the San</p>	X			X	For specifications, prior to issuance of building permit for diesel generator or fire pump. For maintenance, ongoing.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Equipment specifications portion considered complete when equipment specifications approved by Environmental Review Office.  Maintenance portion is ongoing and records are subject to planning department review upon request.	

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	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>Francisco Planning Department for review and approval prior to issuance of a permit for the generator or fire pump from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators and Verified Diesel Emissions Control Strategy shall be maintained in good working order in for the life of the equipment and any future replacement of the diesel backup generators, fire pumps, and Level 3 Verified Diesel Emissions Control Strategy filters shall be required to be consistent with these emissions specifications. The operator of the facility at which the generator or fire pump is located shall maintain records of the testing schedule for each diesel backup generator and fire pump for the life of that diesel backup generator and fire pump and provide this information for review to the Planning Department within three months of requesting such information.</p> <p><b>M-AQ-7a: Additional Air Quality Improvement Strategies to Reduce Hub Plan-Generated Emissions and Population Exposure.</b> The planning department, in cooperation with other interested agencies or organizations, shall consider additional actions for the Hub Plan area with the goal of reducing Hub Plan-generated emissions and population exposure including, but not limited to:</p> <ul style="list-style-type: none"> <li>Collection of air quality monitoring data that could provide decision makers with information to identify specific areas of</li> </ul>	X				Planning Department, in cooperation with other interested agencies or organizations.	Strategy will be developed within four years of the Hub Plan adoption.	Planning Department, in cooperation with other interested agencies or organizations.	Ongoing for the duration of the Hub Plan.



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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>the Hub Plan were changes in air quality have occurred and focus air quality improvements on these areas;</p> <ul style="list-style-type: none"> <li>Additional measures that could be incorporated into the City's Transportation Demand Management program with the goal of further reducing vehicle trips;</li> <li>Incentives for replacement or upgrade of existing emissions sources;</li> <li>Other measures to reduce air pollutant exposure, such as the distribution of portable air cleaning devices; and</li> <li>Public education regarding reducing air pollutant emissions and their health effects.</li> </ul> <p>The department shall develop a strategy to explore the feasibility of additional air quality improvements within four years of Hub Plan adoption.</p>	X		Complete	Complete	Project sponsors of projects with stationary equipment other than diesel generators and fire pumps that emit PM 2.5, diesel particulate, or other toxic air contaminants, as determined by the planning department.	Prior to first project approval action.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon Environmental Review Officer review and approval of air quality analysis and implementation of any required measures to reduce emissions.
<p><b>M-AQ-7b: Air Quality Analysis That Considers the Siting of Matter, or Other Particulate Matter (PM<sub>2.5</sub>), Diesel Particulate Matter, or Other Toxic Air Contaminants.</b> To minimize potential exposure of sensitive receptors to diesel particulate matter or substantial levels of toxic air contaminants as part of everyday operations from stationary or area sources (other than the sources in Mitigation Measure M-AQ-5c), the San Francisco Planning Department shall require, during the environmental review process of subsequent development projects, but not later than the</p>			Complete	Complete				

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>first project approval action, the preparation of an analysis by a qualified air quality specialist that includes, a site survey to identify residential or other sensitive receptors within 1,000 feet of the project site. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments. The assessment shall also include an estimate of emissions of toxic air contaminants from the source from the subsequent development and shall identify all feasible measures to reduce emissions. These measures shall be incorporated into the project prior to the first approval action.</p> <p><b>M-AQ-7c: Design Land Use Buffers Around Active Loading Docks.</b> For subsequent development projects that include loading docks that would be expected to accommodate more than 100 trucks per day (or 40 transportation refrigeration trucks per day), locate truck activity areas including loading docks and delivery areas as far away from sensitive receptors (such as residences, child care, or medical facilities) as feasible.</p> <p><b>M-AQ-7d: Implementation of Mitigation Measures M-AQ-4b and M-AQ-5c for Projects within the Existing or Future Air Pollutant Exposure Zone.</b> All construction within the existing APEZ or newly added parcels that meet the APEZ criteria (Block 3505, Lots</p>	X		X	X	Project sponsor.	Prior to approval of final plan set.	Planning department and Department of Building Inspection to review and approve.	Considered complete upon approval of final plan set.
	X		X	X	Project sponsor.	Prior to the start of diesel equipment use on site.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon planning department review and acceptance of

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>007 and 008; Block 3503, Lot 004; and Block 0814, Lot 003), shall implement <b>M-AQ-4b</b>. All subsequent development projects that include diesel generators or diesel fire pumps within the existing APEZ or newly added parcels that meet the APEZ criteria, as listed above, shall implement <b>Mitigation Measure M-AQ-5c</b>.</p> <p><b>M-AQ-7e: Update Air Pollution Exposure Zone.</b> The Department of Public Health in coordination with the Planning Department is required to update the Air Pollution Exposure Zone Map in San Francisco Health Code Article 38 at least every five years. The Planning Department shall coordinate with the Department of Public Health to update the Air Pollution Exposure Zone, taking into account updated health risk methodologies and traffic generated by the Hub Plan.</p> <p><b>M-AQ-9a: Construction Emissions Minimization Plan for 30 Van Ness Avenue Project.</b> Prior to construction, the 30 Van Ness Avenue project sponsor shall submit a construction emissions minimization plan to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. Upon approval of construction emissions minimization plan, the sponsor shall implement the plan. The plan shall detail project compliance with the following requirements:            1. All construction equipment shall contain engine tiers consistent with the U.S. Environmental Protection Agency engine tiers as</p>	X				Planning Department and Department of Public Health (DPH).	Ongoing at 5-year intervals.	Planning Department and Department of Public Health.	Construction Emissions Minimization Plan.  Ongoing at 5-year intervals.
			X		Project sponsor.	Prior to the start of diesel equipment use on site.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon planning department review and acceptance of Construction Emissions Minimization Plan.





**TABLE M-AQ-9A: CONSTRUCTION EQUIPMENT SUMMARY FOR 30 VAN NESS AVENUE PROJECT**

Phase	Project Equipment at Site	Horsepower	Equipment Quantity	Usage Hours per		Controlled Equipment Details			Equipment Usage Data	
				Weekday	Saturday	Fuel	Control	Start	End	
Demolition	Concrete/Industrial Saws	81	1	2.0	2.0	Diesel	Tier 4f	5/1/2020	11/1/2020	
	Rubber Tired Dozers	247	1	1.0	1.0	Diesel	Tier 4f	5/1/2020	11/1/2020	
	Sweepers/Scrubbers	64	1	2.0	2.0	Diesel	Tier 4f	5/1/2020	11/1/2020	
Site Preparation	Excavators	158	1	2.4	2.4	Diesel	Tier 4f	5/1/2020	11/1/2020	
	Tractors/Loaders/Backhoes	97	1	8.0	8.0	Diesel	Tier 4f	11/2/2020	1/31/2021	
	Excavators	158	3	8.0	8.0	Diesel	Tier 4f	11/2/2020	1/31/2021	
Grading	Road Cleaner/Sweeper/Scrubber	64	1	4.0	4.0	Diesel	Tier 4f	11/2/2020	1/31/2021	
	Rubber Tired Dozers	247	1	1.0	1.0	Diesel	Tier 4f	2/1/2021	4/30/2021	
	Tractors/Loaders/Backhoes	97	2	6.0	6.0	Diesel	Tier 4f	2/1/2021	4/30/2021	
	Shoring Equipment (Boring Rigs)	221	2	2.4	2.4	Diesel	Tier 4f	2/1/2021	3/1/2021	
	The Back Equipment (Drilling Rigs)	221	2	2.4	2.4	Diesel	Tier 4f	3/2/2021	3/30/2021	
	Ground Improvement (Drilling Rig)	221	1	2.4	2.4	Diesel	Tier 4f	4/1/2021	4/30/2021	
	Sweepers/Scrubbers	64	1	8.0	8.0	Diesel	Tier 4f	2/1/2021	4/3/2021	
	Cranes	231	1	3.0	3.0	Electric	N/A	8/1/2021	12/1/2022	
	Forklifts	89	2	4.5	4.5	Propane	N/A	5/1/2021	12/31/2023	
	Tractors/Loaders/Backhoes	97	2	2.0	2.0	Diesel	Tier 4f	5/1/2021	12/31/2023	
Building Construction	Tower Crane	231	1	3.0	3.0	Electric	N/A	9/1/2021	5/1/2022	
	Aerial Lifts (#1)	63	1	8.0	8.0	Electric	N/A	11/1/2021	3/1/2023	
	Aerial Lifts (#2)	63	1	8.0	8.0	Electric	N/A	11/1/2021	5/1/2022	
	Concrete Pumps	84	2	2.0	2.0	Electric	N/A	7/1/2021	10/1/2022	
	Welders	46	6	0.80	0.80	Electric	N/A	5/1/2021	12/31/2023	
	Tractors/Loaders/Backhoes	97	1	5.3	5.3	Diesel	Tier 4f	11/1/2022	5/1/2023	
	Concrete/Industrial Saws	81	2	2.0	2.0	Diesel	Tier 4f	11/1/2022	5/1/2023	
	Air Compressors	78	1	3.0	3.0	Electric	N/A	11/1/2021	1/1/2023	
	Architectural Coating									

Notes: Project equipment was provided by the project sponsor.

Abbreviations:

N/A = not applicable

Tier 4f = Tier 4 Final

Tier 4i = Tier 4 Interim

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Mitigation Measures	Project Applicability			Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project				
<p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in Paragraph 5.</p> <p><i>Certification Statement and Onsite Requirements.</i> Prior to the commencement of construction activities, the project sponsor shall certify (1) compliance with the construction emissions minimization plan, and (2) all applicable requirements of the construction emissions minimization plan have been incorporated into contract specifications.</p>							

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>M-AQ-9b Best Available Control Technology for Diesel Generators for 30 Van Ness Avenue Project.</b> The two proposed diesel generators shall have engines that meet Tier 4 Final emission standards and be fueled with renewable diesel, R99, if commercially available. The project sponsor shall limit testing of the emergency diesel generators to no more than 20 hours per year. Each diesel backup generator permit shall be submitted to the San Francisco Planning Department for review and approval prior to issuance of a permit for the generator from the San Francisco Department of Building Inspection. Once operational, all diesel backup generators shall be maintained in good working order for the life of the equipment and any future replacement of the diesel backup generators shall be required to be consistent with these emissions specifications. The project sponsor shall maintain records of the testing schedule for each diesel backup generator for the life of that diesel backup generator and provide this information for review to the planning department within three months of requesting such information.</p>			X		Project sponsor.	Yearly on project site.	Planning department, department of building inspection.	Continuous.
<p><b>M-AQ-9c: Construction Emissions Minimization Plan for 98 Franklin Street Project.</b> Prior to construction, the 98 Franklin Street project sponsor shall submit a Construction Emissions Minimization Plan to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. Upon approval of Plan, the sponsor shall implement the</p>				X	Project sponsor.	Prior to the start of diesel equipment use on site.	Planning department (Environmental Review Officer, Air Quality technical staff) to review and approve.	Considered complete upon planning department review and acceptance of Construction Emissions Minimization Plan.









The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project

**TABLE M-AQ-9C: CONSTRUCTION EQUIPMENT SUMMARY FOR 98 FRANKLIN STREET PROJECT**

Phase	Project Equipment at Site	Horsepower	Equipment Quantity	Usage Hours per Weekday	Controlled Equipment Details			Equipment Usage Data	
					Fuel	Control	Start	End	
Demolition	Concrete/Industrial Saws	81	1	8.0	Diesel	Tier 4i	6/1/2021	6/5/2021	
	Excavators	67	1	8.0	Diesel	Tier 4i	6/1/2021	6/5/2021	
	Rubber Tired Dozers	247	1	8.0	Diesel	Tier 4i	6/1/2021	6/5/2021	
Shoring	Skid Steer Loaders	73	1	8.0	Diesel	Tier 4i	6/1/2021	6/5/2021	
	Drill Rig	500	1	4.5	Diesel	Tier 4i	6/8/2021	8/7/2021	
	Excavators	67	1	1.5	Diesel	Tier 4i	6/8/2021	8/7/2021	
Excavation	Cranes	275	1	1.0	Diesel	Tier 4i	6/8/2021	8/7/2021	
	Tieback rig	250	1	3.0	Diesel	Tier 4i	6/8/2021	8/7/2021	
	Rough Terrain Forklift	100	1	1.0	Diesel	Tier 4i	6/8/2021	8/7/2021	
Building Construction	Generator	40	1	4.0	Diesel	Tier 4f	6/8/2021	8/7/2021	
	Excavators	250	3	6.0	Diesel	Tier 4i	8/10/2021	10/30/2021	
	Skid Steer Loaders	75	2	6.0	Diesel	Tier 4i	8/10/2021	10/30/2021	
Paving	Cranes	231	1	3.0	Electric	N/A	11/2/2021	8/5/2023	
	Forklifts	89	1	2.1	Propane	N/A	11/2/2021	8/5/2023	
	Welders	46	2	0.16	Electric	N/A	11/2/2021	8/5/2023	
	Sissor lifts	89	1	1.5	Electric	N/A	11/2/2021	8/5/2023	
	Signal Boards	6.0	2	8.0	Electric	N/A	11/2/2021	8/5/2023	
Architectural Coating	Pavers	130	1	4.0	Diesel	Tier 4i	8/1/2023	8/5/2023	
	Rollers	50	1	4.0	Diesel	Tier 4i	8/1/2023	8/5/2023	
	Airtless Paint Sprayers	78	3	4.0	Electric	N/A	1/7/2023	8/5/2023	

Notes: Project equipment was provided by the project sponsor.

Abbreviations:

N/A = not applicable

Tier 4f = Tier 4 Final

Tier 4i = Tier 4 Interim

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>M-W1-1a: Wind Analysis and Minimization Measures for Subsequent Projects.</b> All projects proposed within the Hub Plan area that would have a roof height greater than 85 feet shall be evaluated by a qualified wind expert, in consultation with the San Francisco Planning Department, to determine their potential to result in a new wind hazard exceedance or aggravate an existing pedestrian-level wind hazard exceedance (defined as the one-hour wind hazard criterion with a 26 mph equivalent wind speed).</p> <p>If the qualified expert determines that wind-tunnel testing is required due to the potential for a new or worsened wind hazard exceedance, such testing shall be undertaken in coordination with San Francisco Planning Department staff, with results summarized in a wind report.</p> <p>The buildings tested in the wind tunnel may incorporate only those wind baffling features that can be shown on plans. Such features must be tested in the wind tunnel and discussed in the wind report in the order of preference discussed below, with the overall intent being to reduce ground-level wind speeds in areas of substantial use by people walking (e.g., sidewalks, plazas, building entries, etc.):</p> <ol style="list-style-type: none"> <li><b>Building Massing.</b> New buildings and additions to existing buildings shall be shaped to minimize ground-level wind speeds. Examples of these include setbacks, stepped facades,</li> </ol>	X		Complete	Complete	Project sponsor for projects with a roof height greater than 85 feet.	During the environmental review process for subsequent development projects.	In coordination with San Francisco Municipal Transportation Agency and San Francisco Public Works, the planning department to review and approve wind testing scope of work, wind report, and wind reduction measures.	Considered complete upon approval of final construction plan set.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>and vertical steps in the massing to help disrupt downwashing flows.</p> <p>2. <i>Wind Baffling Measures on the Building and on the Project Sponsor's Private Property.</i> Wind baffling measures shall be included on future buildings and/or on the sponsor's private property to disrupt vertical wind flows along tower façades and through the project site. Examples of these may include staggered balcony arrangements on main tower façades, screens and canopies attached to the buildings, rounded building corners, covered walkways, colonnades, art, landscaping, free-standing canopies, or wind screens.<sup>6</sup></p> <p>Only after documenting all feasible attempts to reduce wind impacts via building massing and wind baffling measures on a building, shall the following be considered:</p> <p>3. <i>Landscaping and/or Wind Baffling Measures in the Public Right-of-Way.</i> Landscaping and/or wind baffling measures shall be installed to slow winds along sidewalks and protect places where people walking are expected to gather or linger. Landscaping and/or wind baffling measures shall be installed</p>								

<sup>6</sup> Solid windscreens have a greater effect at reducing the wind speeds to immediate leeward side of the screens; however, outside of this area of influence, the winds are either unaffected or accelerated. Porous windscreens have less of an impact to the immediate leeward side; however, they have an increased area of influence and are less likely to cause any accelerations of the winds further downwind.

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	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p>on the windward side of the areas of concern (i.e., the direction from which the wind is blowing).<sup>7</sup> Examples of wind baffling measures may include street art to provide a sheltered area for people to walk and free-standing canopies and wind screens in areas where people walking are expected to gather or linger. If landscaping or wind baffling measures are required as one of the features to mitigate wind impacts, <i>Mitigation Measure M-WS-1b</i> (below) shall also apply.</p> <p><b>M-WI-1b: Maintenance Plan for Landscaping and Wind Baffling Measures in the Public Right-of-Way.</b> If it is determined that an individual subsequent development project could not reduce additional wind hazards via massing or wind baffling measures on the subject building, the project sponsors shall prepare a maintenance plan for review and approval by the San Francisco Planning Department to ensure maintenance of the features in perpetuity.</p>	X		X	X	Project sponsor for projects with a roof height greater than 85 feet.	During the environmental review process for subsequent development projects.	In coordination with San Francisco Municipal Transportation Agency and San Francisco Public Works, Planning department to review and approve.	Ongoing.

<sup>7</sup> Landscaping typically impacts winds locally; the larger the tree crown and canopy, the greater the area of influence. Tall, slender trees with little foliage have little to no impact on local winds speeds at ground level because of the height of the foliage above ground. Shorter street trees with larger canopies help reduce winds around them but their influence on conditions farther away is limited.

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>Biological Resources</b></p> <p><b>M-BJ-1: California Fish and Game Code Compliance to Avoid Active Nests during Construction Activities:</b> For any project activities that result in removal or disturbance of existing trees through adjacent construction activities, tree project applicant(s) shall avoid impacts on nesting birds through compliance with the relevant California Fish and Game Code by implementing one or more of the following:</p> <ul style="list-style-type: none"> <li>Undertaking tree removal during the non-breeding season (i.e., September through January 15) to avoid impacts on nesting birds or conducting preconstruction surveys for work scheduled during the breeding season (March through August).</li> <li>Conducting, by a qualified biologist, preconstruction surveys no more than 15 days prior to the start of work during the nesting season to determine if any birds are nesting in the vegetation to be removed or in the vicinity of the construction to be undertaken.</li> <li>Avoiding any nests identified by a qualified biologist and establishing a construction-free buffer zone designated by a qualified biologist, which will be maintained until nestlings have fledged.</li> </ul>	X	X	X	X	Project sponsor.	Prior to and during construction.	Planning department to review and approve.	Considered complete upon completion of construction activities.



**TABLE A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL or TO BE ADOPTED AS CONDITIONS OF APPROVAL FOR SUBSEQUENT DEVELOPMENT PROJECTS WITHIN THE HUB PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW (TO BE IMPLEMENTED BY THE CITY AND COUNTY OF SAN FRANCISCO OR PROJECT SPONSORS)**

This table identifies Plan-level and Project-level mitigation measures to be implemented by the City and County of San Francisco, project sponsors of the 30 Van Ness Avenue and 98 Franklin Street Projects, or project sponsors for subsequent development projects in the Hub Plan area. The project applicability columns indicate which project is required to implement a given mitigation measure. For subsequent development projects in the Hub Plan area, during subsequent environmental review, the Planning Department would determine the applicability of each measure and prepare a project-specific Mitigation and Monitoring Reporting Program to be adopted with each subsequent project.

Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>M-BI-2: Avoid Impacts on Special-status Bat Roosts during Construction Activities:</b> Project applicant(s) shall avoid impacts on maternity colonies or hibernating bats if identified by avoiding structural demolition between April 1 and September 15 (maternity season) and between October 30 and March 1 (hibernation) to the extent feasible. Bat roost avoidance shall be accomplished by the following steps:</p> <ul style="list-style-type: none"> <li>The project applicant(s) shall retain a qualified biologist to conduct a bat habitat assessment of the structures proposed for demolition. The assessment may be conducted at any time of year but should be conducted during peak bat activity periods (March 1–April 15, September 1–October 15) if possible. Qualified biologists shall have knowledge of the natural history of the species that could occur and sufficient experience related to determining bat occupancy in buildings and bat survey techniques. The biologist shall examine both the inside and outside of accessible structures for potential roosting habitat as well as routes of entry to the structures. If the biologist concludes that the building does not provide suitable bat roosting habitat, no further actions are necessary and work may commence. If the results of the survey are inconclusive or the biologist identifies potential roost sites, the following steps shall be implemented:</li> </ul>	X	X	X	X	Project sponsor for projects with large trees to be removed and/or vacant buildings to be demolished; qualified biologist.	Prior to issuance of demolition or building permits when trees would be removed or buildings demolished as part of an individual project.	Planning department to review and approve.	Considered complete upon issuance of demolition or building permits.

**TABLE A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL OR TO BE ADOPTED AS CONDITIONS OF APPROVAL FOR SUBSEQUENT DEVELOPMENT PROJECTS WITHIN THE HUB PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW (TO BE IMPLEMENTED BY THE CITY AND COUNTY OF SAN FRANCISCO OR PROJECT SPONSORS)**

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<ul style="list-style-type: none"> <li>The project applicant(s) shall implement measures under the guidance of a qualified bat biologist to exclude bats from using the building as a roost site, such as sealing off entry points with one-way doors or enclosures. Installation of exclusion devices shall occur before maternity colonies establish or after they disperse, generally between March 1 and 30 or between September 15 and October 30, to preclude bats from occupying a roost site during demolition. Exclusionary devices shall be installed only by or under the supervision of an experienced bat biologist.</li> </ul> <p>The qualified biologist shall conduct a follow-up survey to confirm that the exclusion measures have excluded bats. If follow-up surveys determine that bats are still present, the biologist shall modify the exclusion measures to effectively exclude bats from the structure. Following successful exclusion of the bats and confirmation of their absence by the biologist, demolition or structural modification shall commence.</p> <p><b>Improvement Measure L-BI-2: Lighting Minimization during Hours of Darkness.</b> In compliance with the voluntary San Francisco Lights Out Program, the department could encourage buildings developed pursuant to the Hub Plan to implement bird-safe building operations to prevent or minimize bird-strike impacts, including, but not limited to, the following measures:</p>	X	X	X	X	Project sponsor.	Prior to issuance of building permits.	Planning department to review and approve.	Considered complete upon issuance of building permits.



**TABLE A: MITIGATION MEASURES ADOPTED AS CONDITIONS OF APPROVAL or TO BE ADOPTED AS CONDITIONS OF APPROVAL FOR SUBSEQUENT DEVELOPMENT PROJECTS WITHIN THE HUB PLAN AREA, AS DETERMINED TO BE APPLICABLE DURING SUBSEQUENT PROJECT REVIEW (TO BE IMPLEMENTED BY THE CITY AND COUNTY OF SAN FRANCISCO OR PROJECT SPONSORS)**

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Mitigation Measures	Project Applicability				Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
	Hub Plan Subsequent Projects and Hub HSD <sup>1</sup>	Hub Plan Streetscape and Street Network Improvements	30 Van Ness Avenue Project	98 Franklin Street Project				
<p><b>Geology and Soils</b></p> <p><b>M-GE-1: Inadvertent Discovery of Paleontological Resources.</b>                      Before the start of any excavation activities, the project applicant(s) shall retain a qualified paleontologist, as defined by the Society of Vertebrate Paleontology, who is experienced in teaching non-specialists. The qualified paleontologist shall train all construction personnel who are involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils that are likely to be seen during construction, the proper notification procedures should fossils be encountered, and the laws and regulations protecting paleontological resources. The qualified paleontologist shall also make periodic visits during earthmoving at high sensitivity sites to verify that workers are following the established procedures. If potential vertebrate fossils are discovered by construction crews, all earthwork or other types of ground disturbance within 25 feet of the find shall stop immediately, and the monitor shall notify the project sponsor, the qualified paleontologist, and the Environmental Review Officer.                      The fossil shall be protected by an "exclusion zone" (an area approximately 5 feet around the discovery that is marked with caution tape to prevent damage to the fossil). Work in the affected area shall not resume until a qualified professional paleontologist can assess the nature and importance of the find. Based on the</p>	X	X	X	X	Project sponsor; qualified paleontologist.	Before the start of any excavation activities.	Planning department to review and approve.	Ongoing during construction. Considered complete once ground disturbing activities are complete or once the planning department approves the recovery plan, if required.



**III. GENERAL PLAN  
AMENDMENTS -  
GPA CASE**

**EXHIBIT III-1 - GENERAL  
PLAN AMENDMENTS  
ADOPTION DRAFT  
RESOLUTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution HEARING DATE MAY 14, 2020

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*Project Name:* **Market and Octavia Area Plan Amendment: General Plan Amendments**  
*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**

**RESOLUTION ADOPTING A PROPOSED ORDINANCE AMENDING THE SAN FRANCISCO GENERAL PLAN TO AMEND THE MARKET AND OCTAVIA AREA PLAN; MAKING CONFORMING AMENDMENTS TO THE ARTS ELEMENT AND THE HOUSING ELEMENT; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN, AND THE EIGHT PRIORITY POLICIES OF THE PLANNING CODE SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE AND GENERAL WELFARE UNDER PLANNING CODE SECTION 340, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

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, The Commission, at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the General Plan Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20653.

WHEREAS, this Resolution adopting and recommending that the Board of Supervisors approve the General Plan Amendments is a companion to other legislative approvals relating to the amendments of the Market and Octavia Area Plan, including recommendations that the Board of Supervisors approve Planning Code, Business and Tax Regulations Code, and Zoning Map Amendments.

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 Market and Octavia Area Plan included numerous policies that supported 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 facilitated 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 take a new look at the Hub 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 program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated 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 III-2. The City Attorney’s Office has reviewed this proposed Ordinance and approved it as to form; and

WHEREAS, On May 14, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. \_\_\_\_\_ certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 14, 2020, by Motion No. \_\_\_\_\_, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning 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 Department staff and other interested parties; and

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

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, that the Planning Commission hereby **adopts** the proposed ordinance.

## FINDINGS

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

1. The General Plan Amendments realize and implement the original Market and Octavia Area Plan vision and policies for the Hub area. In the Market and Octavia Area Plan, the Hub area is identified as a “vibrant new mixed-use neighborhood,” and the existing Van Ness and Market Downtown Residential Special Use District (SUD) encouraged 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—and reduced parking.
2. The General Plan Amendments will help maintain the diversity of residents by providing new on-site affordable units and additional affordable housing resources for the City and by requiring that the first priority for new affordable housing units should be built within the Van Ness and Market Residential Special Use District.
3. The General Plan Amendments will help provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
4. The General Plan Amendments will help facilitate the creation of new parks and improve existing recreational facilities.
5. The General Plan Amendments would incorporate policy direction to support sustainability and climate resilience and to advance racial and social equity.
6. **General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

## AIR QUALITY ELEMENT

### OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS

**Policy 3.1**

Take advantage of the high-density development in San Francisco to improve the transit infrastructure and also encourage high density and compact development where an extensive transportation infrastructure exists.

**Policy 3.2**

Encourage mixed land use development near transit lines and provide retail and other types of service-oriented uses within walking distance to minimize automobile dependent development.

**Policy 3.4**

Continue past efforts and existing policies to promote new residential development in and close to the downtown area and other centers of employment, to reduce the number of auto commute trips to the city and to improve the housing/job balance within the city.

**Policy 3.6**

Link land use decision making policies to the availability of transit and consider the impacts of these policies on the local and regional transportation system.

*The amended Plan will continue to support this Objective and Policy by directing development to an area that is highly accessible to public transit, Muni Metro (with Van Ness BRT), and within walking distance of BART.*

**ENVIRONMENTAL PROTECTION ELEMENT**

**Objective 15**

INCREASE THE ENERGY EFFICIENCY OF TRANSPORTATION AND ENCOURAGE LAND USE PATTERNS AND METHODS OF TRANSPORTATION WHICH USE LESS ENERGY.

**Policy 15.1**

Increase the use of transportation alternatives to the automobile.

*The Plan supports this Objective and Policy by facilitating the efficient and intelligent use of energy for transportation. For transportation, the Plan locates new development in an area where a high percentage of trips will be taken by energy efficient modes of transportation, including walking, bicycling, and transit.*

**HOUSING ELEMENT**

**OBJECTIVE 1:**

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING

**Policy 1.1**

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

**Policy 1.2**

Focus housing growth and infrastructure-necessary to support growth according to community plans.

**Policy 1.3**

Work proactively to identify and secure opportunity sites for permanently affordable housing.

**Policy 1.4**

Ensure community-based planning processes are used to generate changes to land use controls.

**Policy 1.10**

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

*The Plan supports this Objective and these Policies by increasing the amount of housing potential through a comprehensive community plan developed through a community based planning process, achieving approximately 29% of all new units in the plan area as affordable, and doing so in a location where new residents can rely on public transportation, walking, and bicycling for the majority of daily trips.*

**OBJECTIVE 2**

RETAIN EXISTING HOUSING UNITS, AND PROMOTE SAFETY AND MAINTENANCE STANDARDS, WITHOUT JEOPARDIZING AFFORDABILITY.

**Policy 2.1**

Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.

**OBJECTIVE 3**

PROTECT THE AFFORDABILITY OF THE EXISTING HOUSING STOCK, ESPECIALLY RENTAL UNITS.

**Policy 3.2**

Promote voluntary housing acquisition and rehabilitation to protect affordability for existing occupants.

**OBJECTIVE 7**

SECURE FUNDING AND RESOURCES FOR PERMANENTLY AFFORDABLE HOUSING, INCLUDING INNOVATIVE PROGRAMS THAT ARE NOT SOLELY RELIANT ON TRADITIONAL MECHANISMS OR CAPITAL.

**Policy 7.6**

Acquire and rehabilitate existing housing to maximize effective use of affordable housing resources.

*The Plan supports this Objective and Policies by maintaining existing prohibitions and limitations on housing demolition and facilitating and funding acquisition/rehabilitation of existing housing to create permanently affordable housing.*

**OBJECTIVE 10**

ENSURE A STREAMLINED, YET THOROUGH, AND TRANSPARENT DECISION MAKING PROCESS.

**Policy 10.1**

Create certainty in the development entitlement process, by providing clear community parameters for development and consistent application of these regulations

**Policy 10.3**

Use best practices to reduce excessive time or redundancy in local application of CEQA.

*The Plan supports this Objective and these Policies by creating clear controls for housing, streamlining the approval process for certain housing projects and enabling projects to utilize Community Plan Evaluations under CEQA.*

**OBJECTIVE 12**

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

**Policy 12.1**

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

*The Plan supports additional housing directly adjacent to a major transit station and multiple transit lines.*

**OBJECTIVE 13**

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

**Policy 13.1**

Support "smart" regional growth that locates new housing close to jobs and transit.

**Policy 13.3**

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

**Policy 13.4**

Promote the highest feasible level of “green” development in both private and municipally supported housing.

*The Plan amendments supports these Objectives and Policies by locating housing and job growth in an area highly accessible by public transit, by funding improvements for people walking and bicycling, and by proactively supporting environmental sustainability and resilience in new buildings and on publicly-owned rights-of-way and parks.*

**RECREATION AND OPEN SPACE ELEMENT**

**OBJECTIVE 1:**

ENSURE A WELL-MAINTAINED, HIGHLY UTILIZED, AND INTEGRATED OPEN SPACE SYSTEM.

**Policy 1.1**

Encourage the dynamic and flexible use of existing open spaces and promote a variety of recreation and open space uses, where appropriate.

**Policy 1.2**

Prioritize renovation in highly-utilized open spaces and recreational facilities and in high needs areas.

**OBJECTIVE 2:**

INCREASE RECREATIONAL AND OPEN SPACE TO MEET THE LONG-TERM NEEDS OF THE CITY AND BAY REGION.

**Policy 2.1**

Prioritize acquisition of open space in high needs areas.

*The Plan amendments supports these Objectives and Policies by helping to fund improvements of existing parks while facilitating the development of new parks in and adjacent to the plan area.*

**OBJECTIVE 3**

IMPROVE ACCESS AND CONNECTIVITY TO OPEN SPACE.

**Policy 3.1**

Creatively develop existing publicly-owned right-of-ways and streets into open space.

*The Plan amendments supports this Objective and Policy by transforming 12<sup>th</sup> Street into a linear open space by widening sidewalks and adding additional greening. The Plan amendments also support the design and implementation of living alleys, which will create more pedestrian-oriented streets that are designed to focus on livability, instead of parking and traffic.*

## TRANSPORTATION ELEMENT

### OBJECTIVE 2

USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

#### Policy 2.1

Use rapid transit and other transportation improvements in the city and region as the catalyst for desirable development and coordinate new facilities with public and private development.

*The Plan amendment will continue to support this Objective and Policy by directing development to an area that is highly accessible to public transit, Muni Metro (with Van Ness BRT), and within walking distance of BART. The Plan also continues to support walking and bicycling by facilitating improvements to all of the neighborhood's major streets as outlined in the Hub Public Realm Plan.*

#### Policy 11.3

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

*The Plan amendment will continue support dense residential development directly adjacent to major transit infrastructure and is consistent with the City's Transit First Policy and the Transportation Element of the General Plan.*

### OBJECTIVE 24

DESIGN EVERY STREET IN SAN FRANCISCO FOR SAFE AND CONVENIENT WALKING.

#### Policy 24.1

Every surface street in San Francisco should be designed consistent with the Better Streets Plan for safe and convenient walking, including sufficient and continuous sidewalks and safe pedestrian crossings at reasonable distances to encourage access and mobility for seniors, people with disabilities and children.

#### Policy 24.2

Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

*The Plan amendments supports this Objective and Policies by facilitating improvements that will transform an area that lacks amenities and is often unsafe for people walking, bicycling, and taking transit into an area that is safe and comfortable for all. This includes strategies to widen sidewalks, decrease the length of crosswalks and create protected bicycle lanes. The proposed amendments also include reference to the Hub Public Realm Plan which outlines additional treatments and designs to the Hub's major streets and alleys.*

## URBAN DESIGN ELEMENT

### OBJECTIVE 1

EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

### Policy 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

*The Plan supports this Objective and Policy through establishment of height and bulk limits that support the Urban Design Element by harmonizing the Hub neighborhood within the city as a whole, highlighting the Hub as a center of activity and transit and tapering heights in the Hub to meet smaller-scales adjacent neighborhoods.*

7. **Planning Code Section 101 Findings.** The proposed amendments to the Planning Code are consistent with the eight Priority Policies set forth in Section 101.1(b) of the Planning Code in that:

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

*The Plan amendment establishes maximum height and bulk districts which can be achieved through a 309 exception. One of the criteria to receive this exception is through the provision of community serving uses at the ground floor including neighborhood-oriented retail. New opportunities for neighborhood serving retail uses would be available on the ground floor of new development. In addition, the Plan will increase opportunities for smaller and independent local businesses with more affordable rent by limiting formula retail uses and requiring "micro-retail" uses of 1,000 square feet or less on certain lots. The Plan would substantially increase the residential population of the area, which largely consists of commercial establishments, increasing the available 24/7 customer base for local retail businesses.*

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

*The existing Hub area is largely commercial, with limited existing housing. No parcels with existing housing would be upzoned through the Plan amendments. The Plan amendments would carry forward existing city policy to support high density residential development near the intersection of Van Ness and Market and Mission and South Van Ness. Existing City regulations and programs to protect and preserve existing housing, including the City's substantial existing restrictions on evictions and demolitions would continue to apply. The Plan will further protect the neighborhood's economic diversity by reinforcing the area's existing mixed-use land use pattern. The Plan will facilitate the development of primarily residential buildings whose ground floors will consist of a mix of retail and community serving uses.*

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



*The Plan could generate up to \$682 Million dollars in affordable housing resources for the City. This includes up to 2,200 affordable units created or funded by development in the Plan Area. In addition, the up zoning would result in over 400 additional affordable housing units than would be created under the existing zoning.*

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

*On balance, the Plan will not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. Given the minimal increase in the number of jobs in the area that would result from these Plan amendments, adoption of this Plan amendment would not increase commuter traffic in the Plan Area. In addition, the Plan Area is well served by local and regional transit, including BART and Muni Metro (including the new Van Ness BRT). The City expects to generate up to \$116 million to improve transit capacity in this area. The Plan is designed to shift the way people travel away from use of private vehicles to more sustainable modes of transportation. The proposed street designs would help to improve vehicle movement and facilities for transit riders. In addition to supporting public transit, the Plan amendments decreases the amount of parking required for residential uses, which will discourage commuter traffic, in conjunction with the City's existing Transportation Demand Management requirements.*

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

*The Plan will not displace any industrial or service sectors due to commercial office development. New development in the plan will be predominantly residential, and any new commercial office space would be small components of new mixed-use residential development.*

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

*The Plan will improve preparedness to protect against injury and loss of life in an earthquake. The Plan will facilitate additional new construction that will comply with all current Building Code, Fire Code, and other applicable safety standards.*

7. That landmarks and historic buildings be preserved.

*The Plan will support the preservation of landmarks and historic buildings. The General Plan amendments have been revised to additionally 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.*

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

*On balance, the Plan amendments would not negatively affect the area's existing parks and open space or their access to sunlight.*

8. **Planning Code Section 340 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the General Plan as set forth in Section 340.
9. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_.
10. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

NOW THEREFORE BE IT RESOLVED that the Commission hereby ADOPTS the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT III.2 - GENERAL PLAN  
AMENDMENTS PROPOSED  
ORDINANCE**

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

2

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

9 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
10 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
11 **Deletions to Codes** are in ~~*italics Times New Roman font*~~.  
12 **Board amendment additions** are in Arial font.  
13 **Board amendment deletions** are in ~~Arial font~~.  
14 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
15 subsections or parts of tables.

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

17

18 Section 1. Environmental and Planning Code Findings.

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

22 (b) On \_\_\_\_\_, 2020, the Board of Supervisors received from the Planning  
23 Department the proposed General Plan amendments, including the amendments to the  
24 Market and Octavia Area Plan. These amendments are on file with the Clerk of the Board of  
25 Supervisors in File No. \_\_\_\_\_ and are incorporated herein by reference.

///

///

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

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

12 (e) After a duly noticed public hearing on \_\_\_\_\_, 2020, by Resolution  
13 No. \_\_\_\_\_, the Planning Commission initiated amendments to the proposed General  
14 Plan. Said motion is on file with the Clerk of the Board of Supervisors in Board File No.  
15 \_\_\_\_\_ and incorporated herein by reference.

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

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

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

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

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

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

24 (k) The Board of Supervisors has reviewed and considered the Final EIR and the  
25 environmental documents on file referred to herein. The Board of Supervisors has reviewed

1 and considered the CEQA Findings, and hereby adopts them as its own and incorporates  
2 them by reference as though such findings were fully set forth in this Ordinance.

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

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

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

24 (o) The Board of Supervisors finds that the proposed General Plan amendments are,  
25 on balance, in conformity with the General Plan, as amended by this Ordinance, and the

1 priority policies of Planning Code Section 101.1 for the reasons set forth in Planning  
2 Commission Resolution No. \_\_\_\_\_, and the Board hereby adopts those findings as  
3 its own.  
4

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

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

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

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

13 (d) Figure 4, “Bulk and Separation Controls for Towers” is hereby renumbered as  
14 Figure 3.

15 (e) Figure 5, “A Living Alley” is hereby renumbered as Figure 4.

16 (f) Figure 6, “Linden Alley: Before and After “Living Alley” Improvements” is hereby  
17 renumbered as Figure 5 in accordance with the figure found on file with the Clerk of the Board  
18 in File No. \_\_\_\_\_.

19 (g) Figure 7, “Hayes at Gough Intersections: Existing and Proposed” is hereby  
20 renumbered as Figure 6 in accordance with the figure found on file with the Clerk of the Board  
21 in File No. \_\_\_\_\_.

22 (h) Figure 8, “Market Street at Dolores Street: Existing and Proposed” is hereby  
23 renumbered as Figure 7 in accordance with the map figure on file with the Clerk of the Board  
24 in File No. \_\_\_\_\_. The reference to “Figure 8 - Market Street at Dolores Street: Existing and  
25



1 Proposed” in the text following Policy 4.3.3 is hereby renumbered by revising it as “Figure 7 -  
2 Market Street at Dolores Street: Existing and Proposed”.

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

8 (j) Figure 10, “Page Street at Buchanan Street: Existing and Proposed” is hereby  
9 renumbered as Figure 9 in accordance with the figure found on file with the Clerk of the Board  
10 in File No. \_\_\_\_\_. The reference to “Figure 10 - Page Street at Buchanan Street: Existing  
11 and Proposed” in the text following Policy 4.3.4 is hereby renumbered by revising it as “Figure  
12 9 - Page Street at Buchanan Street: Existing and Proposed”.

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

17 (l) Map 2, "Frontages Where Ground Floor Retail Is Required" is hereby amended by  
18 renaming it “Frontages Where Active Ground Floor Commercial Is Required" in accordance  
19 with the map found on file with the Clerk of the Board in File No. \_\_\_\_\_. The reference to  
20 “Map 2. Frontages Where Ground Floor Retail Is Required” in the Table of Contents is hereby  
21 amended by revising it as “Map 2. Frontages Where Active Ground Floor Commercial Is  
22 Required”.

23 (m) Map 3, "Height Districts" is hereby amended by renaming it “Generalized Height  
24 Districts” in accordance with the map found on file with the Clerk of the Board in File No.  
25

1 \_\_\_\_\_ . The reference to “Map 03. Height Districts” in the Table of Contents is hereby  
2 amended by revising it as “Map 03. Generalized Height Districts”.

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

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

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

9

### 10 **Market and Octavia Area Plan**

11 \* \* \* \*

12

### 13 **INTRODUCTION**

14

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

20

21

22 As one of three neighborhoods in the Better Neighborhoods Program, the Market and Octavia  
23 neighborhood offers a distinct set of opportunities for change sensitive to existing patterns,  
24 given its unique place in the city and the region. At the center of the city, it sits at a remarkable  
25 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

1 downtown here. It is just west of the Civic Center, where City Hall and state and federal office  
2 buildings, Herbst Theatre, and other governmental and cultural institutions attract a wide  
3 range of people both day and night.

4  
5 The Market and Octavia neighborhood sits at the junction of three of the city’s grid systems.  
6 The north of Market, south of Market, and Mission grids meet at Market Street, creating a  
7 distinct pattern of irregular blocks and intersections, and bringing traffic from these grids to  
8 Market Street. The surrounding topography of the Western Addition, Nob Hill, Cathedral Hill,  
9 and Twin Peaks flattens out in this area, creating a geography that makes the Market and  
10 Octavia neighborhood a natural point of entry to the downtown from the rest of the city. As a  
11 result of its central location, it has long been both a crossroads—a place that people pass  
12 through—as well as a distinctive part of the city in its own right.

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

21  
22 The Market and Octavia neighborhood’s strengths as an urban place, an exciting “in-between”  
23 place, are fragile. Its role as a crossroads poses enormous challenges. Over the past 100  
24 years, the imposition of large infrastructure and redevelopment projects have deeply scarred  
25 the area’s physical fabric. Whole city blocks were assembled for large redevelopment projects

1 in the 1960's and 1970's. Large flows of automobile traffic are channeled through to the  
2 Central Freeway via major arteries such as Fell/Oak, Gough/Franklin, and Van Ness Avenue.

3  
4 Street management practices meant to expedite these traffic flows have degraded the quality  
5 of its public spaces and conflicts between cars and pedestrians have made streets hostile to  
6 public life. Because large flows of automobile traffic and core transit lines converge here,  
7 there are competing needs for a limited amount of street space. Transit vehicles are often  
8 stuck in traffic, impacting transit service and reliability citywide and adding to traffic  
9 congestion. Parking requirements have led to buildings in recent years with long, dead, and  
10 undifferentiated facades that diminish the quality of the streets.

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

14  
15 The Market and Octavia neighborhood is undergoing dramatic renewal since the Central  
16 Freeway was removed north of Market Street. With the passage of Proposition E in 1998,  
17 construction of a graceful and functional surface boulevard has replaced the structure and has  
18 freed-up over 7 acres of land for infill development that will help repair the divisions created by  
19 the Central Freeway. As part of this effort, there is an opportunity to rationalize regional traffic  
20 flows and minimize their negative effects on the quality of life of the area, as well as to plan for  
21 the reuse of several other large sites.

22 The Market and Octavia neighborhood can grow supported by its access to public transit. In  
23 addition to repairing its physical fabric, new development can take advantage of the area's  
24 rich transit access to provide new housing and public amenities, and reduce new traffic and  
25

1 parking problems typically associated with ~~too many cars in the area growth~~. Because the Market  
2 and Octavia neighborhood's location supports a lifestyle that doesn't have to rely on  
3 automobiles, space devoted to moving and storing them can be dramatically reduced—  
4 allowing more housing and services to be provided more efficiently and affordably. Market and  
5 Octavia can capture the benefits of new development while minimizing the negative effects of  
6 more automobiles.

7  
8 If planned well, new development will strengthen and enhance the Market and Octavia  
9 neighborhood. With the removal of the Central Freeway and construction of the new Octavia  
10 Boulevard, there is a strong desire here to repair damage done in past decades and realize its  
11 full potential as a vibrant urban place. There is potential for new mixed-use development,  
12 including a significant amount of new housing. With the added vitality that new housing and  
13 other uses will bring, the area's established character as an urban place can be strengthened  
14 and enhanced.

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

22  
23 As we look forward, there is much that can be done. The Plan aims, above all, to restore San  
24 Francisco's long-standing practice of building good urban places—providing housing that  
25 responds to human needs, offering people choice in how they get around, and building

1 “whole” neighborhoods that provide a full range of services and amenities close to where  
2 people live and work. To succeed, The Plan need only learn from the established urban  
3 structure that has enabled the Market and Octavia neighborhood, like other urban places, to  
4 work so well for people over time.

5  
6 If the Market and Octavia neighborhood’s tradition of public activism on these issues is any  
7 indication, this Area Plan will succeed by building on these strengths: enriching its critical  
8 mass of people and activities, enhancing the area’s close-knit physical pattern, and investing  
9 in a transportation program that restores balance between travel modes. The Plan addresses  
10 these issues holistically, as success with any one aspect depends on addressing the overall  
11 dynamic between them. To diminish any one aspect of The Plan is to diminish the opportunity  
12 presented by the whole.

13  
14 Market Octavia is centered around three neighborhoods with high concentrations of Communities of  
15 Concern. Communities of Concern are defined as census tracts that have a concentration of both  
16 minority and low-income residents, or that have a concentration of low-income residents and any three  
17 or more of the following six disadvantage factors: persons with limited English proficiency, zero-  
18 vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent  
19 families, and renters paying more than 50 percent of their household income on housing. The  
20 Communities of Concern adjacent to the Market and Octavia Plan Area include the Western Addition  
21 to the north, SoMa to the east, and the Mission to the south. Thus the positive and negative impacts of  
22 new development on these neighborhoods should be taken into consideration. Given the legacies of  
23 land use decisions, development patterns, and investments from past eras, such as elevated freeways  
24 and redevelopment, Planning should carefully consider the needs of these adjacent neighborhoods to  
25 advance the goals of sustainability, resiliency, equity, and economic diversity. It is particularly

1 important that historically marginalized communities can benefit from investment and that burdens be  
2 avoided or mitigated to ensure more equitable outcomes and access to opportunity and investment.  
3 In addition, the City has made a commitment to racial and social equity a core tenet of our values,  
4 culture, and institutional practices. While the City has made inroads in advancing a more diverse and  
5 inclusive city over the last several years, much remains to be done to redress the systematic racial and  
6 social inequities that have long been part of our local and national history. Given this history, the City  
7 has a responsibility to work towards the reversal of such outcomes and plays a key role in changing  
8 structures and policies in achieving racially and socially equitable outcomes.

9  
10 \* \* \* \*

11 **1. LAND USE AND URBAN FORM**

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

18  
19 **Land Use**

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

- 22 • Require infill development to enhance the area’s established land use pattern and  
23 character. While the area’s physical fabric is well established, there are ‘holes,’ both large  
24 and small, where infill development can dramatically repair the fabric and provide new  
25 housing opportunities and neighborhood services. This kind of development should be

1 actively encouraged and integrated into the prevailing pattern of uses, taking cues from  
2 existing development in the area.

- 3 • Concentrate new uses where access to transit and services best enables people to be less  
4 reliant on automobiles. New development will be most successful where it minimizes the  
5 negative effects of additional automobiles, by building on the area’s superior accessibility  
6 on foot and by transit. To this end, the most intense new development should be linked  
7 directly to existing and proposed transit services, and concentrated where the area’s mix  
8 of uses supports a lifestyle less dependent on cars.

9  
10 Significant change is envisioned for the ~~“SoMa West”~~Hub area, which lies between Market  
11 Street, South Van Ness Avenue, Mission Street and the Central Freeway. For more than three  
12 decades the city’s General Plan has proposed that this area become a mixed-use residential  
13 neighborhood adjacent to the downtown. This element of the plan carries this policy forward  
14 by encouraging relatively high-density mixed-use residential development in the ~~SoMa~~  
15 ~~West~~Hub area. Element 7, “A New Neighborhood in ~~SoMa West~~the Hub” proposes a bold  
16 program of capital improvement to create a public realm of streets and open spaces  
17 appropriate for the evolution of the public life of the area, and to serve as the catalyst for the  
18 development of a new mixed-use residential neighborhood.

19 \* \* \* \*

20  
21 **OBJECTIVE 1.1**

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



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

7 • The *Van Ness and Market ~~Downtown~~ Residential Special Use District* (VNMØR-SUD) will  
8 encourage the development of a walkable, transit-oriented, high-density, mixed-use  
9 neighborhood around the intersection of Van Ness Avenue and Market Street, adjacent to  
10 downtown. This district will still have the area's most intensive ~~commercial~~ residential uses,  
11 ~~including some offices uses and neighborhood serving retail, but balances those with a new~~  
12 ~~residential presence~~. Residential towers will be permitted along the Market / Mission Street  
13 corridor, provided they meet urban design standards. Residential towers, if built, would be  
14 clustered around the intersection of Market Street and Van Ness Avenue, with heights  
15 ranging from ~~160~~140 – ~~400~~650 feet.

16  
17 • A *Transit-Oriented Neighborhood Commercial District* (NCT) will encourage transit-  
18 oriented, mixed-use development of a moderate scale to a height of 85 feet concentrated  
19 near transit services in ~~SoMa~~ West the Hub, areas immediately adjacent to the downtown,  
20 and along the Market Street corridor. Retail use is actively encouraged on the ground floor  
21 with housing above to enliven commercial streets. Along Market Street and in ~~SoMa~~  
22 ~~West the Hub~~, a limited amount of office will be permitted. Complimenting a rich mix of  
23 neighborhood-serving retail and services with a dense residential populations in these  
24 districts, walking and transit will be the primary means of transportation and car-free  
25 housing will be common and encouraged.

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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.

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**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**

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

4  
5 There is a demonstrated need for neighborhood-serving uses in the *SoMa West Hub* area. As  
6 its residential population increases, adequate space for retail activities and other services are  
7 encouraged as part of the overall mix of uses in the area. While some amount of office uses  
8 will be permitted, it will not be allowed to dominate the ground floor in areas where significant  
9 new housing is proposed.

10 \* \* \* \*

11  
12 ***POLICY 1.1.6***  
13 ***Preserve and enhance the role of cultural ~~and~~, educational institutions and arts***  
14 ***organizations in the plan area.***

15  
16 Major cultural institutions such as City Hall, the Opera House, Herbst Theatre, and the  
17 SFLGBT Community Center are vital assets adjacent to the neighborhood and will retain their  
18 role as major regional destinations. In addition, consider how community-based art organizations  
19 can be incorporated into the ground floor of new development to serve neighborhood residents and  
20 support the broader civic center arts district.

21 \* \* \* \*

22 ***POLICY 1.1.8***  
23 ***Reinforce continuous retail activities on Market, Church, and Hayes Streets, as well as***  
24 ***on Van Ness Avenue.***

1 On the frontages indicated above, maximize neighborhood-serving retail activities on the  
2 ground floor for new development and substantial alterations, providing retail uses for at least  
3 75 percent of the frontage on the ground floor.

4  
5 See Map 2 Frontages Where ~~Retail~~Active Ground Floor Commercial is Required

6 \* \* \* \*

7

8 **POLICY 1.1.11**

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

10

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

17

18 \* \* \* \*

19

20 **POLICY 1.2.4**

21 **Encourage ~~buildings~~ podium buildings of the same similar height along each side of major**  
22 **streets.**

23

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

1 \* \* \* \*

2  
3 **POLICY 1.2.8**

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

7 \* \* \* \*

8  
9 **2. HOUSING**

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

17  
18 In many respects, this plan does not diverge from established and continually evolving  
19 citywide policies and programs of housing affordability. It does not establish new inclusionary  
20 standards, new funding mechanisms, nor create its own solutions to homelessness in the city.  
21 On these matters, which cannot be affected on an area-by-area basis, The Plan defers to  
22 larger citywide solutions.

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

4

5 The fundamental principles are:

- 6 • *Provide ample and diverse housing opportunities to add to the vitality of the place.*

7 Maximize the amount and types of housing opportunities in the neighborhood to serve a wide  
8 variety of people, including a range of incomes, ages, and household and family compositions.

9 The Plan does so by looking to the prevailing built form of the area and carefully  
10 prescribing controls for building envelopes to emulate that form. Controls that limit building  
11 area by restricting housing are eliminated in favor of well-defined height and bulk controls  
12 and urban design guidelines, encouraging building types more in keeping with the area's  
13 established development pattern, and allowing greater flexibility in the type and  
14 configuration of new housing. In addition, residential buildings are also encouraged to include a  
15 mix of amenities that support the needs of families with children and sustainable transportation  
16 choices, such as social and play spaces and easily accessible storage for strollers, car seats,  
17 grocery carts, and bicycles.

18 \* \* \* \*

19

20 **POLICY 2.2.5**

21 ***Encourage additional housing units in existing buildings.***

22

23 New housing can be provided incrementally without significant changes to the physical form of  
24 the area by adding accessory units to existing buildings. Because these units are typically  
25 smaller and directly attached to existing units, they are an ideal way to provide housing for

1 seniors, students, and people with low-income or special needs. Additions to existing  
2 buildings and conversions of ground floor spaces that create new housing units are allowed  
3 and encouraged. Encourage the addition of units to existing residential buildings throughout  
4 the area. Encourage the conversion of garage spaces to housing units and the restoration of  
5 on-street parking spaces. Where such a conversion would remove off-street parking, require  
6 the removal of the curb cut and the planting of at least one new street tree.

7 \* \* \* \*

8  
9 **OBJECTIVE 2.3**

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

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

17 **POLICY 2.3.1**

18 **Support citywide efforts to strengthen tenant protection and eviction prevention programs.**

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

24 \* \* \* \*



1 ***POLICY 2.3.12***

2 ***Prohibit residential demolitions unless they would result in sufficient replacement of***  
3 ***existing housing units. Even when replacement housing is provided, demolitions***  
4 ***should further be restricted to ensure that affordable housing and historic resources***  
5 ***are maintained.***

6  
7 The City's *General Plan* discourages residential demolitions, except where it would result in  
8 replacement housing equal to or exceeding that which is to be demolished. This policy will be  
9 applied in the Market & Octavia area in such a way that new housing would at least offset the  
10 loss of existing units, and the City's affordable housing, and historic resources would be  
11 protected. The plan maintains a strong prejudice against the demolition of sound housing,  
12 particularly affordable housing.

13  
14 Even when replacement housing is provided, demolitions would be permitted only through  
15 conditional use in the event the project serves the public interest by giving consideration to  
16 each of the following: (1) affordability, (2) soundness, (3) maintenance history, (4) historic  
17 resource assessment, (5) number of units, (6) superb architectural and urban design, (7)  
18 rental housing opportunities, (8) number of family-sized units, (9) supportive housing or serves  
19 a special or underserved population, and (10) a public interest or public use that cannot be  
20 met without the proposed demolition.

21  
22 ***POLICY 2.3.23***

23 ***Discourage dwelling-unit mergers.***  
24  
25

1 Dwelling-unit mergers reduce the number of housing units available in an area. If widespread,  
2 over time, dwelling unit mergers can drastically reduce the available housing opportunities,  
3 especially for single- and low-income households. This plan maintains a strong prejudice  
4 against dwelling unit mergers with the goal of maintaining the neighborhood housing stock  
5 and an appropriately balanced distribution of unit sizes.

6 \* \* \* \*

7  
8 **3. BUILDING WITH A SENSE OF PLACE AND SUSTAINABILITY**

9 *Today, a neighborhood’s positive sense of place and sustainability is dependent on its physical*  
10 *character, diversity of people and uses, and a resilient built environment. Buildings provide spaces to*  
11 *live, work, and play—they also define and frame a neighborhood’s public streets, sidewalks, plazas,*  
12 *and open spaces where people meet, gather, and interact intentionally or informally define the public*  
13 *realm in addition to providing space for a myriad of private activities. They provide the setting for*  
14 *people to meet and interact informally and shape the neighborhood’s range of social experiences and*  
15 *offerings. Building height, setback, massing, and materiality impacts the quality and use of adjacent*  
16 *public spaces—spacing define the streets, sidewalks, plazas, and open space that comprise the*  
17 *community’s public realm. Buildings These design elements also shape views and create “urban*  
18 *rooms” where public life can thrive, and affect the amount of sunlight and air that reaches the*  
19 *people on the ground-street. The uses of buildings and their relationships to one another also*  
20 *affect the variety, activity, and liveliness, and diversity of a place. Buildings with a mix of uses*  
21 *and human-scaled, and interesting design contribute to attractive and inviting neighborhoods in*  
22 *their own right, and are vital to the creation of lively and friendly streets and public spaces. In*  
23 *the best cases, the defining qualities of buildings along the street create a kind of “urban room” where*  
24 *the public life of the neighborhood can thrive. Finally, ecologically sustainable designs, including*  
25

1 operating systems (e.g., heating, stormwater management), resource uses (e.g., renewable energy,  
2 water), and material selections (e.g., concrete, wood, plants) contribute to a healthy and climate  
3 resilient neighborhood for everyone.

4 **OBJECTIVE 3.1**

5 **ENCOURAGE NEW BUILDINGS THAT CONTRIBUTE TO THE BEAUTY OF THE BUILT**  
6 **ENVIRONMENT AND THE QUALITY OF STREETS AS PUBLIC SPACE.**  
7

8 For all new buildings and major additions, ensure that fundamentals of good urban design are  
9 followed, while allowing for freedom of architectural expression. A variety of architectural  
10 styles (e.g. Victorian, Edwardian, Modern) can perform equally well. Proposed buildings  
11 should relate well to the street and to other buildings, regardless of style. In its architectural  
12 design and siting, new construction should reflect and improve on the scale, character, and  
13 pedestrian friendliness of the street and the neighborhood. Design should be consistent with  
14 the accompanying design guidelines; the guidelines do not address architectural style. The  
15 intent is to encourage buildings with a human scale that contribute to the establishment of  
16 inviting and visually interesting public places, consistent with the area’s traditional pattern of  
17 development.  
18

19 ***Policy 3.1.1***

20 ***Ensure that new development adheres to principles of good urban design.***  
21

22 New development will take place over time. Modest structures will fill in small gaps in the  
23 urban fabric, some owners will upgrade building facades, and large underutilized land areas,  
24  
25

1 such as the former Central Freeway parcels, will see dramatic revitalization in the years  
2 ahead.

3  
4 The following Fundamental Design Principles apply to all new development in the Market and  
5 Octavia area. They are intended to supplement existing design guidelines, Fundamental  
6 Principles in the Urban Design Element of the General Plan and the Planning Department's  
7 Residential Design Guidelines, which apply to residential districts, and the Urban Design  
8 Guidelines, which apply to commercial, downtown, and mixed-use districts. They address the  
9 following areas: (1) Building Massing and Articulation; (2) Tower Design Elements; (3)  
10 Ground Floor Treatment, further distinguished by street typology, including (a) Neighborhood  
11 Commercial Streets, (b) Special Streets - Market Street, and (c) Alleys; and (4) Open Space.

12 \* \* \* \*

13  
14 **OBJECTIVE 3.2**

15 **ENHANCE ENVIRONMENTAL SUSTAINABILITY THROUGH BUILDING DESIGN.**

16  
17 Everything built or renovated in San Francisco has the opportunity to enhance its own sustainability  
18 and resilience while contributing to neighborhood quality and health. The policies listed below and  
19 integrated throughout this Plan are intended to achieve healthy air, renewable energy, clean water,  
20 robust ecosystems, and zero waste throughout the community. They also support San Francisco's  
21 citywide climate resilience and biodiversity goals: a net-zero emission city that is climate adapted to  
22 protect people from extreme heat, flooding, and poor air quality; where local plants and wildlife thrive;  
23 and people are connected to nature every day.

1 **Policy 3.2.1**

2 **Support healthy indoor and outdoor air quality.**

3

4 Local carbon emissions create public health and environmental impacts. Often associated with outdoor  
5 pollution from roadway congestion, indoor air is increasingly toxic due to insufficient filtering, natural  
6 gas appliances, and chemicals found in building materials and furnishings. Therefore, development  
7 should be air-tight with high-quality filtration systems that can be upgraded during spare-the-air days.  
8 Interiors should be constructed with zero-VOC (volatile organic compounds) materials and finishes.  
9 Building managers should provide occupants with information on healthy furnishings and non-toxic  
10 cleaning products, and model said recommendations on site. Construction practices and back-up  
11 power systems should avoid diesel generators.

12

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

17

18 **Policy 3.2.2**

19 **Support biodiversity and connect people to nature.**

20

21 Urban greening, such as trees, low plantings, living roofs, and community gardens enhance  
22 neighborhood quality with beauty, shade from extreme heat, pollution reduction and carbon  
23 sequestration, stormwater management, and the mental health benefits of connecting to nature daily.  
24 Climate appropriate plants are essential for supporting water conservation needs, and prioritizing  
25 local native species supports biodiversity by providing critical habitat for birds, the insects that feed

1 them, pollinators, and other wildlife. As a guide, projects are encouraged to develop landscaped spaces  
2 equivalent to at least half of the site area, integrated in open spaces.

3  
4 **Policy 3.2.3**

5 **Maximize energy efficiency and use of renewable sources.**

6  
7 To help stabilize the global climate crisis, cities need to pursue zero-emission buildings and  
8 transportation powered by renewable energy. To minimize the resource needs of renewable energy  
9 generation, buildings should pursue maximum energy efficiency through orientation and massing, all-  
10 electric mechanical systems and appliances; and smart technologies that optimize power supplies and  
11 uses. Buildings should also maximize on-site renewable energy generation and solar water heating on  
12 rooftops and facades, and install sufficient battery storage to maintain critical loads during  
13 emergencies and power shut-offs. Any remaining energy demand should be met through the purchase of  
14 100% greenhouse-gas free electricity.

15  
16 **Policy 3.2.4**

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

18  
19 Given the increasing pressures on water resources from growth and the climate crisis, buildings should  
20 maximize water-conservation beyond efficient fixtures through smart technologies, such as irrigation  
21 and leak sensors, and on-site water recovery and reuse. Required in certain-sized projects, these non-  
22 potable/recycled water systems collect graywater (rain, foundation drainage, showers/baths and  
23 laundry) and sometimes blackwater (sewer), conduct tertiary treatment, and reuse it for flushing,  
24 irrigation, and cooling. District-scale systems with adjacent properties may be considered to increase  
25 efficiency and effectiveness.

1  
2 To enhance flood protection and watershed health, projects are encouraged to maximize on-site  
3 stormwater management and prioritize green infrastructure solutions, such as bioswales and rain  
4 gardens. Leveraging these ecosystem-based methods benefits the San Francisco Bay’s water quality  
5 during rain events, as well as neighborhood beautification, biodiversity, and air quality. Minimizing  
6 impermeable surfaces through landscaping and block pavers also helps recharge groundwater.

7  
8 **Policy 3.2.5**

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

11  
12 Prioritizing materials for construction and operations that are sustainably grown, harvested, and  
13 produced—and regionally sourced—protects environmental and worker health, minimizes waste,  
14 creates healthier interiors, and reduces emissions. Although San Francisco achieved the world’s  
15 highest rates of recycling and composting, a growing population, construction boom, and consumption  
16 culture have doubled the amount of refuse generated. Reducing waste is not only essential for  
17 mitigating human health and air/water quality impacts from garbage truck trips and landfills, it is also  
18 key to reducing climate changing emissions, because methane from decomposing trash is 80 times more  
19 potent than carbon dioxide. Buildings and the spaces between them should be designed and operated  
20 for occupants to maximize recycling and composting. And construction and demolition activities should  
21 include deconstruction practices that salvage reusable materials for reuse or resale, such as old-  
22 growth redwood and concrete aggregate.

23  
24 **OBJECTIVE 3.23**

25 **PROMOTE THE PRESERVATION OF NOTABLE HISTORIC LANDMARKS, INDIVIDUAL**

1 **HISTORIC BUILDINGS, AND FEATURES THAT HELP TO PROVIDE CONTINUITY WITH**  
2 **THE PAST.**

3  
4 There are currently a number of known historically significant resources in the plan area.  
5 ~~Locally designated landmarks are specified in Article 10 of the Planning Code. Resources are also~~  
6 ~~listed in the California Register of Historical Resources, the National Register of Historic Places, and~~  
7 ~~in certified historic resource surveys. This includes the locally designated landmarks that are specified~~  
8 ~~in Articles 10 and 11 of the Planning Code. Properties that have been listed or determined eligible for~~  
9 ~~listing in the California Register of Historical Resources or the National Register of Historic Places,~~  
10 ~~most commonly through the CEQA review process or adopted historic resource surveys, are also~~  
11 ~~considered historic resources.~~ Map 4 shows these known resources.

12 \* \* \* \*

13  
14 **POLICY 3.23.1**

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

17 \* \* \* \*

18  
19 **POLICY 3.23.2**

20 **Encourage rehabilitation and adaptive reuse of historic buildings and resources.**

21 \* \* \* \*

22  
23 **POLICY 3.23.3**

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

25 \* \* \* \*



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**POLICY 3.23.4**

***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.

1 **POLICY 3.23.7**

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

4 \* \* \* \*

5  
6 **POLICY 3.23.8**

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

9 \* \* \* \*

10  
11 **Policy 3.23.9**

12 **Promote preservation incentives that encourage reusing older buildings.**

13  
14 Preservation incentives are intended to encourage property owners to repair, restore, or  
15 rehabilitate historic resources in lieu of demolition. San Francisco offers local preservation  
16 incentive programs, and other incentives are offered through federal and state agencies.  
17 These include federal tax credits for rehabilitation of qualified historical resources, property tax  
18 abatement programs (the Mills Act), alternative building codes, and tax reductions for  
19 preservation easements. Preservation incentives can result in tangible benefits to property  
20 owners. Material deconstruction and re-use also supports the City's air quality and climate-related  
21 emission reduction goals.

22  
23 **POLICY 3.23.10**

1 **Apply the “Secretary of the Interior’s Standards for the Treatment of Historic**  
2 **Properties” for all projects that affect individually designated buildings at the local,**  
3 **state, or national level.**

4 \* \* \* \*

5  
6 **POLICY 3.23.11**

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

10 \* \* \* \*

11  
12 **POLICY 3.23.12**

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

15 \* \* \* \*

16  
17 **POLICY 3.23.13**

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

20 \* \* \* \*

21  
22 **4. STREETS AND OPEN SPACES**

23 **The System of Public Streets and Alleys**  
24  
25

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

20  
21 The Market and Octavia neighborhood is within walking distance of Downtown, adjacent to  
22 Civic Center, the home of San Francisco's most important main street (Market Street), and  
23 located where three of the oldest ~~of the~~ street grids come together. It is reasonably level (for  
24 San Francisco), which makes it great for walking and biking. Given its central location, it is  
25 one of those urban areas that most San Franciscans ~~are compelled to~~ pass through in order to

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

11

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

15

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

24

25 See Map 5. System of Civic Streets and Open Space

1 \* \* \* \*

2  
3 ***Principle:*** *Streets that support and invite multiple uses, including safe and ample space for*  
4 *pedestrians, bicycles, ~~and~~ public transit, and nature, are a more conducive setting for the public*  
5 *life of an urban neighborhood than streets designed primarily to move vehicles.*

6  
7 The past 20 years have seen advances in ways to improve the livability of streets, be they  
8 major traffic carriers or local public ways. Closely planted street trees, sidewalk gardens and  
9 green infrastructure for stormwater management, pedestrian-scaled lights, well- marked  
10 crosswalks, widened sidewalks at corners, and creative parking arrangements are but a few  
11 of the methods used with success to achieve the kind of neighborhood that residents say they  
12 want. They are all addressed in the objectives and policies that follow.

13  
14 **Parks, Plazas and Open Spaces**

15 Provision of public open space is necessary to sustain a vital urban neighborhood, especially  
16 one where new housing is to be added to an already dense urban fabric. This is especially so  
17 given the reality that there are few public parks or plazas in the Market and Octavia  
18 neighborhood. To be sure, there are public spaces nearby: Jefferson Square between Gough  
19 Street and Laguna Street, at Turk Street; Civic Center Plaza (with its children’s play areas)  
20 east of Polk Street; Dolores Park some blocks south of Market Street; Duboce Park, west of  
21 Steiner Street; and Koshland Park, which perhaps comes closest to what one thinks of as a  
22 local park, up on the hill, at Buchanan Street and Page Street. But all of these spaces are  
23 either “nearby,” close but not a part of, or are city-oriented rather than neighborhood-oriented.  
24 There is no central public square, park, or plaza that marks and helps give identity to this  
25 neighborhood.

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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~~

1 *shade*, can be effective small public spaces. This plan includes proposals for both kinds of  
2 open space.

- 3
- 4 • A new public park, Patricia’s Green in Hayes Valley, has been created at the northern end  
5 of the new Octavia Boulevard, using the street right-of-way provided as the boulevard  
6 transitions to local traffic.
- 7 • A widened sidewalk in the commercial section of Hayes Street should be studied as a  
8 linear open space for strolling under trees and for lingering, linked to the pedestrian  
9 promenade along Octavia Boulevard.
- 10 • Street intersections along Market Street—at Dolores Street and at the freeway  
11 “touchdown,” for example—provide the opportunity to create small public plazas, and this  
12 plan proposes to take advantage of them. Likewise, traffic-calming initiatives on local  
13 streets provide opportunities for corner plazas, similar to those in the Duboce Triangle  
14 area to the west.
- 15 • An intimate public square can be created in the new ~~SoMa West~~Hub neighborhood, along  
16 Brady Street, on land associated with a small BART utility structure and adjacent surface  
17 parking lot. This is an area of small streets that calls out for new, modestly-scaled housing  
18 that can be part of a mixed-use neighborhood. A new public square can serve as a focal  
19 point for this area.
- 20 • There is an opportunity for a new open space in the McCoppin Street right-of-way, where  
21 the street no longer carries significant traffic flows and can be reclaimed as neighborhood  
22 open space. The triangular parcel immediately south of the McCoppin Street right-of-way,  
23 currently serving as a truck-rental office, could be part of a larger open space at this  
24 location, should it become available. Future open space opportunities should be considered in  
25



1 coordination with future development to activate the open space and enhance stewardship of the  
2 space.

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

## 9 **Areawide Improvements**

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

### 16 **OBJECTIVE 4.1**

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

#### 20 **POLICY 4.1.1**

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

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

8

9 Though it may not be possible to widen sidewalks along major traffic streets such as Market,  
10 Franklin, Gough, Oak, and Fell Streets, it is both possible and desirable to widen sidewalks by  
11 providing widened 'sidewalk bulbs' at corners. In addition, boldly marked crosswalks alert  
12 drivers that they are entering intersections where pedestrians are likely to be crossing.

13 Sidewalk widening and improved pedestrian crossings should be implemented throughout the  
14 plan area as the most important means of improving pedestrian safety and comfort on the  
15 street.

16

17 See Map 6. Priority Intersections for Pedestrian Improvements

18

19 ***POLICY 4.1.2***

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

22

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

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

6  
7 ~~Consistent~~Robust tree plantings also make an important contribution to neighborhood identity,  
8 microclimate, and biodiversity. Different tree species can be used on different streets, or even  
9 different blocks of the same street, thereby achieving diversity on a broader basis; habitat  
10 supportive and low-water use species are preferred. ~~Rather than removing~~ If existing trees need to be  
11 removed for maintenance reasons, replacement tree species should be informed by observing the most  
12 successful species on the immediate and adjacent blocks~~from any given street, the dominant tree~~  
13 ~~species—or preferred tree species—on each block should be identified and future tree planting should~~  
14 ~~be of that tree type.~~

15 See Map 7 Priorities for Street Tree Plantings

16 \* \* \* \*

17 **POLICY 4.1.3**

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

19  
20 Transit-oriented neighborhoods and pedestrian-friendly environments depend on good  
21 pedestrian access and ease of movement. Some intersections in the plan area do not permit  
22 pedestrian crossings, for example Fell and Gough, Hayes and Gough, and Gough and Otis.  
23 The signal cycles at these intersections should be adjusted to accommodate pedestrians. The  
24 City should also eliminate pedestrian “do not cross” signs as the sole means to resolve  
25

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

3  
4 **POLICY 4.1.4**

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

7  
8 Public art plays an essential role in the civic life of our city. In urban places like the Market and  
9 Octavia neighborhood, where streets, parks, and plazas are where civic life unfolds, public art  
10 takes on a broad range of meanings that enriches the overall quality of public space. Funding  
11 and space for public art should be integrated into all proposals for the physical improvement  
12 of streets and open spaces.

13  
14 **POLICY 4.1.5**

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

17  
18 There are many existing alleys within the plan area, many of which are concentrated in Hayes  
19 Valley and in the larger blocks in the South of Market areas. In addition to being the location  
20 of considerable neighborhood housing, most of the alleys, by reason of their intimate scale,  
21 the diversity of buildings along them, in some cases their trees, and certainly their contrast  
22 with surrounding streets, are delightful, valuable urbane places. These alleys are an  
23 invaluable part of the neighborhood’s system of public ways and, like any public resource,  
24 should be protected against proposals to privatize them.

1 **POLICY 4.1.6**

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

3

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

9

10 **POLICY 4.1.7**

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

14

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

24

25

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

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

8  
9 See Map 8. Alleys for “Living Alley” Improvements, Figure 54. A Living Alley, and Figure 65  
10 Linden Alley: Before and After

11 \* \* \* \*

12  
13 **POLICY 4.1.8**

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

16  
17 Certain alleys support non-residential uses. Coordinated approaches to the design of these  
18 alleys should protect the intimate scale of these alleys and yet create public space that  
19 contributes to and supports the varied uses along them.

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

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

5

6 **Octavia Boulevard and Hayes Valley**

7

8 **OBJECTIVE 4.2**

9 **ACCOMMODATE REGIONAL THROUGH TRAFFIC ON SURFACE STREETS THAT ALSO**

10 **SERVE LOCAL NEEDS, THEREBY REPAIRING AREAS DISRUPTED BY LARGE**

11 **INFRASTRUCTURE PROJECTS OF THE PAST.**

12

13 ***POLICY 4.2.1***

14 ***Create new public open spaces around the freeway touchdown, including a plaza on***

15 ***Market Street and a plaza in the McCoppin Street right-of-way, west of Valencia Street.***

16

17 Bringing the elevated freeway down to street surface at Market Street provides the opportunity

18 to create two new small public open spaces: a plaza along Market Street west of the freeway

19 touchdown, and a plaza or other form of small open space within the last block of McCoppin

20 Street, as it comes to its terminus west of Valencia Street. The plaza on Market Street

21 enhances the pedestrian experience of the street and facilitates safer pedestrian crossings.

22 Because of its prominent location at the end of the freeway and beginning of Octavia

23 Boulevard, it has been designed to signal the end of the freeway and an entry to the city. The

24 plaza should include seating, trees and other pedestrian amenities. The leftover space on

25 McCoppin Street is an appropriate place to provide a community-serving open space,

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

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

11  
12 **POLICY 4.2.2**

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

16  
17 Hayes Street is a special commercial street within the neighborhood. It is at once locally-  
18 focused, with small cafes and restaurants, and oriented citywide, with numerous galleries and  
19 close proximity to cultural institutions in the Civic Center. It is often alive with pedestrian  
20 activity. Between Franklin and Laguna Streets, where traffic rerouting policies allow converting  
21 the street back to two-way traffic, the roadway is wider than it needs to be for vehicular traffic.  
22 In this area, the City should undertake a future study which would consider factors such as  
23 widening the sidewalk on the north side of the street, planting new trees, and installing new  
24 pedestrian-scaled light fixtures and benches to create a much-needed public open space.



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

3  
4 See Figure 76. Hayes at Gough Intersections: Existing and Proposed

5 \* \* \* \*

6  
7 **POLICY 4.2.3**

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

10  
11 Damage done to the San Francisco grid by land-assembly projects of the 1960's and 1970's  
12 can be partially repaired through the reestablishment of Octavia Street as a public right-of-way  
13 from Fulton Street to Golden Gate Avenue, providing improved pedestrian access to existing  
14 housing developments, helping to knit them back into the areas south of Fulton Street, and  
15 providing a "green connection" between the new Octavia Boulevard, Jefferson Park and  
16 Hayward Playground. Bicycle movement in a north-south direction would also be improved by  
17 this policy.

18  
19 **POLICY 4.2.4**

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

22  
23 In the long-term, the City should evaluate removing the Central Freeway west of Bryant  
24 Street, and to rebuilding Division Street as an extension of Octavia Boulevard. The success of  
25

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

3

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

15

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

24

25 **Market Street**

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

10  
11 **OBJECTIVE 4.3**  
12 **REINFORCE THE SIGNIFICANCE OF THE MARKET STREET STREETScape AND**  
13 **CELEBRATE ITS PROMINENCE AS SAN FRANCISCO’S SYMBOLIC “MAIN STREET.”**

14  
15 ***POLICY 4.3.1***  
16 ***Recognize the importance of the entire Market Street corridor in any improvements to***  
17 ***Market Street proposed for the plan area.***

18  
19 Market Street is unquestionably the City’s most memorable street. It is our primary ceremonial  
20 space, the heart of our downtown, and our most important transportation corridor. There are  
21 more demands placed on Market Street than any other street in the City: it accommodates  
22 streetcars, buses, trolleys, automobiles, bicycles, and pedestrians who use it as a major route  
23 to destinations and as a strolling street. With these heavy demands, it is in the impossible role of  
24 trying to be all things for all modes of travel.

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

6  
7 **POLICY 4.3.2**

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

11  
12 While an appropriate redesign of the whole of Market Street is outside of the scope of this  
13 plan, significant improvements of moderate cost are possible and desirable to enhance the  
14 street within the neighborhood. The magnificent palm trees that march down the center of the  
15 street are spotty and noncontiguous in their spacing, and their impact is lost where they are  
16 experienced: on the street. There are many opportunities to both infill these trees and add~~with~~  
17 new ones that provide shade and habitat value to connect people to nature.~~Similarly, there are many~~  
18 ~~opportunities for additional trees along the street,~~ at times in double rows. Sidewalk gardens of low  
19 plantings also enhance neighborhood aesthetics and biodiversity, and as needed can be designed to  
20 manage stormwater. All plantings~~Both existing and new trees~~ should receive the highest level of  
21 on-going care. Sidewalks infrastructure and amenities such as~~along the street are cluttered with a~~  
22 ~~disarray of~~ newspaper boxes, signs, refuse cans, and utility boxes, ~~which~~ could be clustered  
23 more attractively. Benches, bicycle racks, and pedestrian-scaled lighting fixtures should be  
24 provided on the street, particularly at corner plazas.

1 **POLICY 4.3.3**

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

4  
5 The designs for these principal intersections should include streetscape elements—such as  
6 special light fixtures, gateways, and public art pieces—that emphasize and celebrate the  
7 special significance of each intersection.

8  
9 **Market Street and Van Ness Avenue**

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

1 corner, and new entrances to the Van Ness Muni~~UNI~~ Metro Station should be integrated within  
2 buildings when possible.

3 \* \* \* \*

## 5. BALANCING TRANSPORTATION CHOICES

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

11  
12 Since the 1950's, these qualities have become increasingly fragile. With the proliferation of  
13 private cars in San Francisco and the region, the Market and Octavia neighborhood's role as  
14 a crossroads has led to the imposition of a major regional freeway and the channeling of large  
15 flows of auto traffic on Fell, Oak, Gough, and Franklin Streets. Because space in the area's  
16 dense physical fabric is limited, increasing auto ownership has meant more space dedicated  
17 to the movement and ~~storage~~parking of automobiles.

18  
19 This has resulted in less space for housing and civic life~~more space devoted to parking~~—  
20 resulting in ~~dead~~inactive ground-floor spaces, overly-trafficked streets, and less room for safe  
21 sidewalks, bicycles and transit. Minimum parking requirements for new development, adapted  
22 from suburban jurisdictions and introduced in San Francisco in 1957, resulted in more space  
23 used for parking in the neighborhood, where driving has the most negative impact, and other  
24 ways of getting around are attractive and viable.

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

18  
19 To this end, this plan proposes policies to strengthen the area's accessibility by foot, bicycle,  
20 and transit, and to prioritize these modes as the long-term vision for how the area will grow.  
21 The plan discourages new parking facilities, recognizing that they generate traffic, consume  
22 space that could be devoted to housing, and have a negative effect overall on the  
23 neighborhood.

24  
25

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

3  
4 Responding to the “Transit-First” Policy means fundamentally changing the way we classify  
5 and plan for streets. This plan aims to make this change in the Market and Octavia  
6 neighborhood. In keeping with the “Transit-First” Policy, this plan aims to improve the  
7 reliability, frequency, and overall dignity of transit, bicycle, and pedestrian service and  
8 amenities in the area while managing the parking supply to provide efficient and equitable  
9 access to a variety of users.

10  
11 ***Principle: Better management of existing resources is more effective in improving service***  
12 ***than simply increasing capacity.***

13  
14 The easiest way to improve transit speed and reliability, for example, is to move existing  
15 transit vehicles faster by getting them out of traffic. A perceived lack of customer parking can  
16 be remedied by metering on-street spaces for short-term use. Management can effectively  
17 influence people’s choice of travel mode, as the region has demonstrated with tolls on the  
18 Golden Gate and Bay Bridges that support regional transit service. Management can also be  
19 used to balance parking supply and demand, as the city has shown with short-term pricing at  
20 the 5th and Mission Garage and other city garages, which discourage all-day commuter  
21 parking and encourage short-term customer parking.

22  
23 **Making Public Transit Work**

24 Transit riders, like all travelers, are rational decision makers. They are transportation  
25 consumers, and they are looking at what is the best value for their needs. Any given traveler



1 will not select a travel mode if it is more time consuming, less convenient, less reliable, and  
2 equally costly. The primary factors that influence mode choice are:

- 3 • time and cost,
- 4 • convenience, reliability, and flexibility, and
- 5 • availability of information.

6  
7 To this end, the plan prioritizes the frequent and reliable operation of transit on the city's core  
8 transit streets. The plan also calls for improving the function and design of essential transit  
9 facilities and nodes. As more people come to the neighborhood, we have to give them good  
10 reasons to come without a car.

11  
12 **OBJECTIVE 5.1**  
13 **IMPROVE PUBLIC TRANSIT TO MAKE IT MORE RELIABLE, ATTRACTIVE,**  
14 **CONVENIENT, AND RESPONSIVE TO INCREASING DEMAND.**

15  
16 For transit to meet the needs of San Francisco's population, it must offer travel times and  
17 reliability that compete well against the private automobile. Unfortunately, congestion has a  
18 disproportionate impact on transit relative to cars, given transit's fixed routes and passenger  
19 boarding needs. Moreover, traffic-light systems that are timed to benefit autos often force  
20 transit vehicles to "bunch" together, decreasing reliability for passengers. These problems can  
21 be overcome by providing transit-preferential treatments, from traffic signal prioritization to  
22 creating dedicated transit rights of way, where buses and streetcars are removed from the  
23 traffic around them. If the goal of the transportation system is to maximize the movement of  
24 people, street improvements that give transit a clear priority over private vehicles are

25

1 essential. In some cases, this may require reallocating street space from automobiles to  
2 transit.

3 See Map 9. Proposed Transit Improvements

4 \* \* \* \*

5  
6 **POLICY 5.1.1**

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

9  
10 ***Market Street***

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

21  
22 In addition to urban design improvements to make Market Street more friendly to pedestrians,  
23 it is critically important that the operations of Market Street be improved to eliminate Muni  
24 delays. Two important ways of achieving this are by refining signal timing and creating  
25 enforceable transit-only lanes.

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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 ~~may often~~ takes several light cycles (excess of 10-minute delays) for ~~the~~ buses and streetcars to move to the next block—~~delays occasionally in excess of 10 minutes.~~ As tThe existing “bus only” lanes are not clearly marked, ~~are~~ nor generally ~~not~~ enforced, ~~and~~ 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.

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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*

\* \* \* \*

**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~~UNI~~ lines, system-wide improvements could improve transit service and should be considered. Improvements that increase transit running

1 speeds, real-time passenger information systems, “proof-of-payment” policies that expedite  
2 ticketing and boarding, and other innovations should be explored and applied in the plan area.

3  
4 Ideas for future study to improve transit service include but are not limited to the following:

- 5  
6 • dedicated bus lanes, including the possibility of bus rapid transit, on *Van Ness Avenue* major  
7 transit corridors. (SFMTA, ~~Muni~~, Caltrans)
- 8 • transit preferential treatments, such as stop sign removal and signal  
9 preemption/prioritization, on bus route streets. (SFMTA, ~~Muni~~)
- 10 • enforceable transit-only lanes on transit preferential streets. (SFMTA)
- 11 • transit preferential treatments outside the neighborhood along corridors outside the Plan  
12 Area to improve frequency and capacity within it. (SFMTA)
- 13 • new transit services outside the neighborhood that will reduce the need to drive from the  
14 west side of the city into downtown. (SFMTA)
- 15 • establishment of a ~~transit impact development fee (TIDE)~~ Transportation Sustainability Fee to  
16 assist in funding the proposed transit improvements. The ~~Planning Department~~ SFMTA shall  
17 be the implementing agency for this fee.
- 18 • prohibition of new curb cuts on traffic-preferential streets and reduction or elimination of  
19 existing curb cuts where opportunities arise. The Planning Department shall be the  
20 implementing agency for this fee.
- 21 • establishment of an impact fee for residential development that funds a range of transit,  
22 pedestrian, and bicycle improvements, and extend impact fees on commercial fees from  
23 the downtown to include the Market and Octavia neighborhood. Proceeds should go to an  
24 “Alternative Transportation Improvements Fund” for the Market and Octavia area. Funds  
25 should be used exclusively to implement the transit, pedestrian, and bicycle improvements

1 outlined in this plan. The Planning Department shall be the implementing agency for this  
2 fee.

3

4 \* \* \* \*

5

6 **OBJECTIVE 5.2**

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

10

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

22

23 ***POLICY 5.2.1***

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

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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.

- 1 • Do not permit the minimum dimensions for a parking space to be exceeded by more than  
2 15 percent.
- 3 • Include community storage spaces in parking areas for car seats and other equipment that supports  
4 residents not owning their own vehicles.

5  
6 **POLICY 5.2.3**

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

8  
9 Off-street parking, where it is above ground, detracts from the character and quality of  
10 neighborhood streets. Parking garages typically bring with them large expanses of blank walls  
11 with nothing of interest to the passerby, creating dead spaces that are almost always avoided  
12 and contribute little to the life of the neighborhood. By ensuring that parking is located below  
13 grade, or at the least lined with more active uses and activities, the negative effects of parking  
14 on the neighborhood can be kept to a minimum.

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

22  
23 **POLICY 5.2.4**

24 **Support the choice to live without a car.**



1 More than 40 percent of the households in the Market & Octavia neighborhood live without a  
2 car. The area’s access to transit, ~~to~~ local shopping, and ~~to the~~ downtown make it an ideal  
3 place to live with less dependency on ~~the~~ private automobiles. In addition to retiring the  
4 minimum parking requirement, ~~every effort should be made to support this possibility by~~ and  
5 ensuring that parking-free housing ~~without parking~~ is available in the neighborhood, ~~and that~~  
6 supportive services ~~such as carsharing and taxis are for sustainable trips (walking, biking, transit,~~  
7 carpool) should also be readily available, including sufficient amounts and types of bike parking,  
8 carshare, and transit shelters. The City should investigate the full costs to the public of parking in  
9 new developments; and should consider recovering these costs and using the proceeds to  
10 fund transit improvements and to increase the quality of streets for pedestrians.

11  
12 **POLICY 5.2.5**

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

15  
16 ~~The city currently requires most new residential development to provide one off-street loading space~~  
17 ~~for every 100,000 sf. of development. While space for loading is important, this requirement is geared~~  
18 ~~toward meeting the building’s one-time needs on “move-in day” and results in more loading spaces~~  
19 ~~than are needed for its day-to-day operation. It also is geared to street designs where every use is given~~  
20 ~~its own space, when flexible management of uses might work as well or better while at the same time~~  
21 ~~creating better street designs. Large areas of the ground floor that could otherwise be used for housing,~~  
22 ~~retail and other community-serving uses are thus given over permanently to loading spaces that are~~  
23 ~~rarely, if ever, used. Rather than prescribe a requirement that responds to a one-time need or lack of~~  
24 ~~street management, new development should provide the amount of loading space necessary to operate~~

1 ~~the building, and arrangements made to provide on-street space for loading to take place on move-in~~  
2 ~~days.~~

3  
4 **Balance the pedestrian experience with individual loading needs.**

5  
6 When developments are required to have off-street loading, consider the evolving needs of loading and  
7 building design. Minimize frontages devoted to services and parking access and integrate loading with  
8 the overall articulation and fenestration of the façade. Combine loading with vehicular access to  
9 minimize curb cuts.

10  
11 \* \* \* \*

12  
13 **OBJECTIVE 5.4**

14 **MANAGE EXISTING PARKING RESOURCES TO MAXIMIZE SERVICE AND**  
15 **ACCESSIBILITY TO ALL.**

16  
17 Existing parking resources should be optimized before considering any substantial increase in  
18 parking supply. Increasing supply is just one way, arguably the most costly and time-  
19 consuming, to increase the availability of parking. More effective pricing, more efficient  
20 management of supply, and better information can all result in dramatically improved parking  
21 availability in an area without adding a single parking space.

22  
23 **POLICY 5.4.1**

24 ~~Consider revisions to the~~ **Continuously refine the Residential Parking Permit (RPP) program**  
25

1 ~~that~~ **to make more efficient use of the on-street parking supply and support the City's**  
2 **Transit First Policy.**

3  
4 Many San Franciscans live in older neighborhoods where parking for existing residences and  
5 businesses is scarce and they rely on a limited amount of on-street parking. While requiring  
6 off-street parking spaces gives the appearance of a solution in the short-term, over time it only  
7 exacerbates the problem, which would be more directly addressed by limiting the issuance of  
8 parking permits based on the availability of parking spaces, ~~and through increasing fees for on-~~  
9 ~~street permits to more closely reflect their true market value.~~

10  
11 ~~The MTA and other relevant policy bodies should consider the following revisions to the Residential~~  
12 ~~Parking Permit (RPP) program for the Market & Octavia neighborhood:~~

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

1 **POLICY 5.4.2**

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

4

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

11

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

- 14 1. Adequate parking space should be reserved at all times for ~~the handicapped and the~~  
15 ~~disabled~~ *people with disabilities and elderly people.*
- 16 2. Sufficient high-turnover spaces for short-term shopping and errand-running trips should  
17 be made available at all times through the provision of time-limited, metered parking,  
18 and pricing policies that discourage all-day parking and support turnover.
- 19 3. Sufficient parking should be maintained for the major arts and educational institutions  
20 in the area, but these spaces should be priced at rates comparable to those in the  
21 Downtown, and these prices should be made visible to individual users. Access and  
22 personal safety improvements should be made to the Civic Center Garage to serve  
23 patrons of area cultural institutions.

24

25

- 1 4. Residential parking should generally be provided along the curb, and curbside parking  
2 should be managed by limiting the number of curbside parking permits ~~and allocating~~  
3 ~~these permits by market pricing~~.
- 4 5. Commuter parking should generally be discouraged and should only be provided to the  
5 extent that other goals are met. In any case, all commuter parking spaces should be  
6 priced according to the prevailing downtown rates, and these prices should be made  
7 visible to users.

8 **POLICY 5.4.3**

9 ***Permit off-street parking only where loss of on-street parking is adequately offset and***  
10 ***pursue recovering the full costs of new curb cuts to the city.***  
11

12 While the provision of new off-street parking may relieve some limited, private demand for on-  
13 street parking in the short term, the curb cuts required to access it usually require removing  
14 on-street parking spaces. The giving over of public parking for private parking should be  
15 carefully considered in every instance and permitted only where the new off-street parking  
16 spaces offsets the loss of public on-street parking.  
17

18 A fee should be considered for all curb cuts. The curb cut fee should be sufficient to account  
19 for the long-term value of the street area no longer available for public use. The supporting fee  
20 study should consider delays to street traffic (auto, transit, bicycles), safety and aesthetic  
21 impacts on the pedestrian realm, loss of on-street publicly accessible parking, and program  
22 administration (costs and structure). This fee should be re-evaluated every five years, to  
23 capture increased costs and impacts. In general, new curb cuts should not be allowed where  
24  
25

1 they would result in the removal of on-street parking and create fewer than two fully enclosed  
2 off-street spaces.

3

4 **POLICY 5.4.4**

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

7

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

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

18

19 **POLICY 5.4.5**

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

21

22 An extensive analysis of parking supply, demand, and management was undertaken in  
23 Spring 2001 to help develop the parking program for the Market and Octavia area. The study  
24 identified 1,040 off-street surface parking spaces in the initial study area, including 537  
25 spaces on the parcels formerly covered by the Central Freeway. One of the primary findings

1 of the study is that there is excess capacity in the Civic Center Garage during the evening—  
2 even when the Opera, Ballet and Symphony have simultaneous performances—and that the  
3 needs of the performing arts institutions can be accommodated even with the removal of  
4 parking and development of new housing on the Central Freeway parcels. There is also  
5 excess capacity in the Performing Arts Garage during the daytime, which could be better  
6 managed to address the parking needs of the neighborhood, shoppers, arts providers and  
7 commuters.

- 8 • Offset parking demand by implementing bicycle, pedestrian, and transit improvements  
9 recommended elsewhere in this plan.
- 10 • Improve personal security for evening parkers at the Civic Center Garage  
11 through significant urban design changes at Civic Center Plaza, and with  
12 security personnel stationed there during evening events.
- 13 • In keeping with the city's downtown parking policies, eliminate discounts offered  
14 at the Civic Center Garage.
- 15 • Adjust pricing structures at the Civic Center and Performing Arts Garages in line  
16 with those at the 5th/Mission Garage, including the elimination of the early-bird  
17 rate offered at the Performing Arts Garage.
- 18 • Optimize use of the City vehicle fleet more efficiently to decrease space needed  
19 for City vehicles and increase space available for public use.
- 20 • ~~Offset parking demand by implementing bicycle, pedestrian, and transit improvements~~  
21 ~~recommended elsewhere in this plan.~~
- 22 • Encourage the provision of parking cash-outs for all employees in the plan area,  
23 in lieu of parking subsidies.
- 24 • Relocate and reduce reserved on-street parking around City Hall.

- 1 • Implement real-time information regarding parking availability in area parking
- 2 garages.
- 3 • Introduce evening valet parking at the Civic Center Garage as appropriate.
- 4 • Provide a parking shuttle to and from the Civic Center Garage and perhaps the
- 5 5th and Mission Streets Garage for events at cultural institutions in the area.
- 6 • These actions should be considered before the City allows new parking in the
- 7 area.

8 \* \* \* \*

#### 9 10 **POLICY 5.4.8**

11 **Monitor parking supply in Time Series Monitoring reports.**

12 \* \* \* \*

#### 13 **Improving the Area's Bicycle Network**

14 Bicycling offers a simple, inexpensive, and space-efficient means of getting from place to place, and

15 requires nothing more than ~~the most~~ simple equipment, ~~no licenses, or~~ and basic ~~special~~ training.

16 People have been bicycling for centuries. Human settlements developed compact, urban

17 forms in order to facilitate fast and easy access to daily needs on foot. Like walking, biking

18 harnesses our own muscle power to allow us to travel larger distances within this same

19 compact urban form. Only relatively recently have motorized transportation technologies been

20 developed, encouraging people to move around far more quickly, cover far greater distances,

21 and in turn encouraging cities to spread out.

22

23 The ~~close knit~~ urban fabric of the Market and Octavia neighborhood is well suited to bicycling,

24 ~~along with~~ due to its central location ~~and,~~ relatively level topography, and connections to the larger

25 city bicycle network ~~is well suited to bicycling, and bicycling offers a simple, inexpensive, and space-~~



1 ~~efficient means of getting from place to place.~~ As part of a comprehensive approach to  
2 transportation, this plan promotes bicycling as a safe, equitable, and convenient form of  
3 transportation that increases the neighborhood’s livability, enhances public life, and improves  
4 public and environmental health.

5  
6 To this end, the plan calls for creating a network of safe and convenient bike lanes, bike  
7 routes, and calmed traffic streets. It proposes several new bike facilities that would connect  
8 established bike lanes into a more complete bike system. The plan also proposes  
9 improvements to several extremely dangerous conflict points between bicycles and vehicular  
10 traffic.

11  
12 See Map 11 Bicycle Network

13 \* \* \* \*

14  
15 **OBJECTIVE 5.5**  
16 **ESTABLISH A BICYCLE NETWORK THAT PROVIDES A SAFE AND ATTRACTIVE**  
17 **ALTERNATIVE TO DRIVING FOR BOTH LOCAL AND CITYWIDE TRAVEL NEEDS.**

18 \* \* \* \*

19 **POLICY 5.5.2**  
20 **Provide sufficient, secure, and convenient bicycle parking throughout the area.**

21  
22 Providing ample and convenient~~secure~~ bicycle parking is important to make cycling an attractive  
23 alternative to driving. In urban areas like San Francisco, ~~secure and convenient bicycle parking,~~  
24 ~~placed in appropriate locations, is an essential amenity for everyday cyclists. Such~~ bicycle parking  
25 must also be secure to reduces theft and provide a needed sense of security.

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

8

9 **POLICY 5.5.3**

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

12

13 In cities where bicycling is promoted and where a complete and safe network of bikeways is  
14 provided, such as Davis and Palo Alto, bicycling has been shown to have a measurable effect  
15 on reducing congestion. From a citywide and regional perspective, every effort should be  
16 made to support peoples' commute by bicycle. The largest obstacle to bicycle commuting,  
17 aside from unsafe streets, is the difficulty in taking bicycles on regional transit and the lack of  
18 secure bicycle parking at transit facilities. To support bicycle commuting, bicycles need to be  
19 permitted on all city and regional transit operators at peak commute times and secure bicycle  
20 parking needs to be provided at transit stations.

- 21 • Encourage SamTrans, Golden Gate Transit, and other regional bus transit operators to  
22 provide bicycle racks on their buses.
- 23 • Study the feasibility of allowing bicycles on light rail vehicles, and of providing racks on all  
24 other Muni vehicles.

25

- 1 • Encourage BART to study the possibilities of allowing bicycles at peak periods, including a  
2 “bike car” on peak-period trains and programs to encourage the use of folding bicycles.  
3 Develop the means to allow bicyclists to use the BART system without conflicting with  
4 other riders (e.g. dedicated locations for bicycle storage on trains or dedicated “bike cars”.)
- 5 • Encourage provision of secure, convenient, and supervised bicycle storage facilities at  
6 regional transit stations.

7

8 \* \* \* \*

9

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

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

17

18 There are tremendous opportunities for positive change in this area - what has come to be  
19 called “~~SoMa West~~ the Hub,” a name given to the neighborhood for its prominence at the intersection  
20 of four street car lines. The city’s General Plan envisions this area’s transformation into a  
21 vibrant, new, sustainable, and resilient mixed-use residential neighborhood, providing much-  
22 needed housing, a full range of neighborhood serving uses ~~new services~~ and vibrant streets and  
23 public spaces. This plan carries forward this vision and articulates it further, proposing new  
24 zoning that encourages substantial new mixed-use housing development, as well as a  
25 dramatic program for recreating the public realm of streets and open spaces to serve a new

1 residential population. This is the one part of the Market and Octavia area where creating a  
2 new, truly high-density mixed-use neighborhood can be achieved and would bring  
3 tremendous benefit to the city as a whole.

4  
5 Realizing this vision will be no small task. Creating a neighborhood here will take more than  
6 changing the zoning. A great deal of vehicular traffic, much of it freeway-bound, pushes  
7 through the area's busy streets: South Van Ness, Mission, Duboce, and Division. As public  
8 spaces, these streets suffer from large unwelcoming areas of asphalt, awkward pedestrian  
9 islands, and high accident rates. Most are "no man's lands" without the most basic comforts  
10 for pedestrians. There are major, problematic intersections, for cars and pedestrians alike,  
11 including intersections at Market Street and Van Ness Avenue, Market Street and Gough Street,  
12 and at South Van Ness Avenue and Mission Street. Most streets within the area are on the Vision  
13 Zero high-injury network, among the City's most dangerous streets for all users. ~~While injuries have~~  
14 ~~steadily declined during the past decade following investments in safety from Department of Parking~~  
15 ~~and Traffic, there is room for improvement. Of the more busy intersections in the area, the Gough and~~  
16 ~~Market Street intersection has the dubious distinction of being among the three highest intersections in~~  
17 ~~terms of injury according to MTA's 2004 Collision Report. While the South Van Ness Avenue and~~  
18 ~~Mission Street intersection proves less treacherous, it is nonetheless characterized by an unappealing~~  
19 ~~pedestrian environment due to its scale, the many possible directions of traffic, and the confusing~~  
20 ~~geometry owing to the nature of the underlying street grids.~~

21  
22 New residential developments in the area attest to what this area could become. Major transit  
23 investments, planned for Van Ness Avenue and the Market / Mission Street corridors, add to  
24 the area's potential for a dramatic new future. Ultimately, it can happen only if the city takes  
25 an active role in undertaking the improvements proposed here. It will be a large project, with

1 the needed public realm improvements costing roughly \$20–30/20 million in all. If the  
2 investment were made, it would set the stage for the creation of ~~more than 2,000 new~~several  
3 thousand housing units as part of ~~at~~this new, high-density mixed-use neighborhood in an area  
4 that otherwise shows little promise or hope of realizing its position ~~at~~in the center of the city.  
5 ~~More than in any other part of San Francisco, it is up to the city to seize the~~There is an opportunity  
6 here, to encourage housing, and ~~to~~ invest in its streets and public spaces, thereby setting the  
7 stage for a real neighborhood to emerge in ~~SoMa West~~the Hub.

8  
9 **OBJECTIVE 7.1**

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

11  
12 While a small scattering of new housing is being built in ~~SoMa West~~the Hub, the area has a  
13 tremendous untapped potential for substantial new residential development, supported by a  
14 full range of neighborhood-serving shops and services. To realize this potential, the area's  
15 existing zoning, which encourages large-scale commercial uses, will be changed to  
16 encourage a gradual transition to high-density residential uses with retail, services, and a  
17 limited amount of office uses on lower floors. Every effort should be made to encourage  
18 mixed-use housing development as part of a gradual conversion of the area with high-density  
19 residential uses above retail and commercial activities. Because the coarser, large-scale  
20 physical fabric of the area supports tall buildings in selected areas, residential towers should  
21 be encouraged as one part of the overall urban form vision for the plan area.

22  
23 **POLICY 7.1.1**

24 ***Maintain a strong preference for housing as a desired use.***

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

9  
10 **POLICY 7.1.2**

11 ***Encourage residential towers on selected sites.***

12  
13 ~~In limited areas, slender r~~Residential towers should be permitted *around the Market Street and Van*  
14 *Ness Avenue and Mission Street and South Van Ness Avenue intersections*~~to extend above the streetwall~~  
15 ~~height.~~ Housing should be the ~~only permitted~~primary use in these towers. Carefully control the  
16 tower form and bulk so they are not overly imposing on the skyline and do not produce  
17 excessive wind or shadows on public spaces.

- 18
- 19 • Make housing ~~the primary~~a required use for all *new construction and major additions*~~building~~  
20 ~~area above the streetwall height.~~
  - 21 • Adopt special controls for residential towers to ensure a slender profile on the skyline, as  
22 described in ~~Element~~Objective 3 of this plan.

23  
24 **OBJECTIVE 7.2**

25 **ESTABLISH A FUNCTIONAL, ATTRACTIVE, GREEN, AND WELL-INTEGRATED SYSTEM**

1 **OF PUBLIC STREETS AND OPEN SPACES IN THE SOMA WESTHUB AREA TO**  
2 **IMPROVE THE PUBLIC REALM.**

3  
4 ~~*A great deal of vehicular traffic, much of it freeway bound from areas north of Market Street and from*~~  
5 ~~*the west, pushes through SoMa West: South Van Ness Avenue and Mission, Duboce, and Division*~~  
6 ~~*Streets. SoMa West is also lacking in public open space; what spaces do exist are negatively affected by*~~  
7 ~~*traffic that makes them noisy and less than desirable. Public transit moves through this area, as do*~~  
8 ~~*increasing numbers of cyclists. Most of its streets are not comfortable for pedestrians; many are*~~  
9 ~~*dangerous. There are major, problematic intersections. Some of the worst are at Market Street / Van*~~  
10 ~~*Ness Avenue, and at South Van Ness Avenue / Mission Street, Mission Street / Otis / Division Streets,*~~  
11 ~~*and South Van Ness Avenue / Division Street.*~~

12 *High volumes of vehicular through traffic, much of it freeway-bound from areas north of Market Street*  
13 *and from the west, push through the Hub, creating congestion, air quality, and safety issues.*

14 *Particularly Van Ness and South Van Ness Avenues, and Mission, Otis, Gough, Duboce, and Division*  
15 *Streets, are impacted by this traffic, and identified as Vision Zero high-injury corridors due to known*  
16 *injuries or deaths to pedestrians, cyclist, and motorists. Public transit moving through this area is often*  
17 *delayed and the area lacks protected bicycle facilities. Most of the neighborhood's streets are*  
18 *uncomfortable and unsafe for pedestrians, in part because of the numerous large, complicated*  
19 *intersections that are difficult to cross.*

20  
21 As the residential population of the area expands, every opportunity should be taken to  
22 ~~*improve pedestrian safety and calm traffic through the area*~~*reduce and calm vehicle traffic and*  
23 *improve safety for people that walk and bicycle.* New neighborhood open spaces should be  
24 provided through the creation of new parks and plazas, ~~*as well as through reclaiming street*~~  
25 ~~*spaces to widen sidewalks and improve*~~*and by widening sidewalks; in part through reclaimed street*

1 spaces dedicated to pedestrian use. The following policies describe specific strategies to  
2 make these improvements.

3  
4 See Map 12. Major Routes for Vehicular Circulation and the Hub Public Realm Plan~~Figure 12. A~~  
5 ~~New Street System for SoMa Neighborhood.~~

6 \* \* \* \*

7  
8 ***POLICY 7.2.1***

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

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

- 16 • *Study creating a dedicated transitway (bus rapid transit) on Van Ness Avenue. The transitway*  
17 *should include landscaping and pedestrian amenities, as described in this plan.*
- 18 • *From Mission Street to Howard Street and Division Street, South Van Ness Avenue carries*  
19 *considerable vehicular traffic to the freeway. South Van Ness Avenue should be studied with the*  
20 *goal of supporting all the functions of a great street, moving traffic, facilitating transit and creating*  
21 *a pleasant and safe environment for bicycles and pedestrians.*

22  
23 ***POLICY 7.2.2***

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



1  
2 *These two streets act as a one-way couplet making the transition from downtown to the Mission District*  
3 *and carrying freeway-bound traffic from Gough Street via Otis Street. Mission district buses use this*  
4 *pair as well. Otis Street, particularly, is rather unpleasant for pedestrians. A redesign of these streets*  
5 *should be studied to see if it would make the streets comfortable and efficient for buses, autos,*  
6 *pedestrians, and bicyclists. The scale of these streets can become more intimate and inviting for all*  
7 *users. As part of the study ideas for widening sidewalks and installing other new transit preferential*  
8 *improvements should be considered. While other ideas should be studied, the following ideas were*  
9 *discussed (but not yet studied) during the community planning process.*

10 • *The Otis Street right-of-way is wide enough to separate local-serving traffic from through traffic*  
11 *between Van Ness Avenue and Gough Street via a tree-planted median. A bus-only lane gives*  
12 *public transit the priority it needs. Between Gough and Duboce Avenues, the freeway-bound traffic*  
13 *can be separated from the buses and the Mission district traffic, again by a planted median that will*  
14 *give the street a more human scale.*

15 • *Mission Street traffic, in this area, can be accommodated on fewer lanes, allowing for enhanced*  
16 *sidewalks consistent with the new residential development along it. A separate bus lane and a long*  
17 *and comfortable boarding platform at the Duboce / Division intersection will serve transit riders.*  
18 *This street can have parking lanes on both sides for most of its length. Where the Central Freeway*  
19 *off-ramp meets Mission Street, remove the unrestricted right turn onto Mission Street.*

20 **POLICY 7.2.1**

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

23  
24 Throughout all new or redeveloped streets, sidewalks, and open spaces, increase public amenities such  
25 as street trees, sidewalk gardens, benches, bicycle racks, and multi-stream waste systems. Plantings

1 should be climate appropriate species with a focus on natives to increase habitat value and support the  
2 City’s biodiversity policy.

3  
4 **POLICY 7.2.2**

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

7  
8 A no-human’s land of wide expanses of asphalt and congested traffic, South Van Ness Avenue is a state  
9 highway partially under the control of Caltrans that is burdened by the considerable vehicular traffic  
10 it carries to the freeway. South Van Ness Avenue should be redesigned with the goal of supporting all  
11 the functions of a great street, prioritizing safety and transit, and creating a pleasant and safe  
12 environment for bicycles and pedestrians, while calmly and safely moving vehicular traffic. Support  
13 the Van Ness Bus Rapid Transit (BRT) system on South Van Ness and consider long-term improvements  
14 to South Van Ness Avenue that support and build on this significant public transit investment. A  
15 gracious, tree-lined boulevard with housing and wonderful views to the south, comfortable for autos,  
16 buses, pedestrians, and cyclists alike. Separating out local from regional travel lanes with green  
17 medians will calm traffic, enhance safety, make the neighborhood a better place to live, and  
18 significantly improve the public realm. From Mission Street to Howard Street and Division Street,  
19 redesign this long block with a boulevard design, similar to that found on Octavia Boulevard.

20  
21 **POLICY 7.2.3**

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

23  
24 Mission Street and Otis Street act as a one-way couplet making the transition from downtown to the  
25 Mission District and carrying freeway-bound traffic from Gough Street via Otis Street. Mission Street

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

10  
11 **POLICY 7.2.34**

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

15  
16 ~~*Presently a wide street with no compelling attractions except for traffic, the wide right-of-way has*~~  
17 ~~*space for three southbound moving lanes, a tree-lined median, and a northbound lane, with parking to*~~  
18 ~~*provide a pedestrian realm that borders the small scaled “Brady Block” to the east.*~~

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

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

7  
8 **POLICY 7.2.45**

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

11  
12 With the new freeway touchdown, traffic accessing the freeway, McCoppin Street no longer  
13 has the need to be used as a cut-through. As a result, the street carries only a fraction of the  
14 traffic that it did before. There is the opportunity to reconfigure McCoppin Street from Otis to  
15 Valencia Streets ~~as a linear green street~~, with a substantial portion of the vehicular right-of-way  
16 reclaimed as open space on the north side (the sunny side) of the street, and a calmed right-  
17 of-way for local traffic. The portion of McCoppin Street west of Valencia Street is no longer  
18 needed for vehicular traffic, providing the opportunity to convert it to a small open space. The  
19 space, ~~approximately 80 feet by 100 feet~~, should be converted into a small plaza or other form of  
20 community space for the use of local residents, activated by adjacent development.

21  
22 **POLICY 7.2.56**

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

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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'tis not* 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 be 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:~~

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

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

14  
15 Colton Street from Brady Street to Stevenson Street is an unusually narrow right-of-way and could be  
16 converted to pedestrian-only. Private access to the garage for 36-38 Gough Street should be  
17 maintained on Colton Street. If there is an opportunity in the future to consolidate driveway access on  
18 Gough Street, then vehicle access on Colton Street could be eliminated.

19  
20 **POLICY 7.2.67**

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

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

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

13  
14 **POLICY 7.2.8**

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

17  
18 The block of Oak Street between Franklin Street and Market Street has a much different character from  
19 the rest of Oak Street. While still relatively wide, it is a one-lane, one-way street in the opposite  
20 direction as the rest of Oak Street. San Francisco Fire Department Station 36 is one block away, and  
21 Oak Street is used in a contra-flow direction for fire trucks traveling towards SoMa. Three new  
22 developments will front Oak Street with active ground floor uses and residential uses above. Some of  
23 the roadway should be repurposed to create a high-quality civic street, while maintaining parking on  
24 the north side of the street and providing space for passenger loading and deliveries.

1 **POLICY 7.2.9**

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

4  
5 Thirteenth Street is a heavily-trafficked and auto-dominated street associated with the entry and exit to  
6 the Central Freeway. Though it runs beneath the freeway, 13th Street is also used by people walking  
7 and riding bicycles because it is flat and provides a direct connection from SoMa to the Mission.  
8 Excess roadway should be repurposed to create new protected bicycle lanes in both directions, with  
9 intersections redesigned to improve safety for all users.

10  
11 For people on bicycles, protected bicycle lanes should be added from Valencia Street to Folsom Street,  
12 connecting to the parking-protected bikeways on 13th Street east of Folsom Street. A safe new crossing  
13 for bicycles across Mission Street should be created, either with a new split signal phase near South  
14 Van Ness Avenue, or another redesign. Under the off-ramp, Caltrans parking should be reorganized  
15 with pedestrian space and a protected bicycle lane.

16  
17 For people walking, the sidewalk connection between Mission Street and Howard Street on the  
18 northern side of 13th Street should be improved, and bulb-outs should be added at all corners for the  
19 safety of all users. A raised crosswalk should be added at Woodward Street for pedestrian safety. Infill  
20 tree planting should be added wherever possible, and new pedestrian lighting should be added on the  
21 extended sidewalk on the northern side of 13th Street. Opportunities for expanding public art on the  
22 freeway columns should be explored, building on the successful public art on freeway columns at the  
23 SoMa skatepark.

24  
25 **POLICY 7.2.10**



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

3  
4 Valencia is a neighborhood commercial street and an important north-south connection for pedestrians  
5 and people riding bicycles. Public realm improvements were implemented south of 15th Street in 2010.  
6 These improvements should be extended to Market Street.

7  
8 Valencia Street should be redesigned with parking-protected bikeways to provide full protection for  
9 people riding bicycles. Corner bulb-outs should be added at all intersections to improve the safety of  
10 all users. Raised crosswalks should be added at all alleys, including Clinton Park, Brosnan, and Rosa  
11 Parks. Infill street trees, plantings, pedestrian-scale lighting, and seating or other street furnishings  
12 should be added to improve pedestrian comfort.

13  
14 **POLICY 7.2.11**

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

17  
18 Eleventh Street is an important street for transit and bicycles connecting SoMa to Market Street.  
19 Currently, the street has three lanes of traffic, including a center turn lane, bicycle lanes, and curb-side  
20 parking lanes. The center turning lane should be repurposed to create a parking-protected bicycle lane  
21 in both directions.

22  
23 Eleventh Street should be redesigned with a one-way, parking-protected bikeway along both curb edges  
24 of the street, to enhance safety for people riding bicycles. Transit boarding islands and corner bulb-  
25 outs should be added at intersections to improve the safety of all users. Raised crosswalks should be

1 added at all alleys. Infill street trees, sidewalk plantings, pedestrian-scale lighting, and seating or other  
2 street furnishings should be added to improve pedestrian comfort.

3  
4 **POLICY 7.2.712**

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

8  
9 **South Van Ness Avenue and Mission/Otis Streets**

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

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

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

1 aim to calm traffic and simplify turning movements to improve safety for all users and enhance the  
2 pedestrian experience.

3  
4 **Division Street at Mission Street and at South Van Ness Avenue**

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

10  
11 ~~During the community planning process the following idea was discussed but not yet studied: The city~~  
12 ~~could establish new lane configurations to make the transition from Mission Street and South Van Ness~~  
13 ~~Avenue to the freeway ramp more direct and minimize conflicts with pedestrians. Pedestrian spaces~~  
14 ~~could be expanded and auto turning movements regularized. In addition, the city could extend the~~  
15 ~~sidewalk along South Van Ness Avenue south of Division Street. This could provide better pedestrian~~  
16 ~~connections and separate freeway from local traffic, possibly creating an easier and safer transition for~~  
17 ~~cyclists traveling south.~~

18 \* \* \* \*

19  
20 Section 3. The General Plan is hereby amended by revising the Housing Element, as  
21 follows:

22  
23 \* \* \* \*

24 **I. SUMMARY OF OBJECTIVES & POLICIES**

25 \* \* \* \*

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**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 important 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.*

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

12  
13 **POLICY 4.12**

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

16 \* \* \* \*

17  
18 **POLICY 4.23**

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

21 \* \* \* \*

22  
23 **POLICY 4.34**

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

1 \* \* \* \*

2  
3 **POLICY 4.45**

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

6 \* \* \* \*

7  
8 **POLICY 4.56**

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

12 \* \* \* \*

13  
14 **POLICY 4.67**

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

17 \* \* \* \*

18  
19 **POLICY 4.78**

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

22 \* \* \* \*

23  
24 **Section 4. The General Plan is hereby amended by revising the Arts Element, as**  
25 **follows:**

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

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

5  
6 \* \* \* \*

7 **OBJECTIVE III-2**  
8 **STRENGTHEN THE CONTRIBUTION OF ARTS ORGANIZATIONS TO THE CREATIVE**  
9 **LIFE AND VITALITY OF SAN FRANCISCO.**

10  
11 \* \* \* \*

12  
13 **POLICY III-2.5**

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

15  
16 **Background**

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

23 \* \* \* \*

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

5  
6 Section 6. Scope of Ordinance. Except as described in sections 2, 3, and 4 of this  
7 ordinance, in enacting this ordinance, the Board of Supervisors intends to amend only those  
8 words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks,  
9 charts, diagrams, or any other constituent parts of the General Plan that are explicitly shown  
10 in this ordinance as additions, deletions, Board amendment additions, and Board amendment  
11 deletions in accordance with the "Note" that appears under the official title of the ordinance.

12  
13 APPROVED AS TO FORM:  
14 DENNIS J. HERRERA, City Attorney

15 By: /s/ Peter R. Miljanich  
16 PETER R. MILJANICH  
Deputy City Attorney

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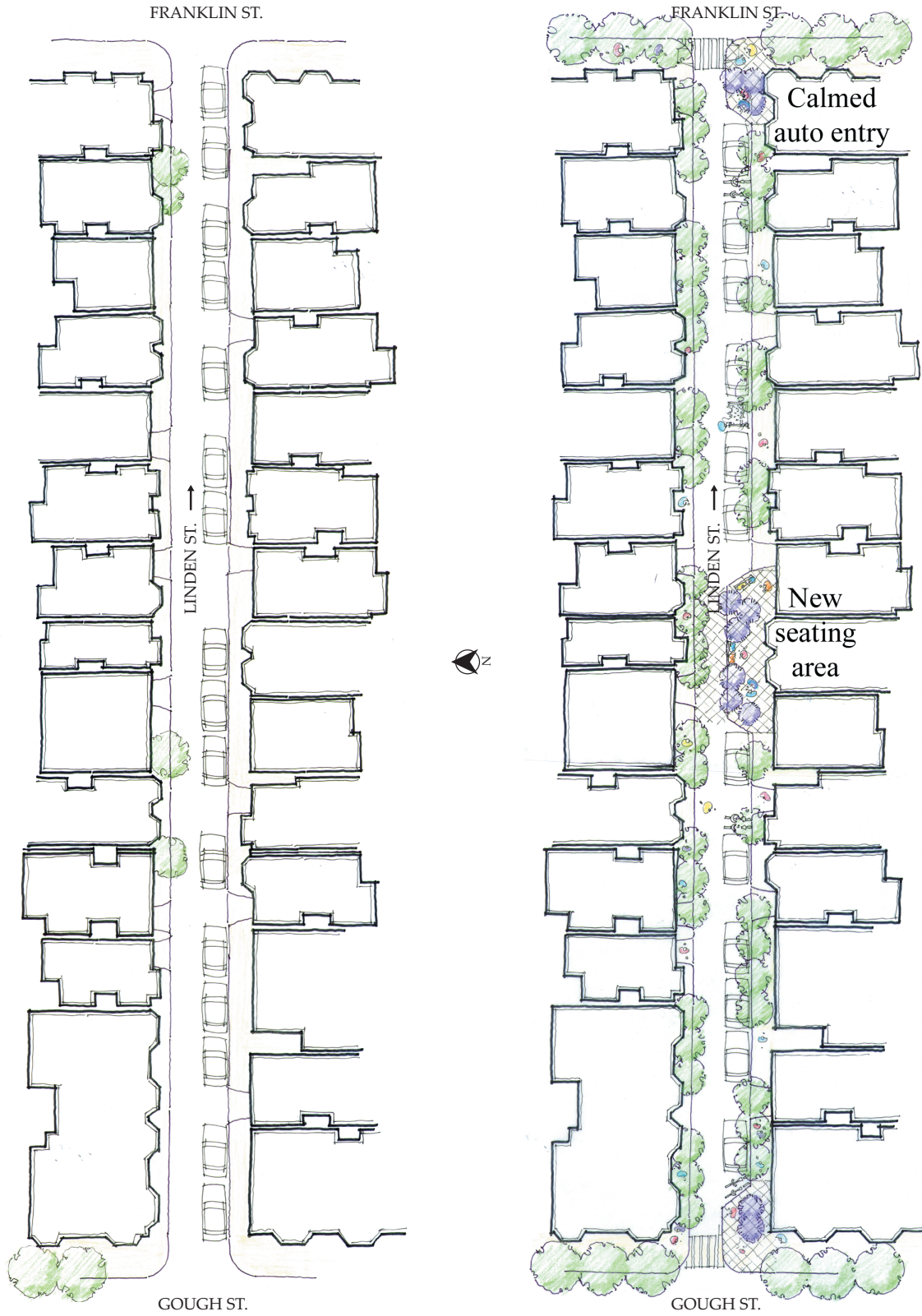
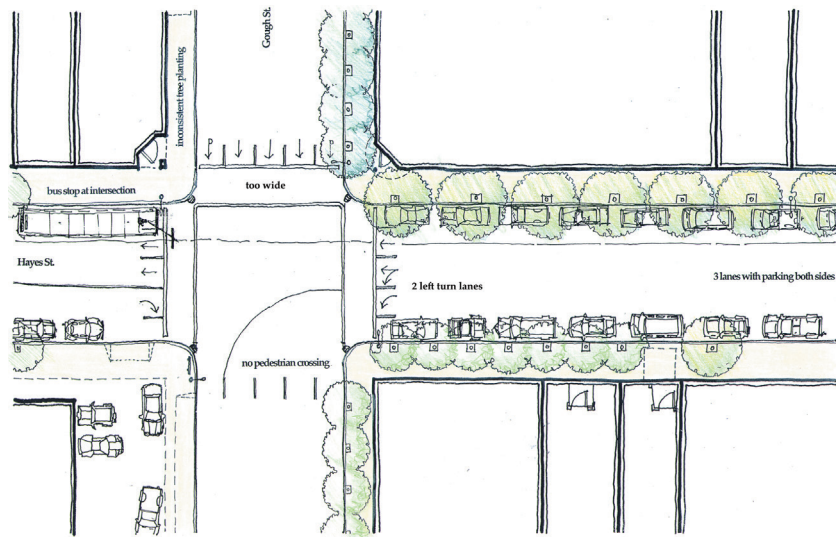
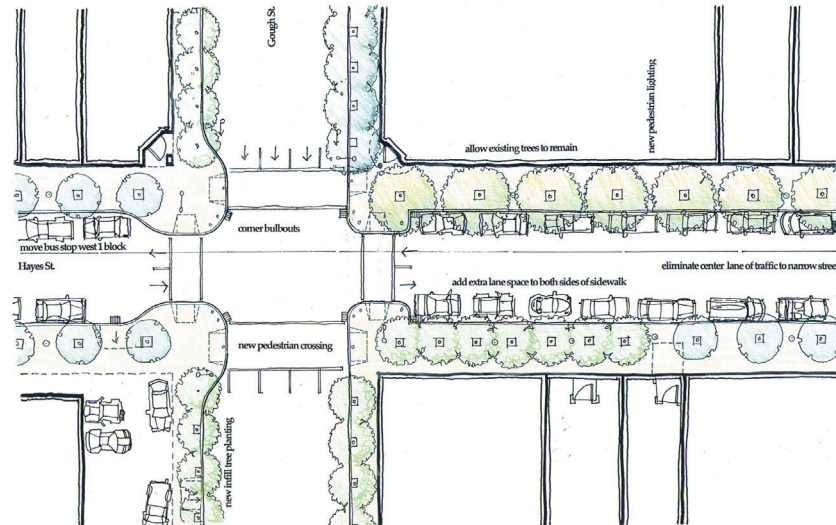


Figure 5.  
Linden Alley: Before and After “Living Alley” Improvements

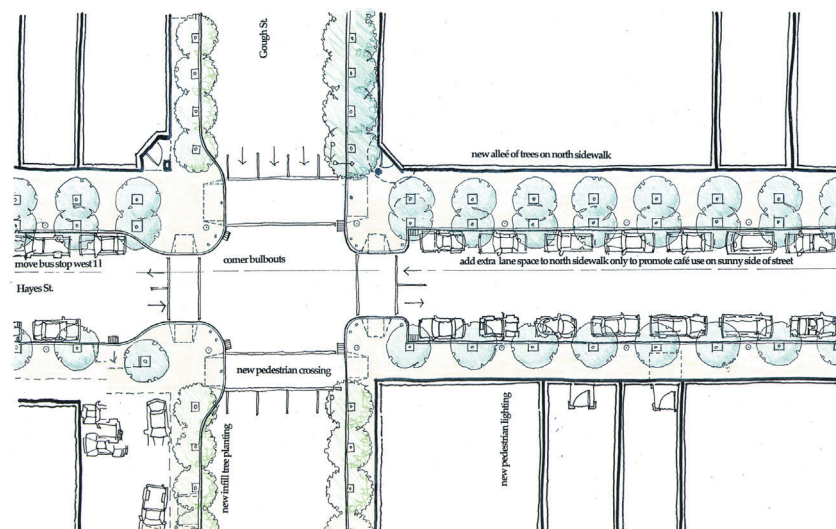
Figure 6.  
Hayes At Gough Intersections:  
Existing And Proposed



HAYES ST. at GOUGH ST. INTERSECTION: EXISTING CONDITIONS



HAYES ST. at GOUGH ST. INTERSECTION: ALT. 1- STREETSCAPING SAME BOTH SIDES



HAYES ST. at GOUGH ST. INTERSECTION: ALT. 2-DOMINANT SUNNY-SIDE STREETSCAPING

**Figure 7**  
**Market Street at Dolores Street: Existing and Proposed**

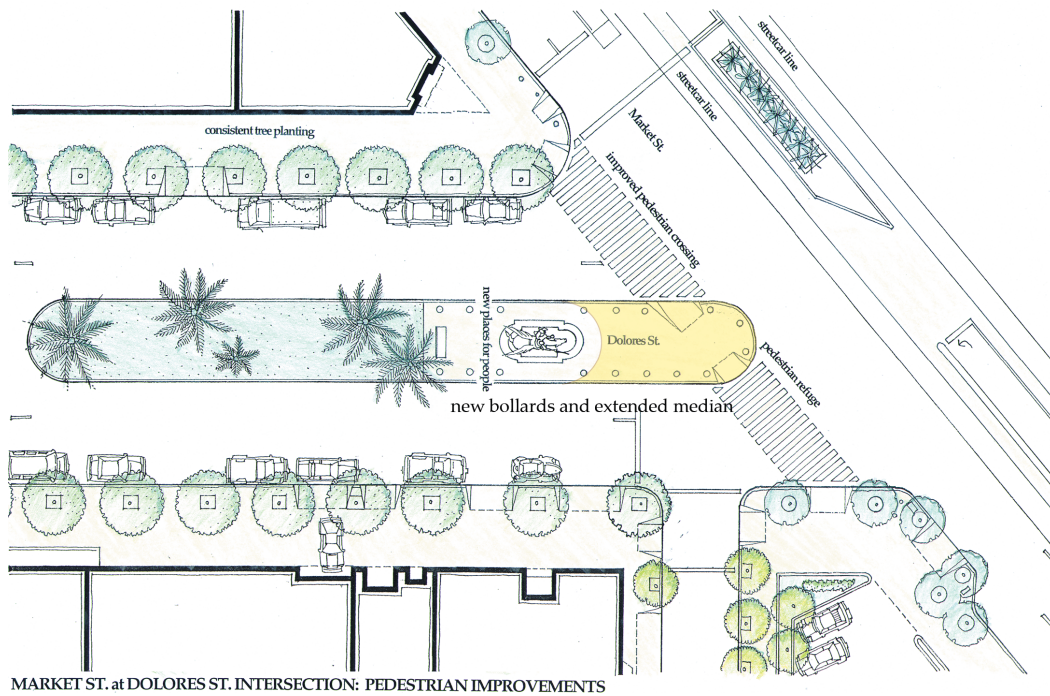
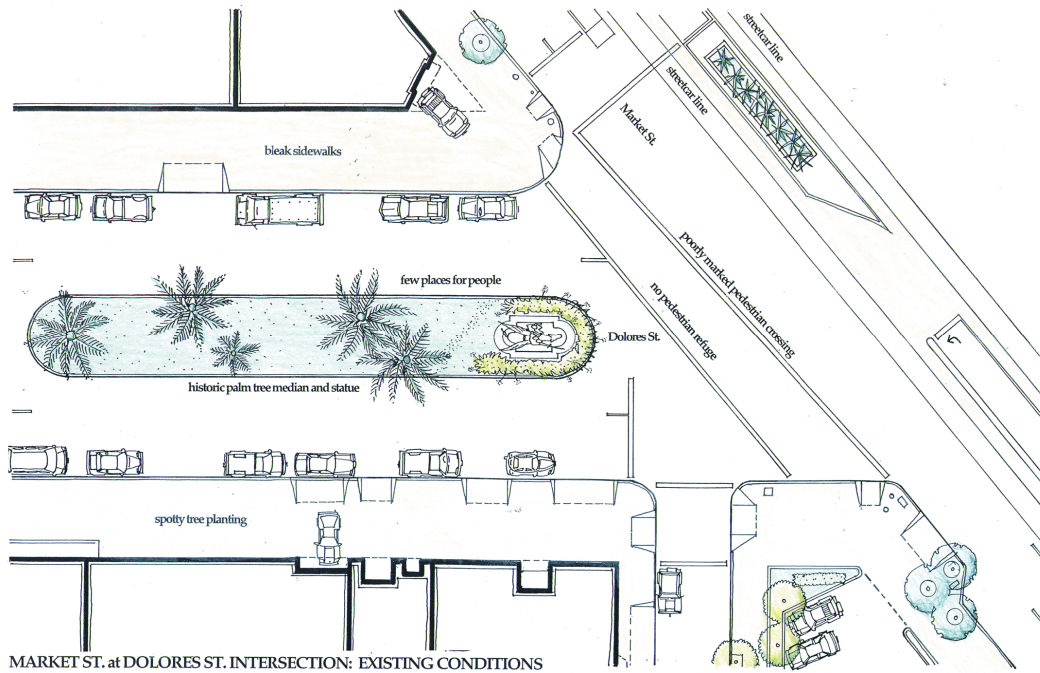
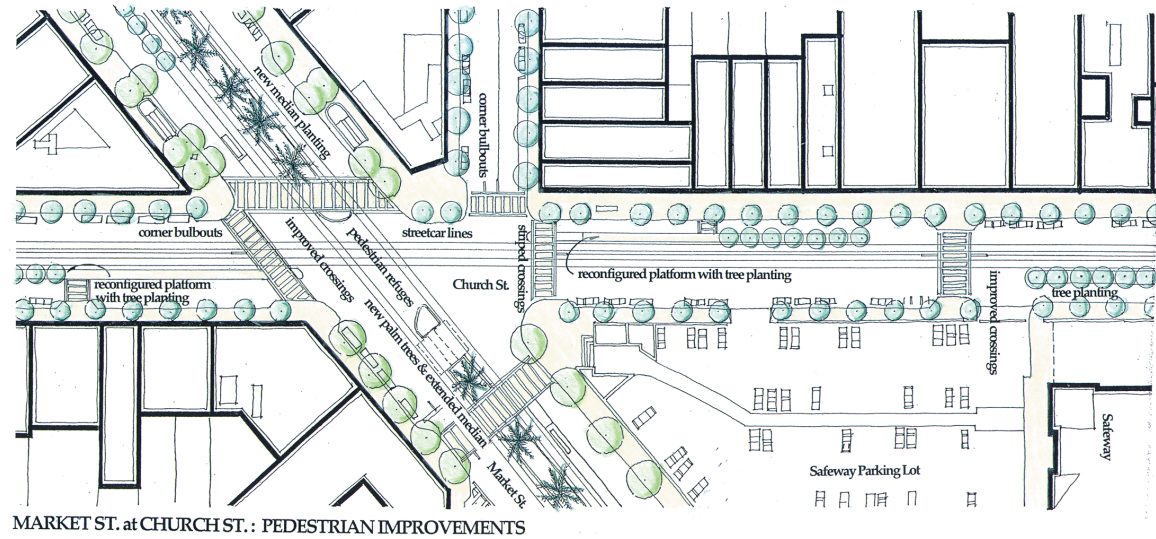
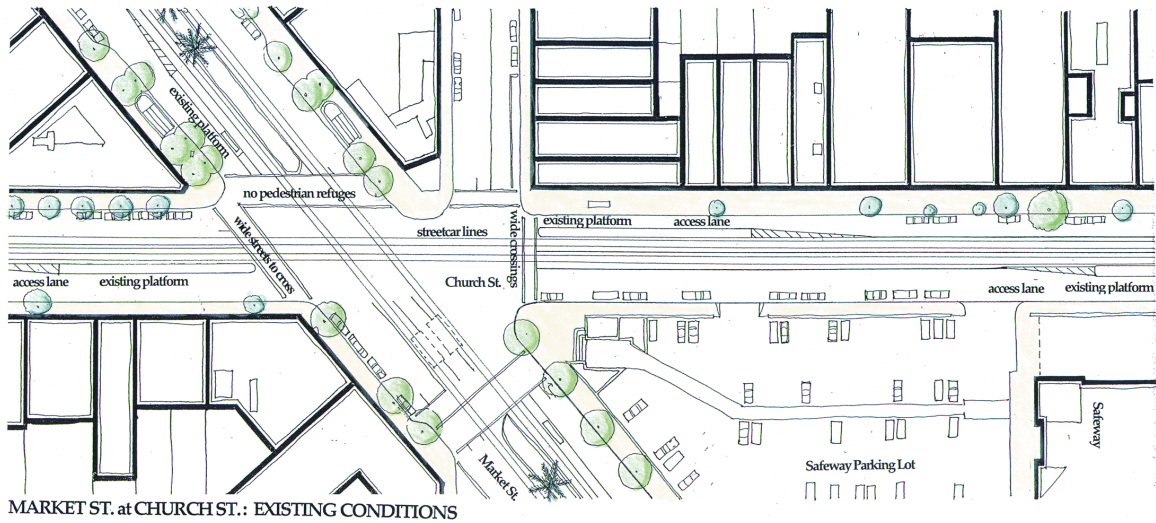


Figure 8. Market Street at Church Street: Existing and Proposed



East of Church Street, beyond the Muni Portal and beneath the Mint, Duboce Avenue is presently not much more than a utility yard (albeit one where colorful old streetcars are kept) and the site of an important, well-used bike path passing 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 structure would provide a much friendlier edge to this public right-of-way than currently exists.

See Figure 10. Page Street at Buchanan Street: Existing and Proposed

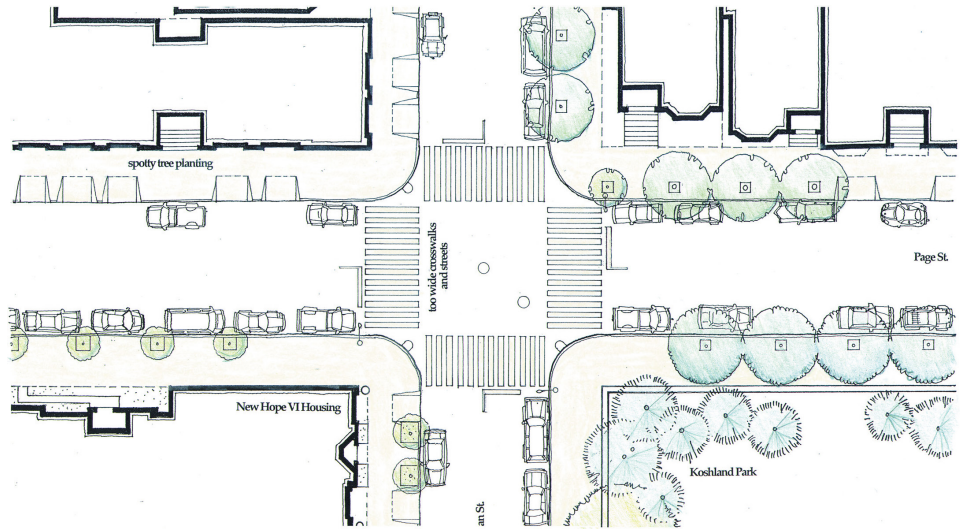
**POLICY 4.3.6**

**Improve BART and Muni entrances and exits to give them a sense of identity and make them less intrusive on sidewalk space.**

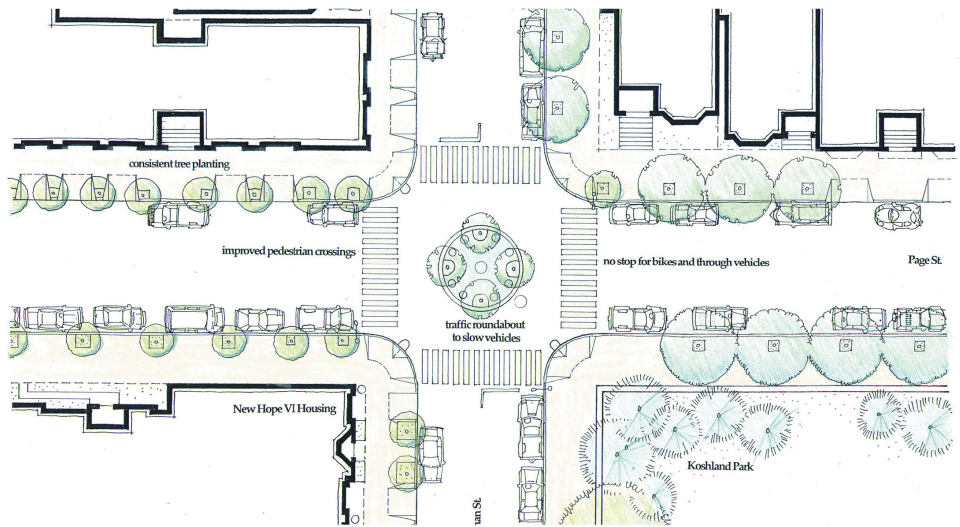
The very wide BART and Muni entrances and the sidewalks behind them are presently somewhat moribund and hard to recognize. The city should investigate opportunities to create more visible BART/Muni entranceways on Market Street with modest vertical elements to better announce the entries. These areas should also provide small open spaces with sitting areas, integrated news-vending boxes, pedestrian lighting, and information and sales kiosks.

**Figure 9.**  
**Page Street at Buchanan Street:**  
**Existing and Proposed**

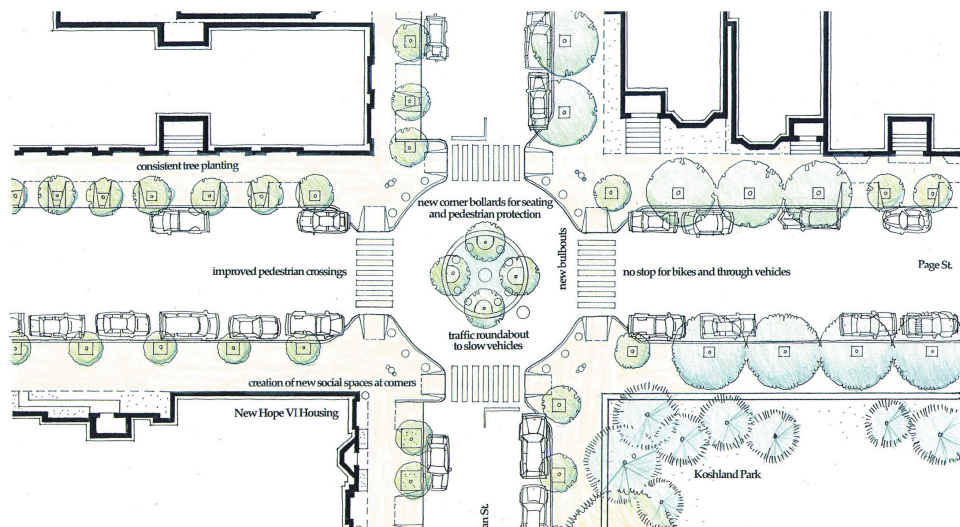
*Page Street and Buchanan Street: Existing Conditions*



*Page Street and Buchanan Street: with center traffic island and improved pedestrian crossings*



*Page Street and Buchanan Street: with center traffic island, corner plazas, and improved pedestrian crossings*



**IV. PLANNING CODE  
AMENDMENTS -  
PCA-01 CASE**

**EXHIBIT IV-1 – PLANNING CODE  
AMENDMENTS ADOPTION  
DRAFT RESOLUTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution HEARING DATE MAY 14, 2020

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*Project Name:* **Market and Octavia Area Plan Amendment: Planning Code Amendments**

*Case Number:* **2015-000940PCA-01**

*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**

**RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND 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 EFFECTS TO AMENDMENTS IN THE MARKET AND OCTAVIA PLAN; AND AMENDING PLANNING CODE SECTIONS 145.4, 151.1, 155, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 341.5, 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 CONSIDERATION, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302.**

WHEREAS, The Planning Commission (hereinafter "Commission"), at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Planning Code Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20654.

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 Market and Octavia Area Plan included numerous policies that supported 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 facilitated 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 take a new look at the Hub 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 program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated 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 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 IV-2, has been drafted in order to revise the Planning Code. The Ordinance amends Planning Code Sections including but not limited to 145.4, 151.1, 155, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 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.

WHEREAS, On May 14, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. \_\_\_\_\_ certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 14, 2020, by Motion No. \_\_\_\_\_, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning 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 Department staff and other interested parties; and

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

WHEREAS, The Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Commission hereby **approves** the proposed ordinance

## FINDINGS

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

1. **The Market and Octavia Area Plan Amendment would**
  - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
  - Create new parks and improve existing recreational opportunities.
  - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
  - Incorporate policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_.
4. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Amendments are in general conformity with the General Plan as set forth in Planning Commission Resolution No \_\_\_\_\_.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No \_\_\_\_\_.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT IV-2 – PLANNING  
CODE AMENDMENTS  
PROPOSED ORDINANCE**

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

2  
3 **Ordinance amending the Planning Code to amend the Van Ness & Market Downtown**  
4 **Residential Special Use District, to encourage additional housing and uses that**  
5 **support neighborhood residents and businesses, and to give effect to amendments to**  
6 **the Market and Octavia Area Plan; amending Planning Code, Sections 145.4, 151.1, 155,**  
7 **207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 341.5, 401, 411A.5, 416.3, 421.5, 424.1,**  
8 **424.3, 424.4, and 424.5; and making environmental findings, including adopting a**  
9 **statement of overriding considerations, and findings of consistency with the General**  
10 **Plan and the eight priority policies of Planning Code, Section 101.1, and findings of**  
11 **public necessity, convenience, and welfare under Planning Code, Section 302.**

12  
13 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.  
14 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
15 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
16 **Board amendment additions** are in double-underlined Arial font.  
17 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
18 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code subsections or parts of tables.

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

19 Section 1. Environmental and Planning Code Findings.

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

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

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

11 (c) On \_\_\_\_\_, the Planning Commission, in Resolution No. \_\_\_\_\_,  
12 adopted findings under CEQA regarding the Project’s environmental impacts, the disposition  
13 of mitigation measures, and project alternatives, as well as a statement of overriding  
14 considerations (CEQA Findings) and adopted a mitigation monitoring reporting program  
15 (MMRP).

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

22 (e) On \_\_\_\_\_, the Planning Commission, in Resolution No. \_\_\_\_\_,  
23 adopted findings under Planning Code section 302 that the actions contemplated in this  
24 ordinance will serve the public necessity, convenience, and welfare. The Board adopts these  
25 findings as its own. A copy of said Resolution is on file with the Clerk of the Board of

1 Supervisors in File No. \_\_\_\_\_, and is incorporated herein by reference.

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

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

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

1 Section 2. Articles 1, 2 and 4 of the Planning Code are hereby amended by revising  
 2 Sections 145.4, 151.1, 155, 207.6, 249.33, 261.1, 263.19, 270, 270.2, 309, 341.5, 401,  
 3 411A.5, 416.3, 421.5, 424.1, 424.3, 424.4, 424.5 as follows.

4  
 5 **SEC. 145.4 REQUIRED GROUND FLOOR COMMERCIAL USES**

6 \* \* \* \*

7 (b) Applicability. The requirements of this Section 145.4 apply to the following street  
 8 frontages.

9 \* \* \* \*

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

12 \* \* \* \*

13  
 14 **SEC. 151.1 SCHEDULE OF PERMITTED OFF-STREET PARKING SPACES IN**  
 15 **SPECIFIED DISTRICTS.**

16 \* \* \* \*

17 Table 151.1  
 18 **OFF-STREET PARKING PERMITTED AS ACCESSORY**

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



1 \* \* \* \*

2 **SEC. 155. GENERAL STANDARDS AS TO LOCATION AND ARRANGEMENT OF**  
3 **OFF-STREET PARKING, FREIGHT LOADING, AND SERVICE VEHICLE FACILITIES.**

4 \* \* \* \*

5 (u) **Driveway and Loading Operations Plan (DLOP) in the Central SoMa Special**  
6 **Use District and Van Ness & Market Residential Special Use District.**

7 (1) **Purpose.** The purpose of a Driveway and Loading Operations Plan (DLOP) is  
8 to reduce potential conflicts between driveway and loading operations, including passenger  
9 and freight loading activities, and pedestrians, bicycles, and vehicles, to maximize reliance of  
10 on-site loading spaces to accommodate new loading demand, and to ensure that off-site  
11 loading activity is considered in the design of new buildings,

12 (2) **Applicability.** Development projects of more than 100,000 net new gross  
13 square feet in the Central SoMa Special Use District and Van Ness & Market Residential Special  
14 Use District.

15 (3) **Requirement.** Applicable projects shall prepare a DLOP for review and  
16 approval by the Planning Department, in consultation with the San Francisco Municipal  
17 Transportation Agency. The DLOP shall be written in accordance with any guidelines issued  
18 by the Planning Department.

19 \* \* \* \*

20  
21 **SEC. 207.6. REQUIRED MINIMUM DWELLING UNIT MIX IN RTO, RCD, NCT, DTR,**  
22 **EASTERN NEIGHBORHOODS MIXED USE DISTRICTS, THE VAN NESS & MARKET**  
23 **RESIDENTIAL SPECIAL USE DISTRICT, AND THE POLK STREET AND PACIFIC AVENUE**  
24 **NEIGHBORHOOD COMMERCIAL DISTRICTS.**

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

10 (b) **Applicability.**

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

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

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

21 (c) **Controls.** For all RTO, RCD and NCT districts, as well as DTR, Eastern  
22 Neighborhoods Mixed Use Districts, the Van Ness & Market Residential Special Use District, and  
23 the Pacific Avenue and Polk Street NCDs, one of the following three must apply;  
24  
25

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

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

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

11 (d) **Modifications.**

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

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

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

20 (2) In Eastern Neighborhoods Mixed Use Districts, these requirements may be  
21 waived in return for provision of family-sized affordable units, pursuant to Section 419 et seq.  
22 To receive this waiver, 100 percent of the total number of inclusionary units required under  
23 Section 415 et seq. or Section 419 et seq. shall contain at least two bedrooms. Also in  
24 Eastern Neighborhoods Mixed Use Districts, these requirements may be waived or modified  
25

1 through the Variance process set forth in Section 305, or in the case of projects subject to  
2 Section 329, through the procedures of that section.

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

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

8 \* \* \* \*

9  
10 **SEC. 249.33. Van Ness & Market ~~Downtown~~ Residential Special Use District.**

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

1 downtown into a more ~~cohesive downtown~~ mixed-use residential district, and serves as a  
2 transition zone to the lower scale residential and neighborhood commercial areas to the west  
3 and south of the C-3. A notable amount of large citywide commercial and office activity will  
4 remain in the area, including government offices supporting the Civic Center and City Hall.  
5 The area was initially identified in the Downtown Plan of the General Plan as an area to  
6 encourage housing adjacent to the downtown. As part of the city's Better Neighborhoods  
7 Program, this concept was fully articulated in the Market and Octavia Area Plan, and is  
8 described therein.

9 (b) **Use Controls.**

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

18 \* \* \* \*

19 (3) **Residential Affordable Housing Program.** All projects in this District shall  
20 be subject to all the terms of Section 415 et seq. ~~and following~~ of the Inclusionary Affordable  
21 Housing Program. Notwithstanding the foregoing, projects within the Van Ness ~~&and~~ Market  
22 ~~Downtown~~ Residential Special Use District shall at a minimum fulfill the requirements to the  
23 levels specified in this section. Should Section 415 require greater contributions to the  
24 affordable housing program, those requirements shall ~~superecede~~ supersede this section.  
25 Proposed exceptions to these requirements due to hardships associated with construction

1 type, specifically heights above 120 feet, are not applicable in this Special Use District  
2 because parcels are receiving an up zoning through increased density and benefits through  
3 the general transformation of the district to a transit oriented neighborhood with a mixed use  
4 character. Requirements and administration of this program shall follow the conditions  
5 outlined in Section 415 *et seq* of this Code unless otherwise specified in this Section.

6 \* \* \* \*

7 (5) **Lot Coverage.** The rear yard requirements of Section 134 of this Code shall  
8 not apply. Lot coverage is limited to 80 percent at all ~~residential~~ levels containing a dwelling unit  
9 or group housing bedroom ~~except on levels in which all residential units face onto a public right-of-~~  
10 ~~way.~~ The unbuilt portion of the lot shall be open to the sky except for those obstructions  
11 permitted in yards per Section 136(c) of this Code. Exceptions to the 20 percent open area  
12 may be granted pursuant to the procedures of Section 309. ~~for conversions of existing non-~~  
13 ~~residential structures where it is determined that provision of 20 percent open area would require~~  
14 ~~partial demolition of the existing non-residential structure.~~

15 \* \* \* \*

16 (7) **Retail Use Size.** Retail Uses shall be principally permitted up to 5,999 gross square  
17 feet and conditionally permitted if 6,000 gross square feet and above.

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

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

23 (A) **Applicability.** Micro-Retail controls shall apply to projects with new  
24 construction or alterations to greater than 50% of an existing building if located on a lot of at least  
25 20,000 square feet.

1 (B) Controls.

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

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

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

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

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

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

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

1                    (11) Cannabis-Related Land Uses. All cannabis related uses, which includes Cannabis  
2 Retail (Retail Sales and Service Category), Medical Cannabis Dispensary, Industrial Agriculture,  
3 Agriculture and Beverage Processing 2, Light Manufacturing, Laboratory, Wholesale, or Parcel  
4 Delivery Service, as defined in Section 102 shall follow the land use controls of the NCT-3 Moderate-  
5 Scale Neighborhood Commercial Transit District, Section 752 of this Code.

6                    (12) Living Roofs and Living Walls.

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

9                    (B) Applicability. The requirements of this subsection (b)(12) shall apply to any  
10 building and development project that meet all of the following criteria:

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

12                    (ii) The building constitutes a Large Development Project or Small  
13 Development Project under the Stormwater Management Ordinance (Public Works Code Sections 147-  
14 147.6); and

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

16                    (C) Requirements.

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

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

21                    (iii) The Planning Department, after consulting with the Public Utilities  
22 Commission and the Department of the Environment, shall adopt rules and regulations to implement  
23 this subsection (b)(12) and shall coordinate with those departments to ensure compliance with the  
24 Stormwater Management Ordinance.



1 (iv) Projects that consist of multiple buildings may choose to locate the  
2 Living Roofs required in subsection (b)(12)(B)(i) on any rooftops within the subject project site,  
3 including on buildings that are not subject to these requirements, provided that the project as a whole  
4 provides the square footage of Living Roofs required by subsection (b)(12)(B)(i).

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

7 (D) Waiver. If the project sponsor demonstrates to the Zoning Administrator's  
8 satisfaction that it is physically infeasible to meet the Living Roof requirements that apply to the  
9 project, the Zoning Administrator may, in their sole discretion and pursuant to the procedures set forth  
10 in Planning Code Section 307(h), reduce the requirement stated in subsection (b)(12)(B)(i) to what is  
11 required under Section 149.

12 **(13) Option for In-Kind Provision of Transportation Sustainability Fee.**

13 Notwithstanding the requirements of Planning Code section 411A et seq., Development projects in this  
14 District may propose to provide transportation improvements to the City directly. In such a case, the  
15 City, at its sole discretion, may enter into an In-Kind Improvements Agreement with the sponsor of such  
16 project and issue a fee waiver for the TSF from the Municipal Transportation Agency Board of  
17 Directors (the "MTA" and the "MTA Board," respectively), subject to the following rules and  
18 requirements:

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

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

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

10 (i) A description of the type and timeline of the proposed in-kind  
11 improvements;

12 (ii) The appropriate value of the proposed in-kind improvement, as  
13 determined in subsection (2) above; and

14 (iii) The legal remedies in the case of failure by the development project  
15 to provide the in-kind improvements according to the specified timeline and terms in the agreement.

16 Such remedies shall include the method by which the City will calculate accrued interest.

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

1 shall not exceed the required TSF.

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

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

10 (15) Option for Income Levels of Affordable Units. Notwithstanding the provisions  
11 of Section 415.6 (h), a project may use California Debt Limit Allocation Committee (CDLAC) tax-  
12 exempt bond financing and 4% tax credits under the Tax Credit Allocation Committee (TCAC) to help  
13 fund its obligations under Section 415.1 et seq. as long as the project provides 20% of the units as  
14 affordable to households at 50% of Area Median Income for on-site housing, or 10% of the units as  
15 affordable to households at 50% of Area Median Income and 30% of the units as affordable to  
16 households at 60% of Area Median Income for on-site housing. The income table to be used for such  
17 projects when the units are priced at 50% or 60% of Area Median Income is the income table used by  
18 MOHCD for the Inclusionary Affordable Housing Program, not that used by TCAC or CDLAC. Except  
19 as provided in this subsection (b)(15), all units provided under this Section must meet all of the  
20 requirements of Section 415.1 et seq. and the Procedures Manual for on-site housing, except that the  
21 requirement to provide moderate- and middle-income units under in Section 415.6(a) may be replaced  
22 with low income affordable units that satisfy TCAC requirements for 4% tax credits. If the number of  
23 affordable units required by Section 415.6 exceeds the number of affordable units required to use 4%  
24 tax credits, the project shall comply with higher requirement under Section 415.6 and the additional  
25

1 Inclusionary obligation above the tax credit units may be met by providing on-site affordable units  
2 equally distributed between moderate- and middle-income households as defined in Section 415.6.

3 **(16) Option for Dedication of Land.**

4 (A) Development projects in this District may opt to fulfill the Inclusionary  
5 Housing requirement of Section 415 through the Land Dedication alternative contained in Section  
6 419.6. The Land Dedication alternative is available for development projects within the District under  
7 the same terms and conditions as provided for in Section 419.5(a)(2), except that in lieu of the Land  
8 Dedication Alternative requirements of Table 419.5, projects may satisfy the requirements of Section  
9 415.5 by dedicating land for affordable housing if the dedicated site could accommodate a total amount  
10 of units that is equal to or greater than 35% of the units that are being provided on the development  
11 project site, as determined by the Planning Department. Any dedicated land shall be at least partly  
12 located within 1 mile of the boundaries of either the Market and Octavia Plan Area or the Upper  
13 Market NCT District.

14 (B) Notwithstanding the requirements of Section 419.5(a)(2)(H), development  
15 projects dedicating land shall obtain the required letter from the Mayor’s Office of Housing and  
16 Community Development verifying acceptance of the dedicated site within 180 days of the effective date  
17 of this Special Use District or prior to Planning Commission or Planning Department approval of the  
18 development project, whichever occurs first. No property may be used for this land dedication option if  
19 no acceptance letter issued by MOHCD within this 180-day timeline.

20 (C) Development projects that elect to dedicate land pursuant to this section  
21 may be eligible for a waiver against all or a portion of their affordable housing fees under Sections 416  
22 and 424, if the Planning Commission determines that the land acquisition costs exceed the development  
23 project’s obligations under the fee option of Section 415. The Planning Commission shall calculate the  
24 waiver amount based on actual costs to acquire the land.

1                    (17) Required Minimum Dwelling Unit Mix. Development projects in this District  
2 shall comply with Section 207.6.

3                    (18) Active Uses. For purposes of this section 249.33, Arts Activities and Institutional  
4 Community Uses are considered to be “active uses,” as defined in Section 145.4 of this Code.

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

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

11  
12                    **SEC. 261.1. ADDITIONAL HEIGHT LIMITS FOR NARROW STREETS AND ALLEYS**  
13 **IN, R, RTO, NC, NCT, AND EASTERN NEIGHBORHOODS MIXED USE DISTRICTS**

14 \* \* \* \*

15                    (b) Definitions.

16                    \* \* \* \*

17                    (2) “Subject Frontage” shall mean:

18                    \* \* \* \*

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

23                    \* \* \* \*

24                    (c) **Applicability.** The controls in this Section shall apply in all RH, RM, RTO, NC,  
25 NCT, the Van Ness & Market Residential Special Use District, and Eastern Neighborhoods Mixed

1 Use Districts, except in the Bernal Heights Special Use District. Notwithstanding the  
2 foregoing, in the CS Bulk District these controls shall only apply on certain frontages as  
3 described in Section 270(h).

4 \* \* \* \*

5 **SEC. 263.19. HEIGHT LIMITS: PERMITTED PODIUM AND TOWER HEIGHTS IN**  
6 **THE R BULK DISTRICTS.**

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

14 (b) **Maximum Height Controls for Podiums and Towers.** In the R bulk districts,  
15 ~~which include the R, R-2, and R-3 bulk districts~~ as designated on Sectional Map No. ~~HT01 HH,~~  
16 ~~HT02, and HT07~~ of the Zoning Map, maximum permitted building heights for both podiums and  
17 towers are expressed as two numbers separated by a slash, ~~including 65/200-R, 105/200-R,~~  
18 ~~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  
19 the slash represents the height limit for podium buildings. The number following the slash  
20 represents the height limit for towers. No building may exceed the podium height limit except  
21 for towers meeting the bulk and tower spacing controls established in Section 270(e) and (f).

22 (c) **Maximum Height Controls for Podiums and Towers in the R-2 Bulk District and the Van**  
23 **Ness & Market Residential Special Use District.** In the R-2 bulk district and within the Van Ness &  
24 **Market Residential Special Use District, maximum permitted building heights for both podiums and**  
25 **towers are expressed as two sets of numbers separated by a double slash in the format described above.**

1 in subsection (b). Each set of numbers represents the maximum heights for podium and tower  
2 applicable to the parcel and as regulated per subsection (b) above as follows: The first set of numbers  
3 represents the principally permitted height limits for the parcel, both for the podium and for the tower.  
4 The second set of numbers after the double slash represents the maximum height limits for podium and  
5 tower that can be granted by the Planning Commission for that parcel through an exception pursuant  
6 to the procedures and findings of Section 309(a)(17).

7  
8 **SEC. 270 Bulk Limits: Measurement**

9 \* \* \* \*

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

13 **(1) Tower Bulk and Spacing.** ~~In height districts~~ In the R-2 bulk district ~~120/200-R-2,~~  
14 ~~20/300-R-2, 120/320-R-2, and 120/400-R-2,~~ there are no bulk limitations below the podium height  
15 ~~120 feet in 7 height,~~ and structures above 120 feet in the podium height shall meet the bulk  
16 limitations described in subsection (e)(2)(A)-(FE). ~~In height district 85/250-R-2 there are no bulk~~  
17 limitations below 85 feet in height, and structures above 85 feet in height shall meet the bulk limitations  
18 described in subsections (e)(2)(A) – (F). To ensure tower sculpting, the gross floor area of the top one-  
19 third of the height of the tower shall be reduced by not less than 10 percent from the maximum floor  
20 plates described in subsections (e)(2)(A) – (E) above, and the average diagonal of the top one-third of  
21 the height of the tower shall be reduced by not less than 13% from the average diagonal of the tower,  
22 unless the overall tower volume is reduced by an equal or greater volume.

23 **(2) Exceptions.** In the R-2 bulk district, the Planning Commission may grant bulk  
24 exceptions through the procedures and findings of Section 309(a)(17) to increase the allowed bulk of  
25

1 buildings up to the limits described in subsections (A) – (D) below. The procedures for granting  
2 exceptions to bulk limits described in Section 272 shall not apply.

3 (A) Towers up to 350 feet in height may not exceed an average floor area of  
4 10,000 square feet.

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

7 (C) Towers taller than 550 feet in height districts of 590 feet and greater may  
8 not exceed an average floor area of 18,500 square feet between a podium height of 140 feet and 170  
9 feet. Building mass above 150 feet shall be set back at least 10 feet from the property line for a  
10 minimum of 90% of all street frontages.

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

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

15 (ii) For towers taller than 400 feet in height, at least one-quarter of the  
16 tower's floors shall be reduced by not less than 10% from the maximum floor areas described in (2)(B)  
17 above.

18 (iii) For towers between 500 and 550 feet in height, the average diagonal  
19 of the upper one-third of the height of the tower shall be reduced by not less than 5% of maximum  
20 diagonal dimension described in subsection 270(e), above.

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



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

4 \* \* \* \*

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

10 \* \* \* \*

11                   **(d) Requirements.**

12 \* \* \* \*

13                   (3) For new construction within the Van Ness & Market Residential Special Use  
14 District on lots with greater than 300 linear feet of street frontage, the project shall provide a publicly-  
15 accessible mid-block alley between any two frontages that have at least 200 feet of length each. Such  
16 alley shall be subject to all requirements of this Section 270.2, except that the requirements of  
17 subsection 270.2(e)(14) shall not apply. A project subject to this subsection 270.2(d)(3) may seek an  
18 exception to the requirements of Section 270.2(e)(6) pursuant to the procedures and findings of Section  
19 309(a)(18).

20 \* \* \* \*

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

23 \* \* \* \*

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

1 \* \* \* \*

2  
3 (16) Exceptions to the Micro-Retail requirements as permitted in Section 249.33.

4 (17) Exceptions to the height and bulk limits for parcels within the Van Ness & Market  
5 Residential Special Use District as defined by Section 270(f)(2). In considering such exceptions, the  
6 Planning Commission shall consider the extent to which the project achieves the following: (A) sculpts  
7 the building massing to achieve an elegant and creative tower form that enhances the skyline; (B)  
8 reduces or minimizes potential impacts on winds and shadows; (C) provides ground floor uses that  
9 serve a range of income levels and enrich the social landscape of the area such as: Arts Activities,  
10 Child Care Facility, Community Facility, Instructional Service, Public Facility, Social Service, priority  
11 health service or neighborhood serving retail; and (D) maximizes housing density within the allowed  
12 envelope.

13 (18) Exceptions to the percent lot coverage requirements of Section 270.2(e)(6) for  
14 projects within the Van Ness & Market Residential Special Use District. The Planning Commission  
15 shall only grant such exceptions if the Planning Commission finds that: (A) the proposed mid-block  
16 alley and percent coverage do not negatively affect the use and purpose of the alley as a means of  
17 creating a more efficient pedestrian network, as described in subsections 270.2(a)-(b); and (B) the  
18 proposed percent coverage does not negatively impact the quality of the mid-block alley as an area of  
19 pedestrian and retail activity and public open space. An exception shall not be granted for any mid-  
20 block alley that is less than 35 percent open to the sky.

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

24 (A) whether the project demonstrates a need or mission to serve unique  
25 populations; or

1 (B) whether the project site or existing building(s), if any, feature physical  
2 constraints that make it unreasonable to fulfill the requirements of Section 207.6 or subsection  
3 309(a)(19)(i).

4 (20) Exceptions to the permitted obstructions requirements in Section 136 for projects  
5 within the Van Ness & Market Special Use District as defined by Section 270(f)(2). The Planning  
6 Commission shall only grant such an exception if it finds that the proposed obstructions assist the  
7 proposed development to meet the requirements of Section 148, or otherwise reduce wind speeds at the  
8 ground-level or at upper level open space.

9  
10 **SEC. 341.5. MARKET AND OCTAVIA COMMUNITY ADVISORY COMMITTEE.**

11 \* \* \* \*

12 (b) Representation. The Board of Supervisors shall appoint 2/3 of the committee  
13 members and the Mayor shall appoint 1/3 of the committee members on the CAC. Both the  
14 Board and the Mayor shall appoint members that represent the diversity of the plan area. The  
15 Citizens Advisory Committee shall be comprised of ~~7-11~~ 9 community members from varying  
16 geographic, socio-economic, ethnic, racial, gender, and sexual orientations living or working  
17 within the plan area. At a minimum, there must be one representative from each of the  
18 geographic areas of the Plan Area. Two members of the Citizens Advisory Committee may live or  
19 work in the Market and Octavia Plan Area Boundary or within 1,250 feet of the plan area boundary.  
20 The CAC should adequately represent key stakeholders including resident renters, resident  
21 homeowners, low-income residents, local merchants, established neighborhood groups within  
22 the plan area, and other groups identified through refinement of the CAC process. Each  
23 member shall be appointed by the Board and will serve for two-year terms, but those terms  
24 shall be staggered such that, of the initial membership, some members will be randomly  
25 selected to serve four-year terms and some will serve two-year terms. The Board of

1 Supervisors may renew a member's term.

2 \* \* \* \*

3  
4 **SEC. 401. DEFINITIONS.**

5 \* \* \* \*

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

12 \* \* \* \*

13 **SEC. 411A.5. TSF SCHEDULE.**

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

16 \* \* \* \*

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

19  
20 **SEC. 416.3. APPLICATION OF AFFORDABLE HOUSING FEE REQUIREMENT.**

21 \* \* \* \*

22 **(b) Other Fee Provisions.** This additional affordable housing fee shall be subject to  
23 the inflation adjustment provisions of Section 409 and the waiver and reduction provisions of  
24 Section 406. This additional affordable housing fee may not be met through the in-kind  
25

1 provision of community improvements or Community Facilities (Mello Roos) financing options  
2 of Sections 421.3(d) and (e). Pursuant to Section 249.33, in the Van Ness & Market Residential  
3 Special Use District this fee may be paid in any of the alternatives set forth in Section 415.5(g).

4 \* \* \* \*

5 **SEC. 421.5. MARKET AND OCTAVIA COMMUNITY IMPROVEMENTS FUND**

6 \* \* \* \*

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

8 (1) **Infrastructure.** All monies deposited in the Fund shall be used to design,  
9 engineer, acquire, improve, and develop neighborhood open spaces, pedestrian and  
10 streetscape improvements, bicycle infrastructure, childcare facilities, and other improvements  
11 that result in new publicly-accessible facilities and related resources within the Market and  
12 Octavia Plan Area or within ~~250~~ 1,250 feet of the Plan Area ~~and within the Upper Market Street~~  
13 ~~Neighborhood Commercial Transit District, portions of which are located outside the plan area.~~

14 Funds may be used for childcare facilities that are not publicly owned or publicly- accessible.  
15 The improvements, where applicable, shall be consistent with the Market and Octavia Civic  
16 Streets and Open Space System as described in Map 45 of the Market and Octavia Area Plan  
17 of the General Plan, and Market and Octavia Community Improvements ~~Plan~~Program. The  
18 funds shall be allocated in accordance with Table 421.5A.

19 \* \* \* \*

20 **SEC. 424.1. FINDINGS SUPPORTING THE VAN NESS ~~& AND~~ MARKET AFFORDABLE**  
21 **HOUSING AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.**

22 \* \* \* \*

23 (c) **Public Improvements.** The public improvements acceptable in exchange for  
24 granting the FAR bonus, and that would be necessary to serve the additional population

1 created by the increased density, are listed below. All public improvements shall be consistent  
2 with the Market and Octavia Area Plan.

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

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

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

20  
21 **SEC. 424.3. APPLICATION OF VAN NESS ~~&AND~~ MARKET AFFORDABLE HOUSING**  
22 **AND NEIGHBORHOOD INFRASTRUCTURE FEE AND PROGRAM.**

23 (a) **Application.** Section 424.1 ~~et seq.~~ shall apply to any development project located in  
24 the Van Ness ~~&and~~ Market ~~Downtown~~ Residential Special Use District, as established in  
25 Section 249.33 of this Code. The Fee is due and payable to the Development Fee Collection

1 Unit at DBI at the time of and in no event later than issuance of the first construction  
2 document, with an option for the project sponsor to defer payment to prior to issuance of the  
3 first certificate of occupancy upon agreeing to pay a deferral surcharge that would be paid into  
4 the appropriate fund in accordance with Section 107A.13.3 of the San Francisco Building  
5 Code.

6 (b) **Amount of Fee.**

7 (*i1*) All uses in any development project within the Van Ness ~~&and~~ Market  
8 ~~Downtown~~ Residential Special Use District shall pay \$30.00 per net additional gross square  
9 foot of floor area in any portion of building area exceeding the base development site FAR of  
10 6:1 up to a base development site FAR of 9:1.

11 (*ii2*) All uses in any development project within the Van Ness ~~&and~~ Market  
12 ~~Downtown~~ Residential Special Use District shall pay \$15.00 per net additional gross square  
13 foot of floor area in any portion of building area exceeding the base development site FAR of  
14 9:1.

15 (c) **Option for In-Kind Provision of Infrastructure Improvements and Fee Credits.**

16 Project sponsors may propose to directly provide community improvements to the City. In  
17 such a case, the City may enter into an In-Kind Improvements Agreement with the sponsor  
18 and issue a fee waiver from the neighborhood infrastructure portion (\$15.00 per net additional  
19 gross square foot of floor area) of the Van Ness ~~&and~~ Market ~~Downtown~~ Residential Special  
20 Use District Affordable Housing and Neighborhood Infrastructure Fee from the Planning  
21 Commission, subject to the following rules and requirements:

22 (1) **Approval Criteria.** The City shall not enter into an In-Kind Agreement unless  
23 the proposed in-kind improvements meet an identified community need as analyzed in the  
24 Van Ness ~~&and~~ Market Affordable Housing and Neighborhood Infrastructure Program and  
25 where they substitute for improvements that could be provided by the Van Ness ~~&and~~ Market

1 ~~Downtown~~ Residential Special Use District Infrastructure Fee Fund (as described in Section  
2 424.5). The City may reject in-kind improvements if they are not consistent with the priorities  
3 identified in the Van Ness ~~&and~~ Market Affordable Housing and Neighborhood Infrastructure  
4 Program. No physical improvement or provision of space otherwise required by the Planning  
5 Code or any other City Code shall be eligible for consideration as part of this In-Kind  
6 Improvements Agreement.

7 \* \* \* \*

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

21 \* \* \* \*

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

24 (a) That portion of gross floor area subject to the \$30.00 per gross square foot fee  
25 referenced in Section 424.3(b)(~~1~~) above shall be deposited into the special fund maintained



1 by the Controller called the Citywide Affordable Housing Fund established by Section 413.10.  
2 Except as specifically provided in this Section, collection, management, enforcement, and  
3 expenditure of funds shall conform to the requirements related to in-lieu fees in Planning Code  
4 Section 415.1et seq., specifically including, but not limited to, the provisions of Section 415.7.

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

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

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

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

14  
15 **SEC. 424.5. VAN NESS ~~&AND~~ MARKET ~~DOWNTOWN~~ RESIDENTIAL SPECIAL**  
16 **USE DISTRICT INFRASTRUCTURE FUND.**

17 \* \* \* \*

18 (1) **Infrastructure.** All monies deposited in the Fund, plus accrued interest,  
19 shall be used solely to design, engineer, acquire and develop neighborhood recreation and  
20 open space, pedestrian amenities and streetscape improvements, and bicycle infrastructure  
21 that result in new publicly-accessible facilities. First priority should be given to projects within  
22 the Van Ness ~~&and~~ Market ~~Downtown~~ Residential Special Use District ~~or the area bounded by~~  
23 ~~10th Street, Howard Street, South Van Ness Avenue, the northeastern line of the Central Freeway,~~  
24 ~~Market Street, Franklin Street, Hayes Street, and Polk Street.~~ Second Priority should be given to  
25 projects within the Market and Octavia Plan Area or within 1,250 feet of the Plan Area. These

1 improvements shall be consistent with the Market and Octavia Area Plan of the General Plan  
2 and any Plan that is approved by the Board of Supervisors in the future for the area covered  
3 by the Van Ness ~~and~~ Market ~~Downtown~~ Residential Special Use District, except that monies  
4 from the Fund may be used by the Planning Commission to commission studies to revise the  
5 fee above, or to commission landscape, architectural or other planning, design and  
6 engineering services in support of the proposed public improvements.

7 \* \* \* \*

8 Section 3. Effective Date.

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

13  
14 Section 4. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
15 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
16 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
17 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
18 additions, and Board amendment deletions in accordance with the “Note” that appears under  
19 the official title of the ordinance.

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

22 By: /s/ Andrea Ruiz Esquide  
23 ANDREA RUIZ-ESQUIDE  
24 Deputy City Attorney

25 n:\legana\las2020\1700197\01445935.docx

**V. PLANNING CODE  
AND BUSINESS AND  
TAX REGULATION CODE  
AMENDMENTS – PCA-02  
CASE**

**EXHIBIT V.1 – PLANNING  
CODE AND BUSINESS AND  
TAX REGULATION CODE  
AMENDMENTS ADOPTION  
DRAFT RESOLUTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution HEARING DATE MAY 14, 2020

*Project Name:* **Market and Octavia Area Plan Amendment: Hub Housing Sustainability District**

*Case Number:* **2015-000940PCA-02**

*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

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**RESOLUTION APPROVING A PROPOSED ORDINANCE THAT WOULD AMEND THE BUSINESS AND TAX REGULATIONS CODE AND THE PLANNING CODE TO CREATE THE HUB HOUSING SUSTAINABILITY DISTRICT; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302, AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

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, The Commission, at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Business and Tax Regulations Code and the Planning Code for Hub Housing Sustainability District by Planning Commission Resolution No. 20655.

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 adopting and recommending that the Board of Supervisors approve 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, On May 14, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) ("FEIR") and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. \_\_\_\_\_ certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act ("CEQA"), the regulations implementing CEQA ("the CEQA Guidelines"), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 14, 2020, by Motion No. \_\_\_\_\_, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program ("MMRP"), under Case No. 2015-000940, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, the Final EIR analyzes the creation of a Housing Sustainability District in the Market and Octavia Area Plan. The Planning Code and Business and Tax Regulations Code Amendments are within the scope of the Project evaluated in Final EIR.

WHEREAS, the Planning Code and Business and Tax Regulations Code Amendments would require developments approved under the Hub HSD to implement applicable mitigation measures identified in the Final EIR.

WHEREAS, the Planning 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 Department staff and other interested parties; and

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

WHEREAS, the Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, the Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

NOW, THEREFORE, BE IT RESOLVED, that the Commission hereby delegates its authority to the Planning Department to review applications for development eligible for streamlined review under the Hub HSD. The Planning Commission would not hold a public hearing for discretionary review of applications for eligible development under the Hub HSD if the legislation is adopted substantially as proposed.

MOVED, that the Planning Commission hereby **adopts** the proposed ordinance.

## **FINDINGS**

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

- 1. The Market and Octavia Area Plan Amendment would**
  - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
  - Create new parks and improve existing recreational opportunities.
  - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
  - Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
  
- 2. General Plan Compliance.** The proposed Ordinance is consistent with the following Objectives and Policies of the General Plan:

**HOUSING ELEMENT:**

**OBJECTIVE 1**

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1

Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

*The proposed Ordinance will require 10% of units in any HSD project to be affordable to households of very low or low income. HSD projects subject to San Francisco's Section 415 inclusionary requirements must satisfy this requirement through the on-site option, and then may choose to provide the rest of the requirement on-site (affordable units at AMI levels required in 415) or through payment of the off-site fee option.*

Policy 1.2

Focus housing growth and infrastructure necessary to support growth according to community plans. Complete planning underway in key opportunity areas.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

**OBJECTIVE 2**

Retain existing housing units, and promote safety and maintenance standards, without jeopardizing affordability.

Policy 2.1

Discourage the demolition of sound existing housing, unless the demolition results in a net increase in affordable housing.

Policy 2.2

Retain existing housing by controlling the merger of residential units, except where a merger clearly creates new family housing.

*The proposed Ordinance will not allow projects to participate in the Hub HSD if they propose demolishing or merging any existing residential units.*

**OBJECTIVE 3**

Protect the affordability of the existing housing stock, especially rental units.

Policy 3.1

Preserve rental units especially rent controlled units, to meet the City's affordable housing needs.

*The proposed Ordinance will not allow projects to participate in the Hub HSD if they propose demolishing or merging any existing residential units, including rental units subject to Rent Control.*

**OBJECTIVE 4**

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



Policy 4.4

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

*The proposed Ordinance will require 10% of units in any HSD project, whether it consist of rental or ownership units, to be permanently affordable to households of very low or low income*

Policy 4.5

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.

*100% affordable housing projects of any height will be eligible to participate in the proposed HSD and receive ministerial approval, if they meet all criteria of Section 344. All mixed income housing projects developed pursuant to the proposed Ordinance will be required to provide 10% of units on-site permanently affordable to very low or low income households.*

**OBJECTIVE 7**

Secure funding and resources for permanently affordable housing, including innovative programs that are not solely reliant on traditional mechanisms or capital.

Policy 7.5

Encourage the production of affordable housing through process and zoning accommodations, and prioritize affordable housing in the review and approval process.

*100% affordable housing projects of any height will be eligible to participate in the proposed HSD and receive ministerial approval, if they meet all criteria of Section 344. All mixed income housing projects developed pursuant to the proposed Ordinance will be required to provide 10% of units on-site permanently affordable to very low or low income households.*

**OBJECTIVE 10**

Ensure a streamlined, yet thorough, and transparent decision-making process.

Policy 10.1

Create certainty in the development entitlement process, by providing clear community parameters for development and consistent application of these regulations.

*The proposed Ordinance will offer ministerial approval to projects meeting the clear, consistent requirements of proposed Section 344. Ministerial approvals offer an increased degree of certainty in the entitlement process.*

Policy 10.2

Implement planning process improvements to both reduce undue project delays and provide clear information to support community review.

*In addition to offering ministerial approval to qualifying projects, reducing project delay, the proposed Section 344 would require all HSD projects undergo a publicly noticed informational hearing prior to receiving approval. This hearing, which would be held in accordance with the Brown Act, would provide an opportunity for community review of the HSD project.*

Policy 10.4

Support state legislation and programs that promote environmentally favorable projects. The proposed Ordinance would implement locally a State Law (AB73) intended to promote environmentally favorable projects, and streamline environmental and entitlement review of such projects.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

*The proposed Ordinance would require all HSD projects to undergo design review and comply with all adopted design standards in the Urban Design Guidelines as well as the Market and Octavia Area Plan.*

Policy 11.7

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

*The proposed Ordinance would not allow any project on a parcel containing a building listed in Articles 10 or 11 to participate in the HSD and receive ministerial approvals.*

Policy 12.1 Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

**OBJECTIVE 13**

Prioritize sustainable development in planning for and constructing new housing.

Policy 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

*The proposed Ordinance will accelerate entitlements of certain qualifying housing projects in the Market and Octavia Plan Area. The proposed zoning would allow for primarily residential land uses in close proximity to transit.*

Policy 13.2

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian and bicycle mode share

*The proposed Ordinance will accelerate entitlements of certain qualifying housing projects in the Market and Octavia Plan Area. The Market and Octavia Area Plan envisions the Hub as a high-density mixed use residential neighborhood. Existing transit nodes on Market Street and Van Ness Avenue and a future planned improvements to Market Street and Van Ness Avenue will improve transit connections to and from this area. The Area Plan also calls for large scale investments in pedestrian and bicycle infrastructure.*

- 3. Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

4. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_.
5. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Planning Code and Business and Tax Regulations Code Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No. \_\_\_\_\_.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT V.2 - PLANNING  
CODE AND BUSINESS AND  
TAX REGULATION CODE  
AMENDMENTS PROPOSED  
ORDINANCE**

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

2

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

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

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

2  
3 Section 1. Environmental and Planning Code Findings.

4 (a) On \_\_\_\_\_, 2020 after a duly noticed public hearing, the Planning  
5 Commission certified the Final Environmental Impact Report (EIR) for the proposed Hub Plan  
6 (the Project) by Motion No. \_\_\_\_\_, finding the Final EIR reflects the independent  
7 judgment and analysis of the City and County of San Francisco, is adequate, accurate and  
8 objective, and contains no significant revisions to the Draft EIR, and the content of the report  
9 and the procedures through which the Final EIR was prepared, publicized, and reviewed  
10 comply with the provisions of the California Environmental Quality Act (CEQA) (Public  
11 Resources Code Sections 21000 et seq.), the CEQA Guidelines (14 Cal. Code Regs.  
12 Sections 15000 et seq.) and Chapter 31 of the Administrative Code. Copies of the Planning  
13 Commission Motion and Final EIR are on file with the Clerk of the Board of Supervisors in File  
14 No. \_\_\_\_\_ and are incorporated herein by reference.

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

20 (c) At the same hearing during which the Planning Commission certified the Final EIR,  
21 the Planning Commission adopted findings under CEQA regarding the Project's  
22 environmental impacts, the disposition of mitigation measures, and project alternatives, as  
23 well as a statement of overriding considerations (CEQA Findings) and adopted a mitigation  
24 monitoring reporting program (MMRP), by Resolution No. \_\_\_\_\_. A copy of said  
25

1 Resolution is on file with the Clerk of the Board of Supervisors in File No. \_\_\_\_\_ and  
2 is incorporated herein by reference.

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

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

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

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

23 (h) The Board of Supervisors finds that no substantial changes have occurred in the  
24 proposed Project that would require revisions in the Final EIR due to the involvement of new  
25 significant environmental effects or a substantial increase in the severity of previously

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

11  
12 Section 2. The Business and Tax Regulations Code is hereby amended by revising  
13 Sections 8 and 26, to read as follows:

14  
15 **SEC. 8. METHOD OF APPEAL TO THE BOARD OF APPEALS.**

16 \* \* \* \*

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

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

24 (~~e~~) Appeals of actions taken by the Entertainment Commission or its Director on the  
25 granting, denial, amendment, suspension, or revocation of a permit, or on denial of exceptions



1 from regulations for an Extended-Hours Premises Permit, shall be taken within 10 days from  
2 the making of the decision. Nothing in this Section 8 is intended to require an appeal to the  
3 Board of Appeals if any provision of Article 15, Article 15.1 (Entertainment Regulations Permit  
4 and License Provisions), or Article 15.2 (Entertainment Regulations for Extended-Hours  
5 Premises) of the Police Code governing these permits otherwise provides.

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

8 \* \* \* \*

9 (9) **Additional Requirements.**

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

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

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

21 \* \* \* \*

22 (v) In the case of a decision on a permit application made pursuant to  
23 Planning Code Section 344, the Board of Appeals shall set the hearing not less than 10 days after the  
24 filing of said appeal, shall act thereon not more than 30 days after such filing, and shall not entertain a  
25 motion for rehearing. This subsection (f)(9)(C)(v) shall expire on the Sunset Date of Planning Code

1 Section 344, as defined in that Section. Upon the expiration of this subsection, the City Attorney shall  
2 cause this subsection to be removed from the Business and Tax Regulations Code.

3 \* \* \* \*

4  
5 **SEC. 26. FACTS TO BE CONSIDERED BY DEPARTMENTS.**

6 \* \* \* \*

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

15  
16  
17 Section 3. The Planning Code is hereby amended by adding Section 344, to read as  
18 follows:

19 **SEC. 344. HUB HOUSING SUSTAINABILITY DISTRICT.**

20 (a) Purpose. This Section 344 establishes a Housing Sustainability District within the  
21 easternmost portion of the Market and Octavia Area Plan (“Hub Housing Sustainability District” or  
22 “Hub HSD”) under California Government Code Sections 66200 et seq. The purpose of the Hub  
23 Housing Sustainability District is to encourage the provision of on-site affordable housing in new  
24 residential and mixed-use projects in the Van Ness & Market Residential Special Use District by  
25 providing a streamlined, ministerial approval process for such projects. This Section 344 sets forth

1 eligibility criteria, design review standards, and entitlement and approval procedures for projects  
2 seeking approval pursuant to the requirements of the Hub Housing Sustainability District.

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

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

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

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

14 (2) The project proposes no less than 100 dwelling units per acre, and no more than  
15 750 dwelling units per acre.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5                   (f) **Application.**

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

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

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

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

17                   (C) Documentation sufficient to support determinations that:

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

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

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

25                   b. Scope(s) of work for any studies required as part of any and all

1 mitigation measures in the Hub EIR that the Planning Department determines are applicable to the  
2 project. An application pursuant to this Section 344 shall not be deemed complete until such studies are  
3 completed to the satisfaction of the Environmental Review Officer.

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

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

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

11 (2) **Decision.** Within 120 days of receipt of a complete application, as set forth in  
12 subsection (f), the Planning Director or the Director's designee shall issue a written decision  
13 approving, disapproving, or approving subject to conditions, the project. The applicant and the  
14 Department may mutually agree to extend this 120-day period. If no written decision is issued within  
15 120 days of the Department's receipt of a complete application, or within the period mutually agreed  
16 upon by the Department and applicant, the project shall be deemed approved. The Planning Director  
17 or the Director's designee shall include any certifications required by California Government Code  
18 Section 66205(e) in a copy of the written decision.

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

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

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

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

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

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

20                   (6) **Progress Requirement.** Approval of a project pursuant to this Section 344 shall  
21 expire if the project sponsor has not procured a building permit or site permit for construction of the  
22 project within 30 months of the date of the Department's issuance of a written decision pursuant to  
23 subsection (g)(2) of this Section 344. If the Planning Director finds that the project sponsor has  
24 demonstrated good faith in its efforts to obtain the first site or building permit for the project, the  
25 Planning Director may extend the approval for the project for a maximum of six additional months.

1 Such deadline shall additionally be extended in the event of any appeal of such approval for the  
2 duration of the appeal, and in the event of litigation seeking to invalidate the approval for the duration  
3 of the litigation.

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

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

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

21 (1) A project sponsor shall submit weekly reports to the Office of Labor Standards  
22 Enforcement, certifying that a project approved pursuant to this Section 344 is complying with  
23 subsections (d)(11) and (d)(12), if applicable to the project. Projects found to be in violation of  
24 subsections (d)(11) and (d)(12) shall be subject to penalties pursuant to Section 1741 of the Labor  
25 Code, in addition to any penalties assessed pursuant to Section 176.1 of this Code. All penalties shall



1 be paid prior to issuance of the project's First Certificate of Occupancy, as defined in Section 401 of  
2 this Code.

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

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

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

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

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

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

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

18 **(k) Operative and Sunset Dates.**

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

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

1                    (3) Upon the expiration of this Section 344, the City Attorney shall cause this Section  
2 344 to be removed from the Planning Code. Pursuant to Government Code Section 66205(b), this  
3 Section 344 shall govern the processing and review of any complete application submitted pursuant to  
4 this Section 344 prior to the Sunset Date.

5  
6                    Section 4. Effective Date; Operative Date.

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

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

14  
15                    Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
16 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
17 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
18 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
19 additions, and Board amendment deletions in accordance with the “Note” that appears under  
20 the official title of the ordinance.

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

23 By:    /s/ Peter R. Miljanich  
24                    PETER R. MILJANICH  
                  Deputy City Attorney

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**VI. ZONING MAP  
AMENDMENTS -  
MAP CASE**

**EXHIBIT VI-1 - ZONING MAP  
AMENDMENTS ADOPTION  
DRAFT RESOLUTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution HEARING DATE MAY 14, 2020

*Project Name:* Market and Octavia Area Plan Amendment: Zoning Map Amendments  
*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

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**RESOLUTION ADOPTING A PROPOSED ORDINANCE THAT WOULD AMEND 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 THE AMENDMENTS TO THE MARKET AND OCTAVIA AREA PLAN; AND MAKING ENVIRONMENTAL FINDINGS, INCLUDING ADOPTING A STATEMENT OF OVERRIDING CONSIDERATION, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302.**

WHEREAS, The Planning Commission (hereinafter "Commission"), at a duly noticed public hearing on February 13, 2020 and in accordance with Planning Code Section 340(c), initiated the Zoning Map Amendments for the Market and Octavia Area Plan by Planning Commission Resolution No. 20656.

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 Market and Octavia Area Plan included numerous policies that supported 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 facilitated 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 take a new look at the Hub 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 program and prioritize projects for implementation.

WHEREAS, The Planning Department is seeking to make amendments to the existing Market and Octavia Area Plan and other elements of. Amendments to the General Plan, Planning Code, Business and Tax Regulations Code, Zoning Map, and public benefits document to provide a comprehensive updated 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 proposed zoning map amendments to land use, special use, and height and bulk districts are contained in the proposed Ordinance, approved as to form by the City Attorney and attached hereto as Exhibit VI-2.

WHEREAS, On May 14, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. \_\_\_\_\_ certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 14, 2020, by Motion No. \_\_\_\_\_, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning 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 Department staff and other interested parties; and

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

WHEREAS, The Planning Commission has reviewed the proposed Ordinance; and

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Commission hereby **approves** the proposed ordinance.

## **FINDINGS**

Having reviewed the materials identified in the preamble above, and having heard all testimony and

arguments, this Commission finds, concludes, and determines as follows:

1. **The Market and Octavia Area Plan Amendment would**
  - Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
  - Create new parks and improve existing recreational opportunities.
  - Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.
  - Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_.
4. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Zoning Map Amendments are in general conformity with the General Plan as set forth in Planning Commission Resolution No \_\_\_\_\_.

AND BE IT FURTHER RESOLVED, that the Commission finds the Zoning Map Amendments are in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No \_\_\_\_\_.

NOW THEREFORE BE IT RESOLVED that the Commission hereby APPROVES the proposed Ordinance as described in this Resolution.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**EXHIBIT VI-2 - ZONING MAP  
AMENDMENTS PROPOSED  
ORDINANCE**



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

2

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

20 **NOTE:** **Unchanged Code text and uncodified text** are in plain Arial font.  
 21 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
 22 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
 23 **Board amendment additions** are in double-underlined Arial font.  
 24 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
 25 **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:

1 Section 1. Environmental and Planning Code Findings.

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

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

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

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

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

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

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

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

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

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

5

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

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

10

<u>Description of Property</u>		<u>Use Districts to be</u>	<u>Use Districts</u>
<u>Assessor's</u>	<u>Lot</u>	<u>Superseded</u>	<u>Hereby Approved</u>
<u>Block</u>			
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	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

1		083, 084, 085, 086, 087, 088,		
2		089, 090, 091, 092, 093, 094,		
3		095, 096, 097, 098, 099, 100,		
4		101, 102		
5	3502	112	NCT-3	P
6	3502	113	NCT-3	C-3-G
7	3503	002	NCT-3	P
8		003, 004	NCT-3	C-3-G
9	3504	001, 002, 011, 012, 013, 017,	NCT-3	C-3-G
10		019, 022, 023, 024, 025, 026,		
11		027, 028, 030, 033, 038, 039,		
12		040, 044, 045, 046, 047, 049,		
13		050, 051, 052, 053, 054, 055,		
14		056, 057, 058, 059, 060, 061,		
15		062, 063, 064, 065, 066, 067,		
16		068, 069, 070, 071, 072, 073,		
17		074, 075, 076		
18		029	P	C-3-G
19	3505	004, 005, 007, 008, 009, 018,	NCT-3	C-3-G
20		020, 021, 023, 024, 025, 026,		
21		027, 028, 032, 032A, 041, 042,		
22		043, 044, 045, 046, 047, 048,		
23		049		
24	3511	023, 025	NCT-3	C-3-G
25	3512	005, 006, 008	NCT-3	C-3-G

1	3513	001, 030, 044, 045, 046, 047,	NCT-3	C-3-G
2		048, 049, 050, 052, 054, 055,		
3		056, 057, 058, 059, 062, 077,		
4		080, 083, 084, 085, 086, 087,		
5		088, 089, 090, 091, 092, 093,		
6		094, 095, 096, 097, 098, 099,		
7		100, 101, 102, 103, 104, 105,		
8		106, 107, 108, 109, 110, 111,		
9		112, 113, 114, 115, 116, 117,		
10		118, 119, 120, 121, 122, 123,		
11		124, 125, 126, 127, 128, 129,		
12		130, 131, 132, 133, 134, 135,		
13		136, 137, 138, 139, 140, 141,		
14		142, 143, 144, 145, 146, 147,		
15		148, 149, 150, 151, 152, 153,		
16		154, 155, 156, 157, 158, 159,		
17		160, 161, 162, 163, 164, 165,		
18		166, 167, 168, 169, 170, 171,		
19		172, 173, 174, 175, 176, 177,		
20		178, 179, 180, 181, 182, 183,		
21		184, 185, 186, 187, 188, 189,		
22		190, 191, 192, 193, 194, 195,		
23		196, 197, 198, 199, 200, 201,		
24		202, 203, 204, 205, 206, 209,		
25		210, 211, 212		

1		008, 081, 082, 207	P	C-3-G
2	3513	071, 074	NCT-3	P
3	3514	004, 004A, 005, 006, 007, 008,	NCT-3	C-3-G
4		009, 010, 022, 028, 029, 030,		
5		031, 039, 041, 042, 045, 048,		
6		049, 050, 051, 052, 053, 054,		
7		055, 056, 057, 058, 059, 060,		
8		061, 062, 063, 064, 065, 066,		
9		067, 068, 069, 070, 071, 072,		
10		073, 074, 075, 076, 077, 078,		
11		079, 080, 081, 082, 083, 084,		
12		085, 086, 087, 088, 089, 090,		
13		091, 092, 093, 094, 095, 096,		
14		097, 098, 099, 100, 101, 102,		
15		103, 104, 105, 106, 107, 108,		
16		109, 110, 111, 112, 113, 114,		
17		115, 116, 117, 118, 119, 120,		
18		121, 122, 123, 124, 125, 126,		
19		127, 128, 129, 130, 131, 132,		
20		133, 134, 135, 136, 137, 138,		
21		139, 140, 141, 142, 143, 144,		
22		145, 146, 147, 148, 149, 150,		
23		151, 152, 153, 154, 155, 156,		
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(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:

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

1	0835	004	120/400-R-2	120/400-R-2 // 140/520-R-2
2				
3	0836	001	120/400-R-2	120/400-R-2 // 140/450-R-2
4				
5	0836	002	120/400-R-2	120/400-R-2 // 140/450-R-2
6				
7				120/400-R-2 // 140/450-R-2
8	0836	003	120/400-R-2	R-2
9	0836	004		120/400-R-2 // 140/450-R-2
10			120/400-R-2	R-2
11	0836	005		120/400-R-2 / 120-R-2 //
12			120/400-R-2 / 120-R-2	140/450-R-2 / 120-R-2
13	0836	008	85-X	85-X // 120/365-R-2
14	0836	009	85-X	85-X // 120/365-R-2
15	0836	013	85-X	85-X // 120/365-R-2
16	3504	029	85-X	85-X // 85/250-R-2
17	3505	012		85/250-R-2 // 120/320-R-
18			85/250-R-2	2
19	3505	013		85/250-R-2 // 120/320-R-
20			85/250-R-2	2
21	3505	020	50-X	50-X // 65-X
22	3505	021	50-X	50-X // 65-X
23	3506	001		120/400-R-2 // 140/650-
24			120/400-R-2	R-2
25				

1	3506	003A		120/400-R-2 // 140/590-R-2
2			120/400-R-2	
3	3506	004		120/400-R-2 / 120-R-2 //
4			120/400-R-2 / 120-R-2	140/590-R-2
5	3511	093		50-R-2/120-X/120-R-2 //
6			50-R-2/120-X/120-R-2	50-R-2/120-X/250-R-2
7	3513	008		85-X // 45-X/85-X/150-R-
8			85-X	2
9	3513	081		85-X // 45-X/85-X/150-R-
10			85-X	2
11	3513	207		125-X // 45-X/85-X/150-
12			125-X	R-2
13	3514	003	85-X	85-X // 120-R-2
14	3514	004	85-X	85-X // 120-R-2
15	3514	004A	85-X	85-X // 120-R-2
16	3514	022	85-X	85-X // 120-R-2
17	3514	028	85-X	85-X // 120-R-2
18	3514	029	85-X	85-X // 120-R-2
19	3514	039	85-X	85-X // 120-R-2
20	3514	041	85-X	85-X // 120-R-2
21	3514	042	85-X	85-X // 120-R-2

(c) The San Francisco Planning Code is hereby amended by amending Special Use District Map SU07 of the Zoning Map of the City and County of San Francisco, as follows:

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<u>Description of Property</u>		<u>Special Use</u>	<u>Special Use</u>
<u>Assessor's</u>	<u>Lot</u>	<u>District Hereby</u>	<u>District Hereby</u>
<u>Block</u>		<u>Superseded</u>	<u>Approved</u>
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

1		158, 159, 160, 161, 162, 163, 164, 165,		
2		166		
3	0855	003, 004, 010, 012, 013, 016, 017, 019,		Van Ness and
4		021, 022, 023, 024, 025, 026, 027, 028,		Market
5		029, 030, 031, 032, 033, 034, 035, 036,		Residential SUD
6		037, 038, 039, 040, 041, 042, 053, 054,		
7		055, 056, 057, 058, 059, 060, 061, 062,		
8		063, 064, 065, 066, 067, 068, 069, 070,		
9		071, 072, 073, 074, 075, 076, 077, 078,		
10		079, 080, 081, 082, 083, 084, 085, 086,		
11		087, 088, 089, 090, 091, 092, 093, 094,		
12		095, 096, 097, 098, 099, 100, 101, 102		
13	3502	113		Van Ness and
14				Market
15				Residential SUD
16	3503	003, 004		Van Ness and
17				Market
18				Residential SUD
19	3504	001, 002, 011, 012, 013, 017, 019, 022,		Van Ness and
20		023, 024, 025, 026, 027, 028, 029, 030,		Market
21		033, 038, 039, 040, 044, 045, 046, 047,		Residential SUD
22		049, 050, 051, 052, 053, 054, 055, 056,		
23		057, 058, 059, 060, 061, 062, 063, 064,		
24		065, 066, 067, 068, 069, 070, 071, 072,		
25		073, 074, 075, 076		

1	3505	004, 005, 007, 008, 009, 018, 020, 021,		Van Ness and Market Residential SUD
2		023, 024, 025, 026, 027, 028, 029, 031,		
3		031A, 032, 032A, 034, 035, 041, 042,		
4		043, 044, 045, 046, 047, 048, 49		
5	3506	003A, 008, 009, 010, 011		Van Ness and Market Residential SUD
6				
7				
8	3511	023, 025		Van Ness and Market Residential SUD
9				
10				Van Ness and Market Residential SUD
11	3512	005, 006, 008-010		
12				
13				Van Ness and Market Residential SUD
14	3513	001, 008, 030, 044, 045, 046, 047, 048,		
15		049, 050, 052, 054, 055, 056, 057, 058,		
16		059, 062, 077, 080, 081, 082, 083, 084,		
17		085, 086, 087, 088, 089, 090, 091, 092,		
18		093, 094, 095, 096, 097, 098, 099, 100,		
19		101, 102, 103, 104, 105, 106, 107, 108,		
20		109, 110, 111, 112, 113, 114, 115, 116,		
21		117, 118, 119, 120, 121, 122, 123, 124,		
22		125, 126, 127, 128, 129, 130, 131, 132,		
23		133, 134, 135, 136, 137, 138, 139, 140,		
24		141, 142, 143, 144, 145, 146, 147, 148,		
25		149, 150, 151, 152, 153, 154, 155, 156,		

1		157, 158, 159, 160, 161, 162, 163, 164,		
2		165, 166, 167, 168, 169, 170, 171, 172,		
3		173, 174, 175, 176, 177, 178, 179, 180,		
4		181, 182, 183, 184, 185, 186, 187, 188,		
5		189, 190, 191, 192, 193, 194, 195, 196,		
6		197, 198, 199, 200, 201, 202, 203, 204,		
7		205, 206, 208, 209, 210, 211, 212		
8	3513	207	Veterans Common SUD	Van Ness and Market Residential SUD
9				
10				
11	3514	004, 004A, 005, 006, 007, 008, 009,		Van Ness and
12		010, 022, 028, 029, 030, 031, 039, 041,		Market
13		042, 045, 048, 049, 050, 051, 052, 053,		Residential SUD
14		054, 055, 056, 057, 058, 059, 060, 061,		
15		062, 063, 064, 065, 066, 067, 068, 069,		
16		070, 071, 072, 073, 074, 075, 076, 077,		
17		078, 079, 080, 081, 082, 083, 084, 085,		
18		086, 087, 088, 089, 090, 091, 092, 093,		
19		094, 095, 096, 097, 098, 099, 100, 101,		
20		102, 103, 104, 105, 106, 107, 108, 109,		
21		110, 111, 112, 113, 114, 115, 116, 117,		
22		118, 119, 120, 121, 122, 123, 124, 125,		
23		126, 127, 128, 129, 130, 131, 132, 133,		
24		134, 135, 136, 137, 138, 139, 140, 141,		
25		142, 143, 144, 145, 146, 147, 148, 149,		

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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: /s/ Peter R. Miljanich  
PETER R. MILJANICH  
Deputy City Attorney

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**EXHIBIT VI-3 - ZONING DISTRICTS  
MAPS (EXISTING AND PROPOSED)**



The Hub - Existing Zoning Districts  
SAN FRANCISCO

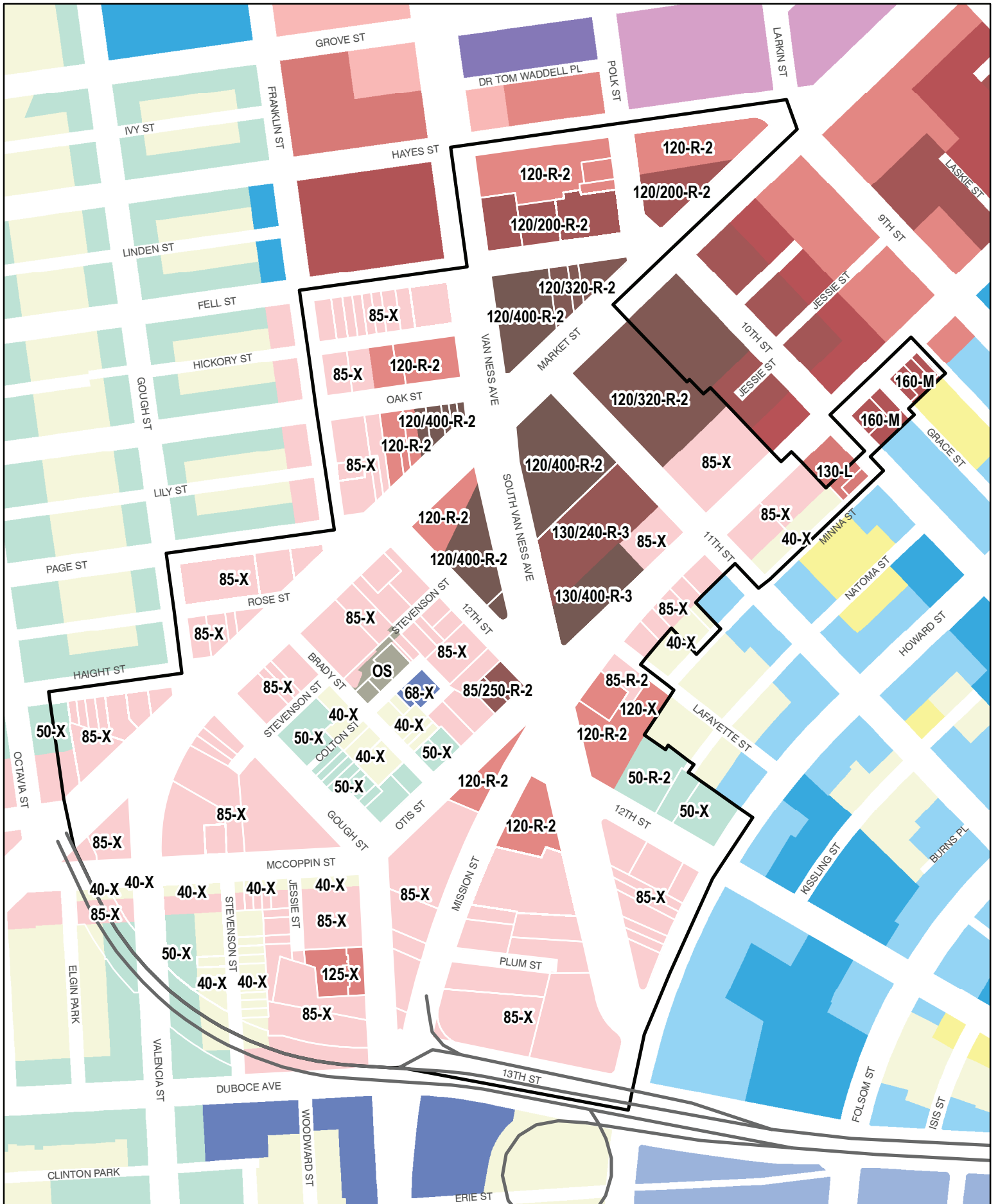
0 250 500 1,000 Feet



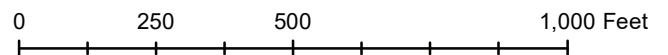


The Hub - Proposed Zoning Districts  
SAN FRANCISCO

**EXHIBIT VI-4 - HEIGHT AND BULK  
DISTRICTS MAPS  
(EXISTING AND PROPOSED)**



The Hub - Existing Height Limits and Bulk Districts  
 SAN FRANCISCO





**EXHIBIT VI-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



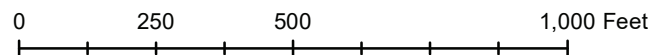


# The Hub - Proposed Special Use District

SAN FRANCISCO



Van Ness and Market Residential  
Special Use District



January 24, 2020

**EXHIBIT VII- IMPLEMENTATION  
PROGRAM - CWP-02 CASE**

**VII-1. IMPLEMENTATION PROGRAM  
DRAFT RESOLUTION**



# SAN FRANCISCO PLANNING DEPARTMENT

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## Planning Commission Draft Resolution HEARING DATE MAY 14, 2020

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

Reception:  
**415.558.6378**

*Project Name:* **Market and Octavia Area Plan Amendment: Implementation Program**  
*Case Number:* **2015-000940CWP-02**  
*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

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

**RESOLUTION ADOPTING AND RECOMMENDING THAT THE BOARD OF SUPERVISORS APPROVE THE IMPLEMENTATION PROGRAM TO GIVE EFFECT TO AMENDMENTS IN THE MARKET AND OCTAVIA PLAN; AND MAKING FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE EIGHT PRIORITIES OF THE PLANNING CODE, SECTION 101.1, AND FINDINGS OF PUBLIC NECESSITY, CONVENIENCE, AND WELFARE UNDER PLANNING CODE SECTION 302 AND FINDINGS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.**

WHEREAS, This Resolution adopting and recommending that the Board of Supervisors approve the Implementation Program is a companion to other legislative approvals related to amendments to the Market and Octavia Area Plan, including recommendations that the Board of Supervisors approve General Plan Amendments, Planning Code, Business and Tax Regulations Code, and Zoning Map Amendments.

WHEREAS, The Implementation Program, together with proposed General Plan Amendments, Planning Code and Administrative Code Amendments, and Zoning Map Amendments, provide a comprehensive set of policies and implementation programming to realize the vision for the Hub area.

WHEREAS, The Implementation Program contains two components intended to facilitate the implementation of this plan amendment, including:

(1) the "Market and Octavia Area Plan: Hub Public Benefits Document" containing the proposed public benefits package, including a description of the range of infrastructure and services that will serve new growth anticipated under this plan amendment, a summary of how those benefits will be funded, and a description of how this program will be administered and monitored. The revenue allocations shown in the Public Benefits Program are for projection purposes only and represent allocation to the various public improvements based on the revenues projected at the time of Plan adoption. Actual revenues will vary from these projections based on many factors, including the amount and timing of new development, which cannot be predicted. The Board of Supervisors, with input from the Interagency Plan Implementation Committee and Market and Octavia Citizens Advisory Committee, shall monitor and allocate revenues based on actual revenues over time and the readiness of the various public improvements for expenditure.

(2) the “Market and Octavia Community Improvements Program (Appendix C)” containing specific projects in the Hub area that could be implemented with funding from impact fee revenue as well as other revenue sources. Appendix C was adopted in 2008 as part of the Market and Octavia Area Plan and has been updated to include infrastructure projects in the Hub.

WHEREAS, The proposed Implementation Program is attached hereto as Exhibit VII.

WHEREAS, On May 14, 2020, after a duly noticed public hearing, the Commission reviewed and considered the Final Environmental Impact Report for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) (“FEIR”) and found the FEIR to be adequate, accurate, and objective, thus reflecting the independent analysis and judgment of the Department and the Commission, and that the summary of comments and responses contained no significant revisions to the Draft EIR, and by Motion No. \_\_\_\_\_ certified the FEIR for the Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD) as accurate, complete, and in compliance with the California Environmental Quality Act (“CEQA”), the regulations implementing CEQA (“the CEQA Guidelines”), and the local law implementing CEQA, Chapter 31 of the San Francisco Administrative Code.

WHEREAS, On May 14, 2020, by Motion No. \_\_\_\_\_, the Commission approved CEQA Findings, including a statement of overriding considerations, and adoption of a Mitigation Monitoring and Reporting Program (“MMRP”), under Case No. 2015-000940, for approval of the amendments to the Market and Octavia Area Plan.

WHEREAS, The Planning 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 Department staff and other interested parties; and

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

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience, and general welfare require the proposed amendment; and

MOVED, That the Planning Department staff recommends adoption of this Resolution adopting and recommending that the Board of Supervisors approve the Implementation Program.

## **FINDINGS**

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

### **1. The Market and Octavia Area Plan Amendment would**

- Enable construction of new housing including new on-site affordable units and generate additional affordable housing resources for the City.
- Create new parks and improve existing recreational opportunities.
- Provide safe and convenient transportation by funding capital projects that will improve conditions for people walking, bicycling, and taking transit.

- Incorporates policy direction to support sustainability and climate resilience and advance racial and social equity.
2. **Planning Code Section 302 Findings.** The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.
  3. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_. Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program, in isolation or in combination. The projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program are representative of the types of projects that could be built, if the City were to approve them, but are conceptual at present, and may change over time. The City retains discretion to decide whether to deny, modify, approve, or proceed with these projects based on a number of considerations, including its review and consideration of any additional required environmental review.
  4. **CEQA Findings.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the CEQA Findings set forth in Planning Commission Motion No. \_\_\_\_\_. Approval of the Implementation Program does not bind the City to approving or proceeding with any of the projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program, in isolation or in combination. The projects described in the Hub Public Benefits Program or the Market and Octavia Community Improvements Program are representative of the types of projects that could be built, if the City were to approve them, but are conceptual at present, and may change over time. The City retains discretion to decide whether to deny, modify, approve, or proceed with these projects based on a number of considerations, including its review and consideration of any additional required environmental review.
  5. **Mitigation Monitoring and Reporting Plan.** The Planning Commission adopts and incorporates by reference as though fully set forth herein the Mitigation Monitoring and Reporting Plan, the requirements of which are made conditions of approval.

AND BE IT FURTHER RESOLVED, that the Commission finds the Implementation Program is in general conformity with the General Plan as set forth in Planning Commission Resolution No \_\_\_\_\_.

AND BE IT FURTHER RESOLVED, that the Commission finds the Implementation Program is in general conformity with Planning Code Section 101.1 as set forth in Planning Commission Resolution No \_\_\_\_\_.

AND BE IT FURTHER RESOLVED, that the Planning Commission finds that the proposed Implementation Program, hereto attached as Exhibit V.III, is necessary to implement the amendments to the Market and Octavia Area Plan.

NOW THEREFORE BE IT RESOLVED, that the Commission recommends that the Board of Supervisors consider the attached Implementation Program as part of its action on legislation related to the amendments to the Market and Octavia Area Plan.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on May 14, 2020.

Jonas P. Ionin  
Commission Secretary

AYES:

NOES:

ABSENT:

ADOPTED:

**VII-2. 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.<sup>1</sup>

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 estimated 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.<sup>1</sup>

<sup>1</sup> 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 (%)
<b>Affordable Housing</b>	<b>\$682,000,000</b>	<b>71%</b>
New on-site units and affordable housing resources	\$682,000,000	71%
<b>Transit</b>	<b>\$116,000,000</b>	<b>12%</b>
Improvements to transit service and capacity including modernization of Van Ness Station	\$116,000,000	12%
<b>Parks &amp; Recreation*</b>	<b>\$32,000,000</b>	<b>3%</b>
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%
<b>Complete Streets*</b>	<b>\$71,000,000</b>	<b>7%</b>
<b>Priority 1:</b>	11th Street (Market Street to Bryant Street)	
Redesign of major streets in the Plan Area to be safe and comfortable for people walking, biking, and on transit.	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	
	<b>Priority 2:</b>	Brady Street (Market Street to Otis Street)
Living Alleys	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)		
<b>Schools &amp; Childcare</b>	<b>\$57,000,000</b>	<b>6%</b>
New childcare centers	\$20,000,000	2%
Capital investments in schools serving K-12 population	\$37,000,000	4%
<b>TOTAL</b>	<b>\$958,000,000</b>	<b>100%</b>

\* 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
<b>Affordable Housing</b>	\$528,000,000			\$154,000,000			<b>\$682,000,000</b>	<b>71%</b>
<b>Transit</b>		\$34,000,000	\$82,000,000				<b>\$116,00,000</b>	<b>12%</b>
<b>Parks &amp; Recreation</b>		\$32,000,000					<b>\$32,000,000</b>	<b>3%</b>
<b>Complete Streets</b>		\$68,000,000	\$3,000,000				<b>\$71,000,000</b>	<b>7%</b>
<b>Schools &amp; Childcare</b>					\$37,000,000	\$20,000,000	<b>\$57,000,000</b>	<b>6%</b>
<b>TOTAL (BY SOURCE)</b>	<b>\$528,000,000</b>	<b>\$134,000,000</b>	<b>\$85,000,000</b>	<b>\$154,000,000</b>	<b>\$37,000,000</b>	<b>\$20,000,000</b>	<b>\$958,000,000</b>	<b>100%</b>

**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
<b>2,200 BMR units</b>	\$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
<b>643 BMR units</b>	\$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
<b>TOTAL</b>	<b>\$682,000,000</b>			

## 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 Stabilization Initiative<sup>1</sup> 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
<b>Improvements to transit service and capacity including modernization of Van Ness Station</b>	\$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
<b>TOTAL</b>	<b>\$116,000,000</b>			

## 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).

<sup>1</sup> <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<sup>1</sup>**

BENEFIT	TOTAL REVENUES	FUNDING SOURCES <sup>2</sup>	DESCRIPTION	LEAD AGENCIES
<b>New Park at 11th and Natoma</b>	\$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
<b>Improvements to Buchanan Mall</b>	\$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
<b>Improvements to Koshland Park</b>	\$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
<b>New / Improved Civic Center Spaces</b>	\$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
<b>Other open spaces in the Plan Area TBD</b>	\$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
<b>TOTAL</b>	<b>\$32,000,000</b>			

## 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).

<sup>1</sup> 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
<b>Redesign of all major streets in the Plan Area</b>		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
<b>Living Alleys</b>		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
<b>TOTAL</b>	<b>\$71,000,000</b>			

## 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 IPIIC.

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
<b>Schools</b>	\$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
<b>Childcare</b>	\$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
<b>TOTAL</b>	<b>\$57,000,000</b>			

### 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<sup>1</sup> 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.

<sup>1</sup> 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.<sup>1</sup>

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.

<sup>1</sup> 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 priority, (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 programming 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.

**VII-3. MARKET AND OCTAVIA  
COMMUNITY 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.

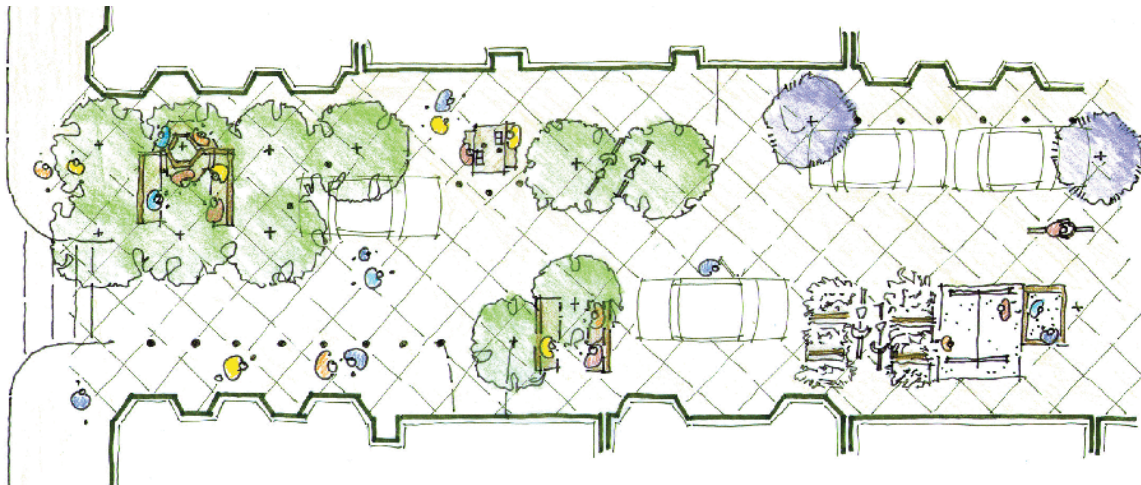


Figure 1. Schematic of Living Street Alleyway Concept

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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-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 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.

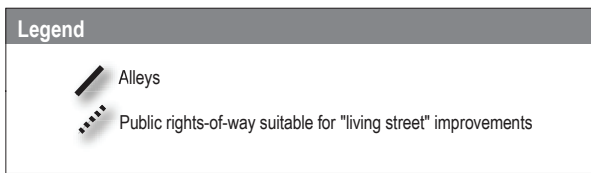
Create spaces that allow for the growth and evolution of uses.

Non-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 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
<b>cost/lf</b>			<b>\$622</b>

	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
<b>Total</b>			<b>\$33,020,559</b>

## 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



**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
<b>cost/lf</b>			<b>\$384</b>

### 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
<b>cost/lf</b>			<b>\$441</b>

	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
<b>Total</b>			<b>\$21,305,348</b>

## 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
<b>PLANNING</b>						<b>\$94,718</b>
1	Planning Community Outreach (10% of total construction costs)	1	LS	\$85,402	\$85,402	
<b>DESIGN</b>						<b>\$94,718</b>
3	Design (10% of total construction costs)	1	LS	\$85,402	\$85,402	
<b>CONSTRUCTION</b>						<b>\$947,182</b>
<b>S&amp;H</b>						
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	
<b>DPT</b>						
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	
<b>LA</b>						
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	
<b>CONTINGENCY 15%</b>						<b>\$142,077</b>
<b>TOTAL CONSTRUCTION COST AND CONTINGENCY</b>						<b>\$1,089,259</b>

				<b>CONSTRUCTION MANAGEMENT</b>		<b>\$217,852</b>
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	
				<b>ESTIMATE OF TOTAL PROJECT COST</b>		<b>\$1,496,547</b>

**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 be 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
<b>Total</b>				<b>\$2,461,367</b>

## 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 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 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
<b>PLANNING</b>						<b>\$55,368</b>
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	
<b>DESIGN</b>						<b>\$55,368</b>
3	A&E services (10% Total Construction Cost)	1	LS	\$55,368	\$55,368	
<b>CONSTRUCTION</b>						<b>\$553,680</b>
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	
<b>CONTINGENCY 15%</b>						<b>\$83,052</b>
<b>TOTAL CONSTRUCTION COST AND CONTINGENCY</b>						<b>\$636,732</b>
<b>CONSTRUCTION MANAGEMENT</b>						<b>\$127,346</b>
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	
<b>ESTIMATE OF TOTAL PROJECT COST</b>						<b>\$874,814</b>

**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
<b>Total</b>				<b>\$2,029,055</b>

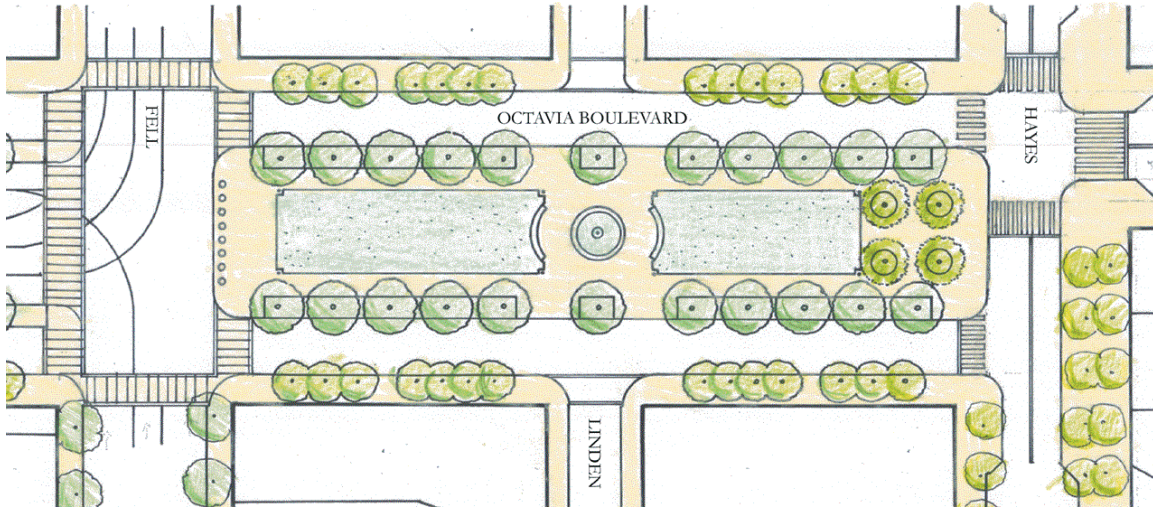
### Relevant Agencies

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
<b>Total Project Cost</b>					<b>\$2,184,000</b>

### 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 Strategy

#### 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
<b>Total</b>				<b>\$250,000</b>

### 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 amenities, additional landscaping programs, and activation of the space.

### **Cost Projection Strategy**

TBD

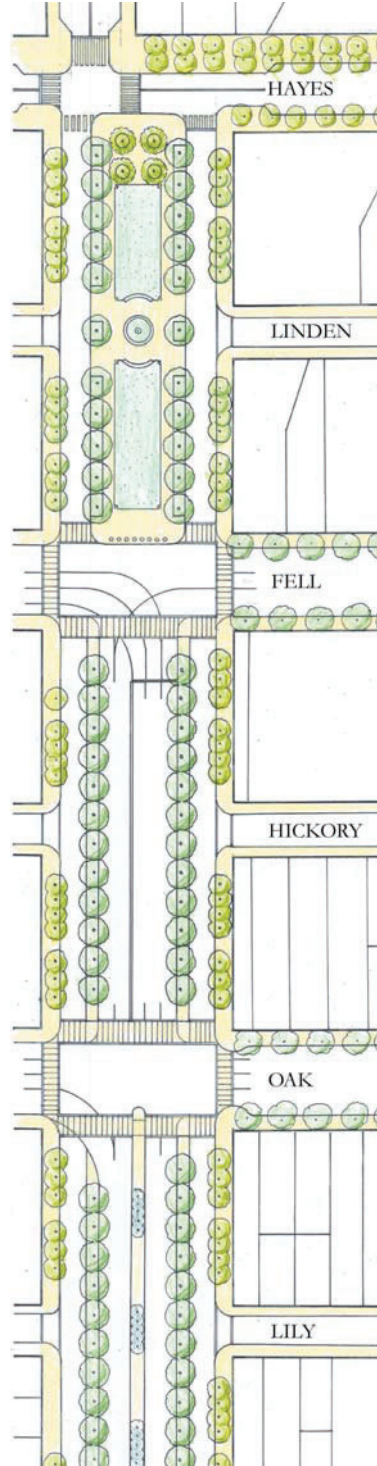
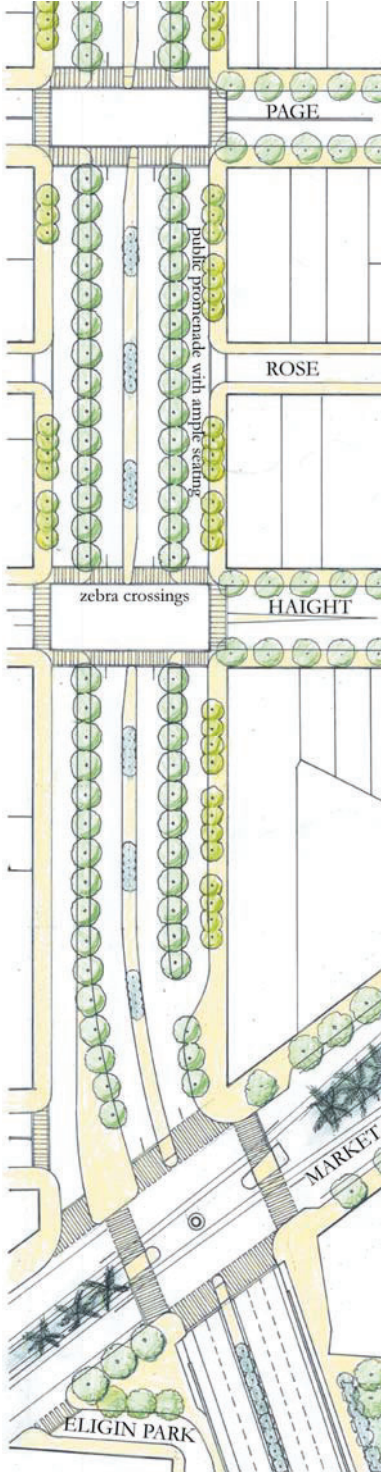
### **Relevant Agencies**

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
<b>TOTAL PROJECT COST</b>	<b>\$49,324,000</b>
Hayes Green	\$(1,500,000)
<b>Octavia Boulevard - Recently Built</b>	<b>\$47,824,000</b>

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
<b>Total</b>				<b>\$658,333</b>

### 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
<b>Total</b>				<b>\$66,667</b>

### 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**

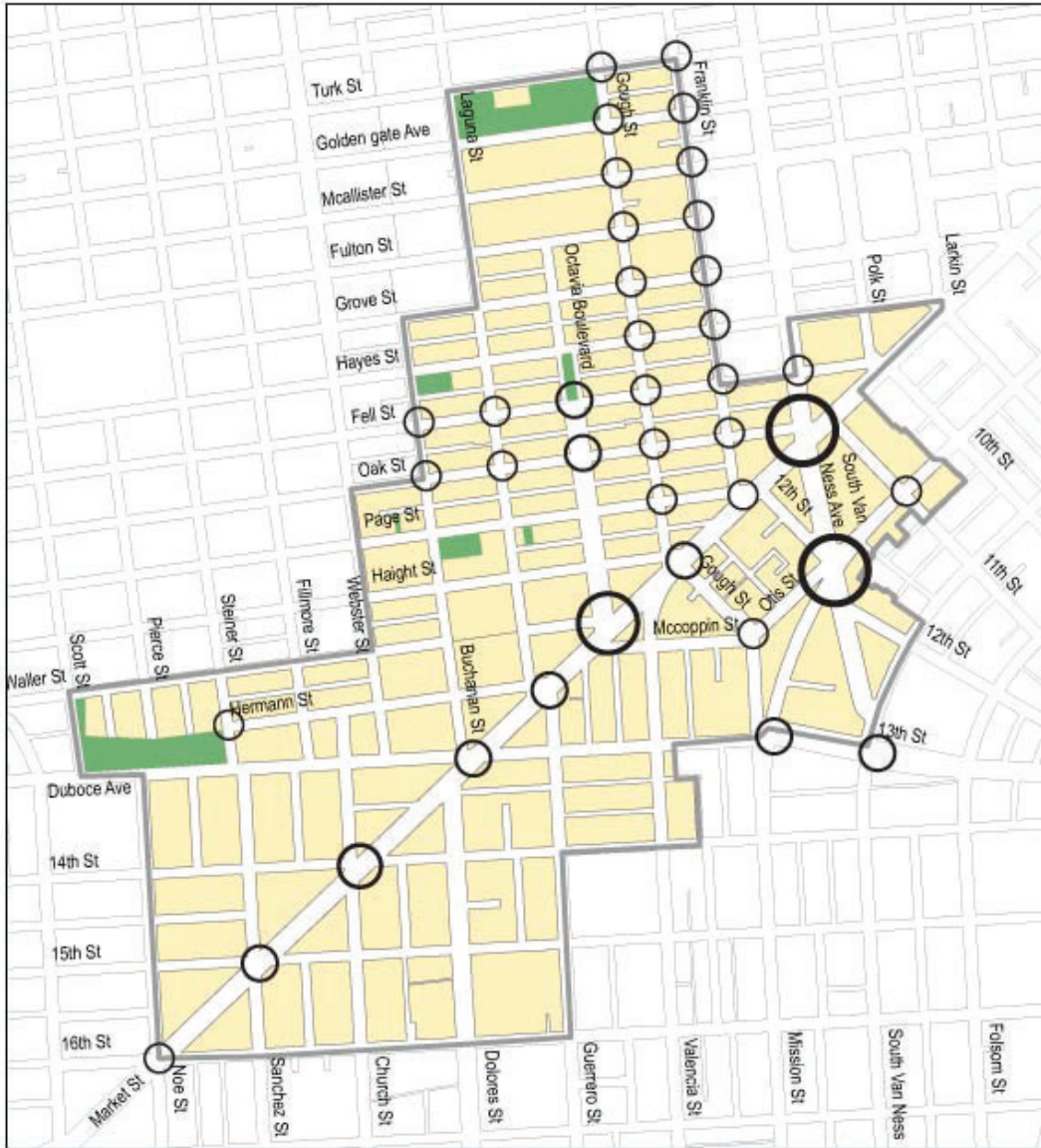
***Widen sidewalks and shorten pedestrian crossings with corner plazas and boldly marked crosswalks.***

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.

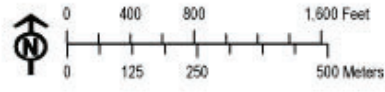
The plan calls for full bulbouts on every corner at identified intersections.

Bulbouts are planned at 42 intersections for 179 corners.

Map below identifies specific corners.



Map 6 Priority Intersections for Pedestrian Improvements



## 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	Franklin	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

**APPENDIX C. Market and Octavia Community Improvements, Detailed Project Scope and Costs**

February 2008

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	
<b>Total</b>								<b>\$14,803,995</b>

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
<b>Total</b>				<b>\$1,624,562</b>

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

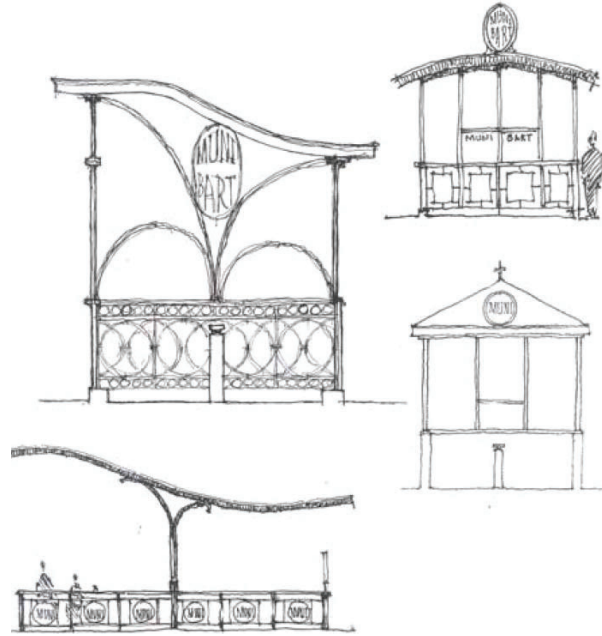
Department of Public Works  
 San Francisco Redevelopment Agency  
 Planning Department

## 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
<b>Total</b>				<b>\$2,133,333</b>

### 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

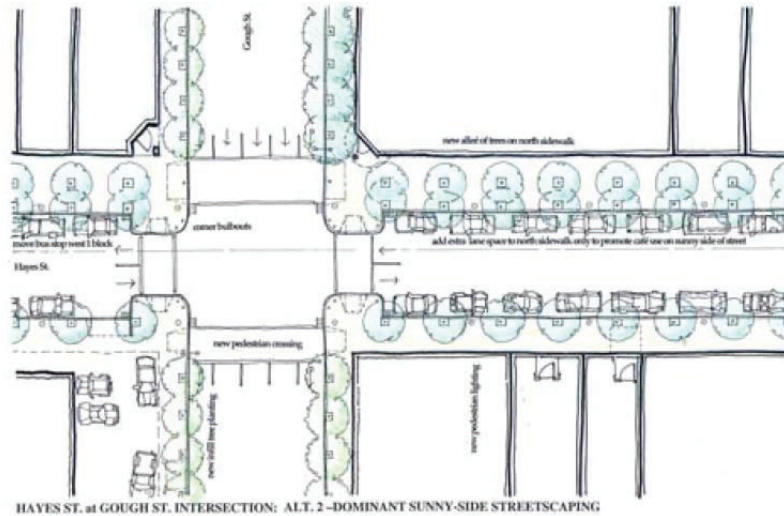
### Project Scope

#### 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.



## 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
<b>Total</b>				<b>\$2,396,134</b>

## Relevant Agencies

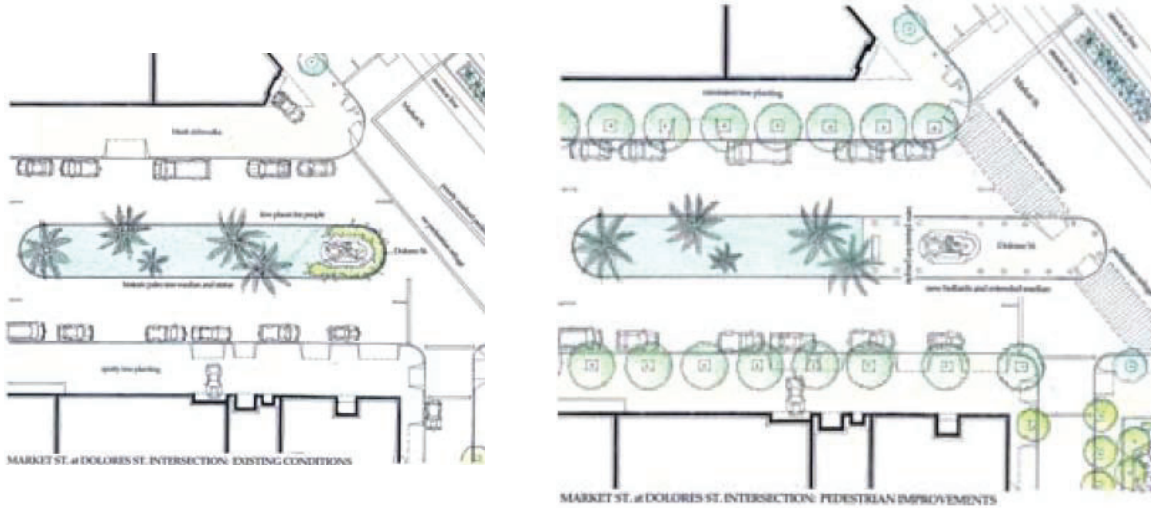
Department of Public Works  
Municipal Transportation Agency  
San Francisco County Transportation Agency  
Planning Department



## 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
<b>Total</b>				<b>\$347,353</b>

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 Alleysways

### 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.***

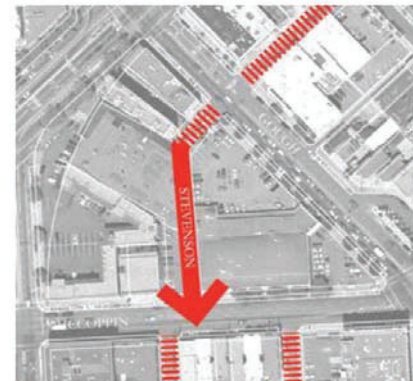
Pursue the extension of alleys where it would enhance the existing network:

- 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.

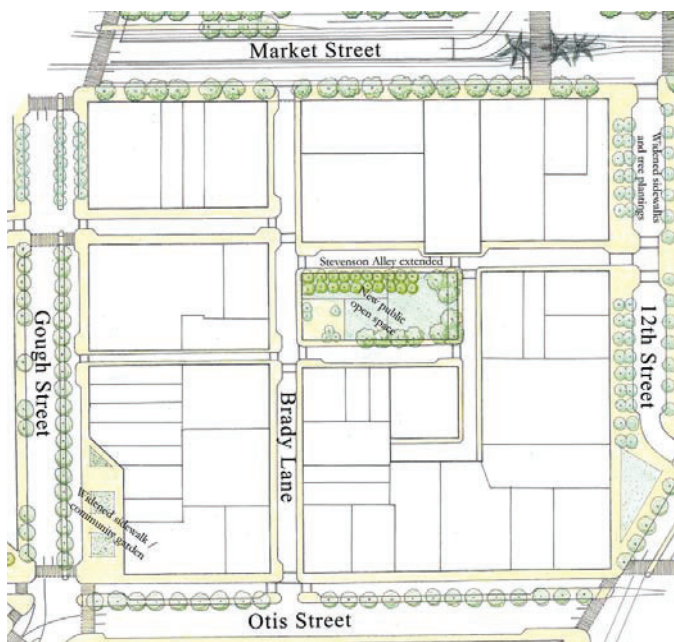


Further, as a part of this effort:

- 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
<b>Brady Block Connect Stevenson with Colton and Colusa</b>				
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
<b>Brady Block Stevenson Alley Re-connection</b>				
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
<b>Stevenson to Mccoppin Alley Re-connection</b>				
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

<b>Plum Alley Completion</b>					
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
<b>Total</b>					<b>\$2,422,638</b>

\*\* 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).

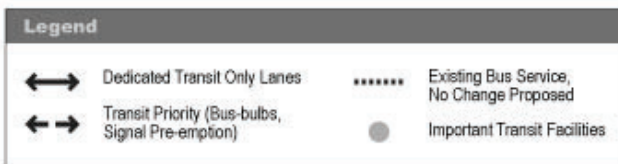
### Cost Projection

#### 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			<b>\$4,969,800</b>
Soft Costs			\$3,313,200
<b>Total</b>			<b>\$8,283,000</b>



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 16<sup>th</sup> 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
<b>Total</b>	<b>\$4,983,333</b>

### Relevant Agencies

Municipal Transportation Agency  
 San Francisco County Transportation Agency  
 Department of Public Works  
 Planning Department

## A26. Church Street Improvements

### Project Scope

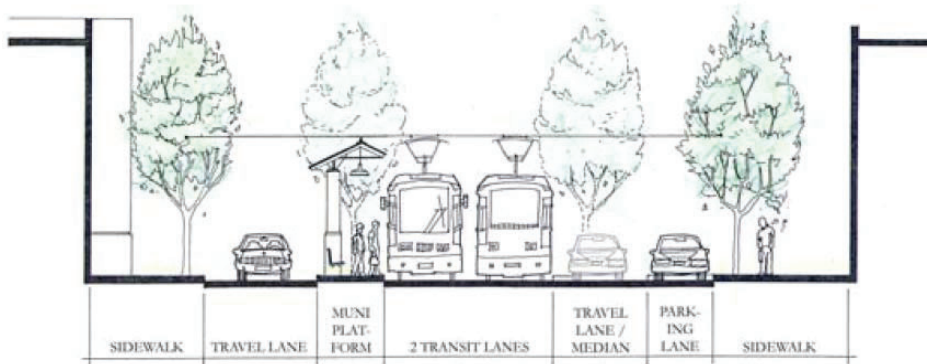
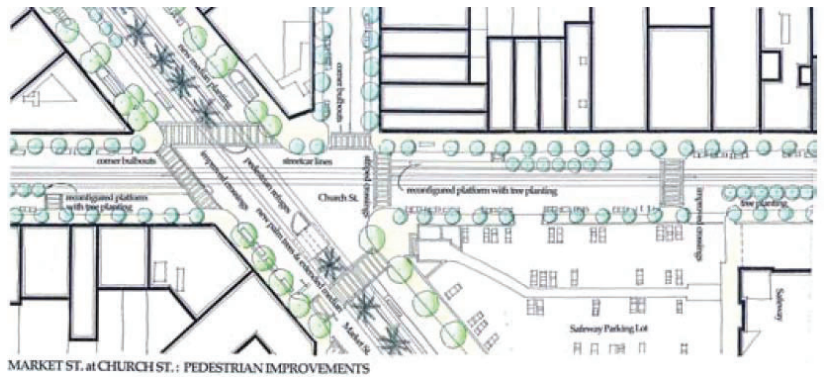
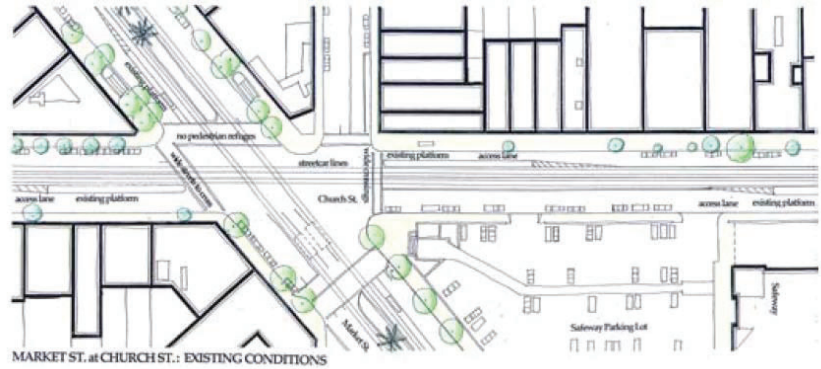
#### POLICY 4.3.4

#### *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.

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

	QUANTITY	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
<b>Subtotal</b>				<b>\$2,779,359</b>
Soft Costs				\$1,852,906
<b>Total</b>				<b>\$4,632,265</b>

## 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.

		1/4 of new units (5,960) times
Neighborhood Fast Pass	\$4,470,000	3,000
Administration	\$447,000	
<b>Total</b>	<b>\$4,917,000</b>	

### 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





## 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
<b>Subtotal</b>			<b>\$528,823</b>
Soft Costs			\$352,549
<b>Total</b>			<b>\$881,372</b>

## 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

	QUANTITY	UNIT	COST PER UNIT	TOTAL
Sportswor ks racks	30		\$600	\$18,000
installation	30		\$200	\$6,000
<b>Subtotal</b>				<b>\$24,000</b>
Soft Costs				\$16,000
<b>Total</b>				<b>\$40,000</b>

### 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

	QUANTITY	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	Is	\$75,000	\$375,000
Signs	20	each	\$150	\$3,000
<b>Subtotal</b>				<b>\$378,000</b>
Soft Costs				\$252,000
<b>Total</b>				<b>\$630,000</b>

### 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
<b>Total need</b>	<b>1,156</b>	<b>763</b>	<b>57,212</b>	<b>57,212</b>	<b>\$ 17,163,748</b>

### 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  
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## 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. 11<sup>th</sup> 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<sup>1</sup>

14M - 17M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

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<sup>1</sup> This is an estimate. Cost may increase during design development phase.

## A45. 12<sup>th</sup> 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<sup>2</sup>

9M - 11M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

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<sup>2</sup> This is an estimate. Cost may increase during design development phase.

## A46. 13<sup>th</sup> 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<sup>3</sup>

12M - 15M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

---

<sup>3</sup> This is an estimate. Cost may increase during design development phase.

## A47. Market Street (11<sup>th</sup> Street – 12<sup>th</sup> 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<sup>4</sup>

TBD

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

---

<sup>4</sup> 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<sup>5</sup>

3M – 4M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

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<sup>5</sup> 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<sup>6</sup>

5M - 6M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

---

<sup>6</sup> This is an estimate. Cost may increase during design development phase.

## A50. South Van Ness Avenue (Mission Street to 13<sup>th</sup> 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<sup>7</sup>

10M - 12M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

---

<sup>7</sup> This is an estimate. Cost may increase during design development phase.

## A51. Valencia Street (Market Street to 15<sup>th</sup> 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<sup>8</sup>

12M - 15M

### Relevant Agencies

Municipal Transportation Agency  
San Francisco Public Works

---

<sup>8</sup> This is an estimate. Cost may increase during design development phase.



## A52. 11<sup>th</sup> 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<sup>9</sup>

22M

### Relevant Agencies

Recreation and Parks Department  
Department of Real Estate

---

<sup>9</sup> 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

## **VIII. SUPPLEMENTAL INFORMATION**

**EXHIBIT VIII-1**  
**MARKET AND OCTAVIA**  
**AREA PLAN:**  
**HUB PUBLIC REALM PLAN**

# PUBLIC REALM PLAN



SOUTH VAN NESS AVENUE

MARKET STREET



DECEMBER 2019





# PUBLIC REALM PLAN





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## ACKNOWLEDGEMENTS

### Mayor

London Breed

### Board of Supervisors

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Rafael Mandelman  
Gordon Mar  
Aaron Peskin  
Dean Preston  
Hillary Ronen  
Ahsha Safai  
Catherine Stefani  
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Frank Fung  
Milicent Johnson  
Joel Koppel  
Myrna Melgar  
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Dennis Richards

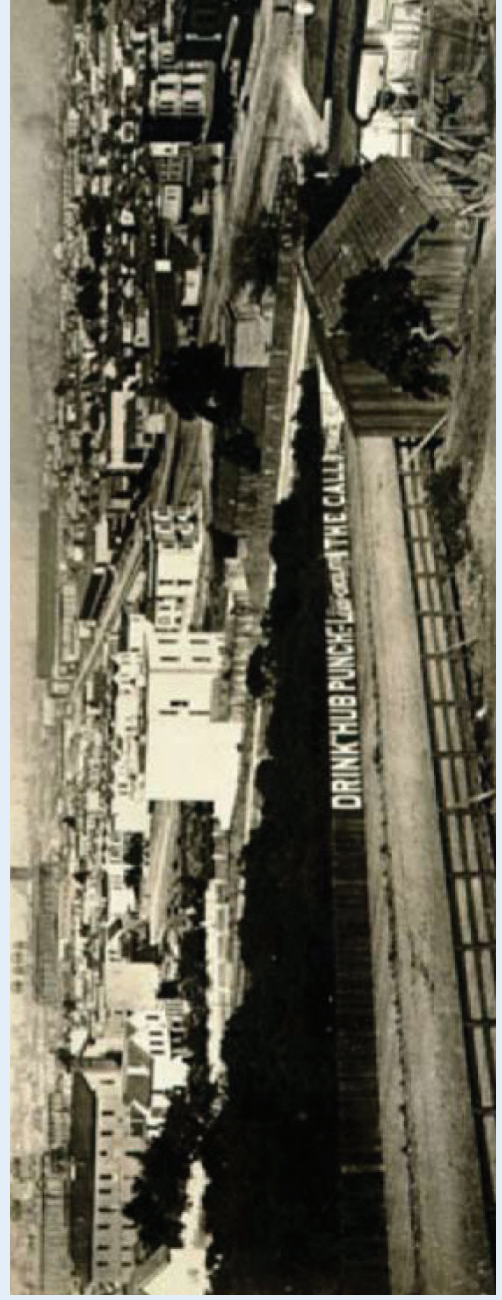
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ALLEYS.....	57
OPEN SPACES .....	71
IMPLEMENTATION .....	81

## 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



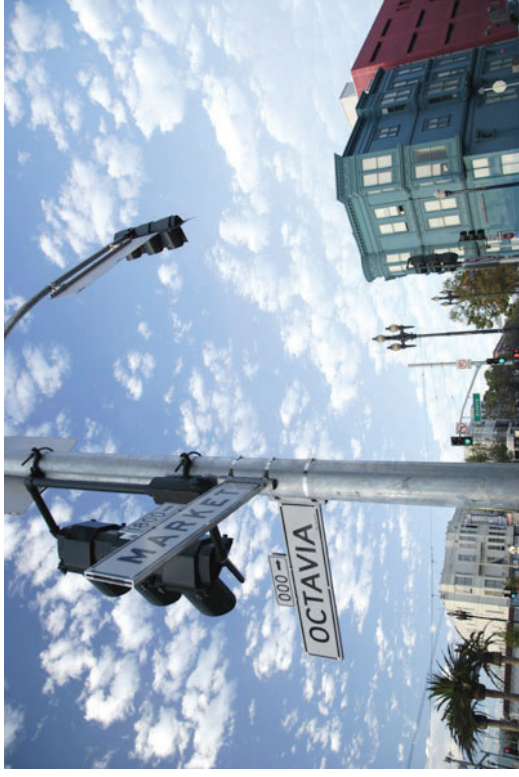
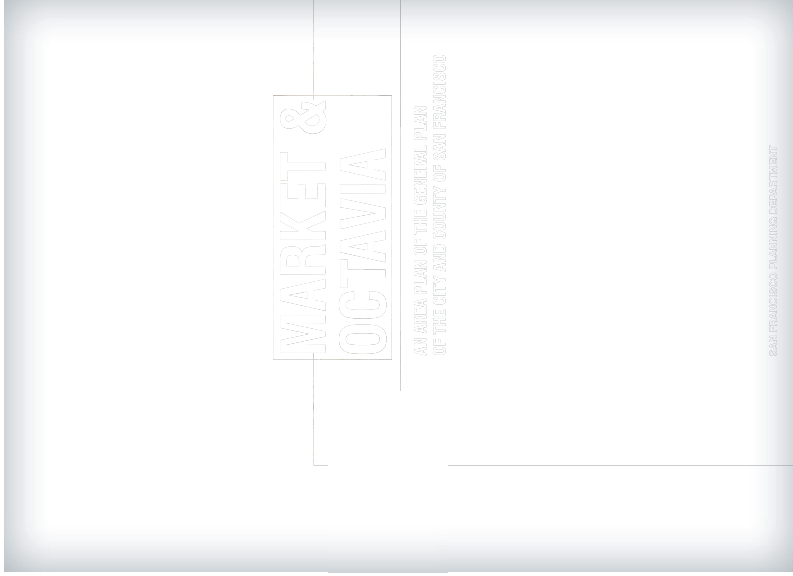
Credit: SFMTA Photo | SFMTA.com/photo, Jeremy Menzies

# INTRODUCTION

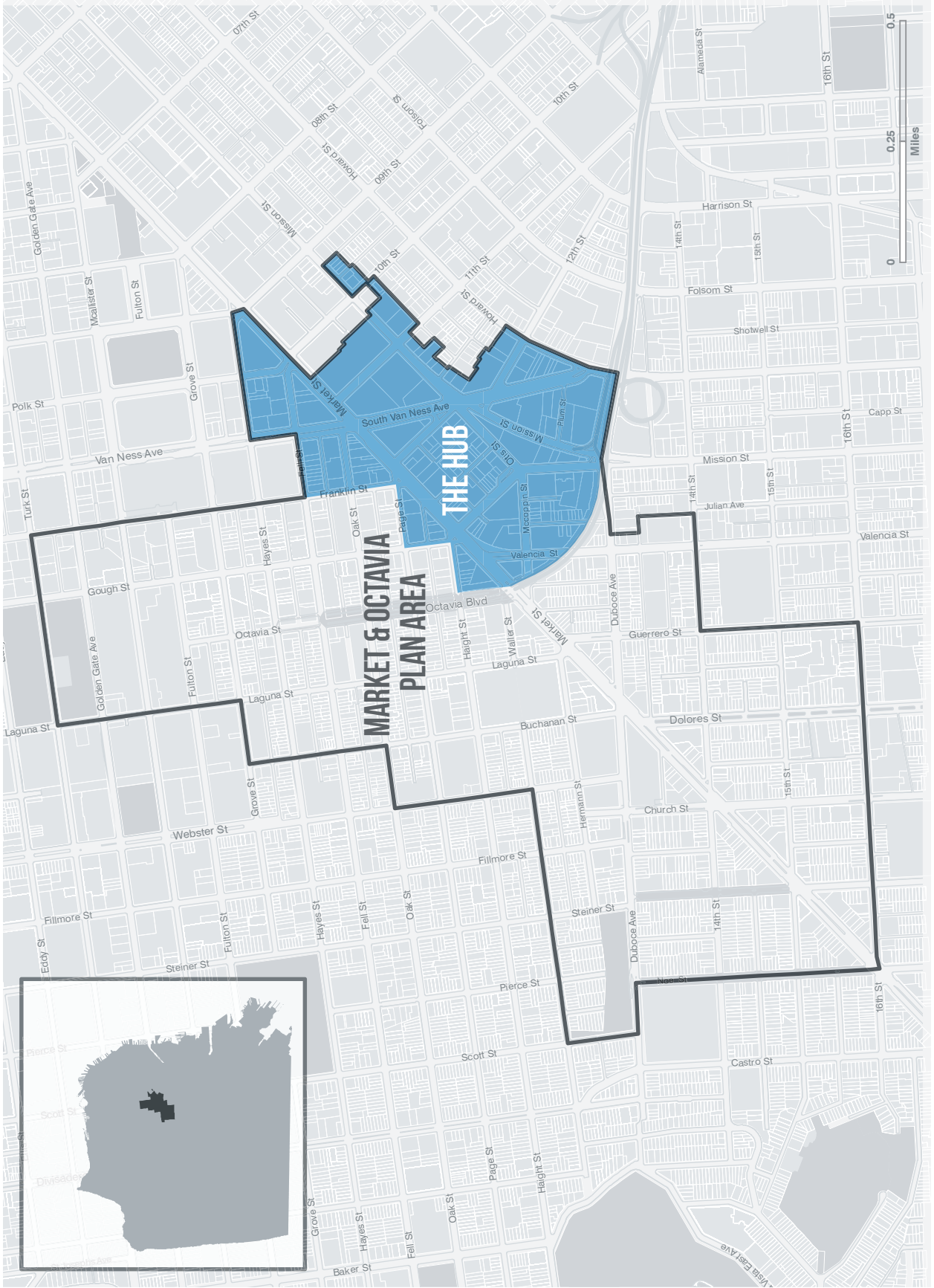


## INTRODUCTION

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



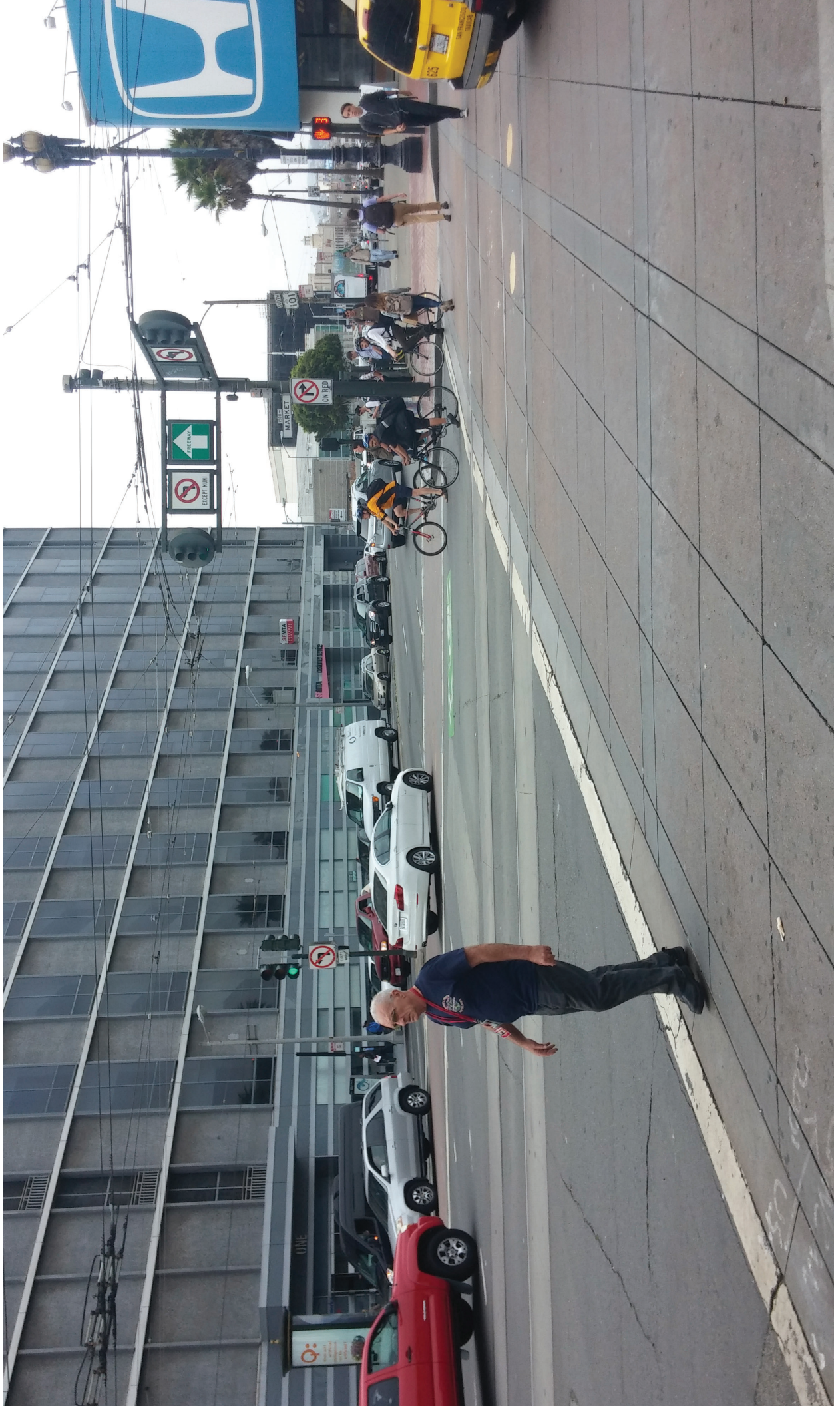
The Hub covers the eastern-most portions of the Market and Octavia Area Plan.

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.





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.

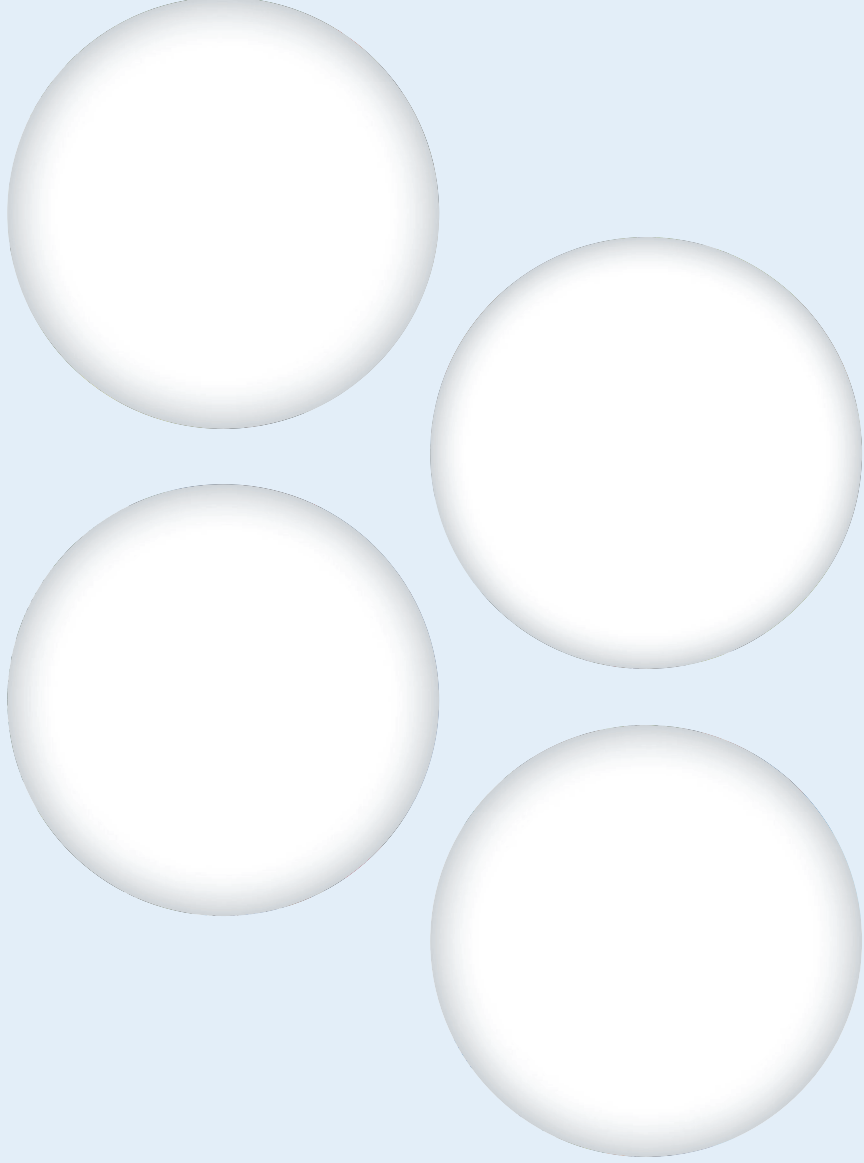
Public Realm improvements will be implemented over time. Some improvements may be led and funded by the City and other improvements may be implemented in coordination with private development. Because these projects will be implemented at different times, it is important to set forth a clear direction for how these spaces should be designed and function.



## 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.



**ONE-EYED JACKS**  
ESTATE  
LIQUIDATIONS  
**621-4390**



PROP  
CITY



LOW-AWAY  
**NO STOPPING**  
7 AM - 9 AM

**NO PARKING**  
2 AM - 6 AM  
EVERYDAY  
INCLUDING HOLIDAYS  
STREET CLEANING



**DATA SAFE**

# 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, multi-lane 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.



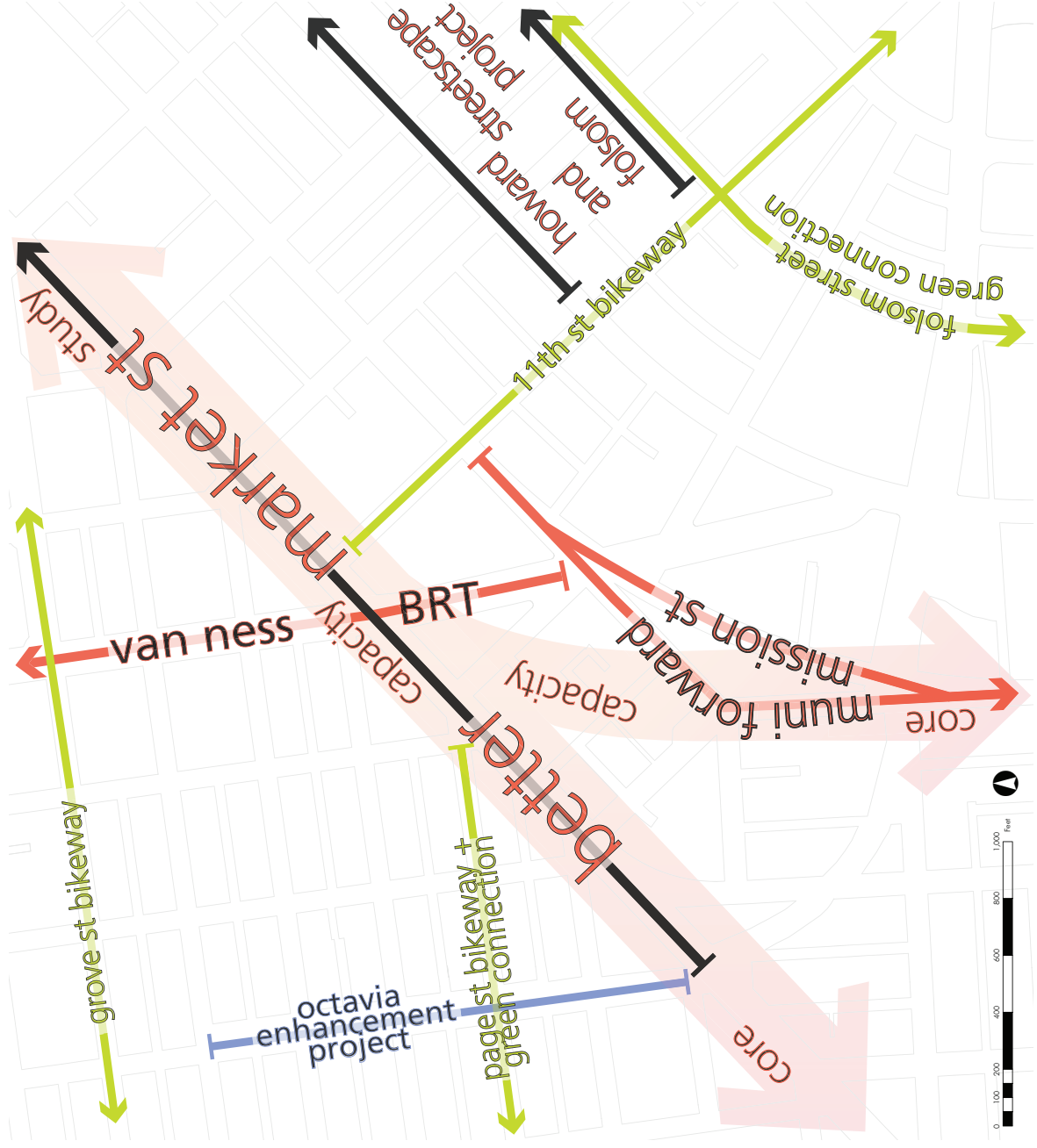
VISION ZERO HIGH-INJURY NETWORK

## 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>



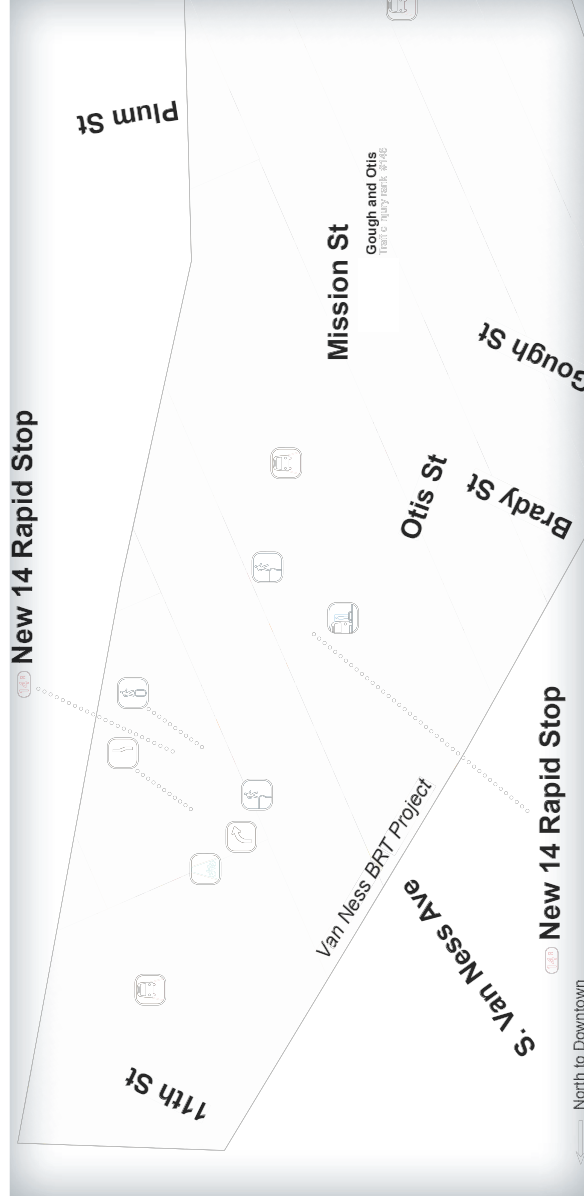
Rendering of Better Market Street Project

## 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>



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/>



## 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/](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://DVMCENTERSF.ORG/](http://dvwcentersf.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

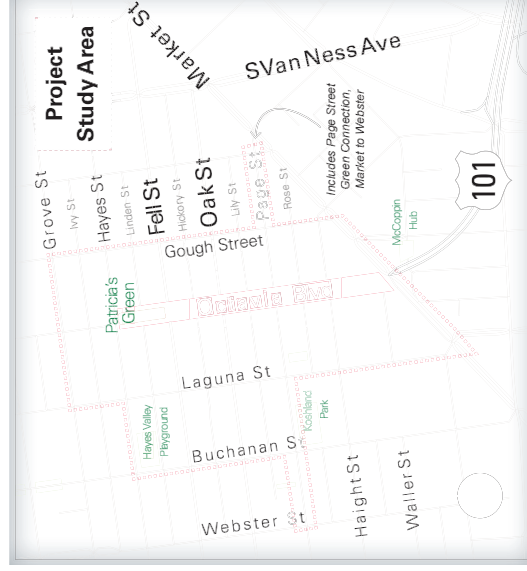
**PROJECT WEBSITE:** [HTTPS://WWW.SFMFTA.COM/PROJECTS-PLANNING/PROJECTS/FOLSOM-HOWARD-STREETScape-PROJECT](https://www.sfmta.com/projects/planning/projects/folsom-howard-streetscape-project)

## 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.SFMFTA.COM/PROJECTS-PLANNING/PROJECTS/OCTAVIA-BOULEVARD-ENHANCEMENT-PROJECT](https://www.sfmta.com/projects/planning/projects/octavia-boulevard-enhancement-project)



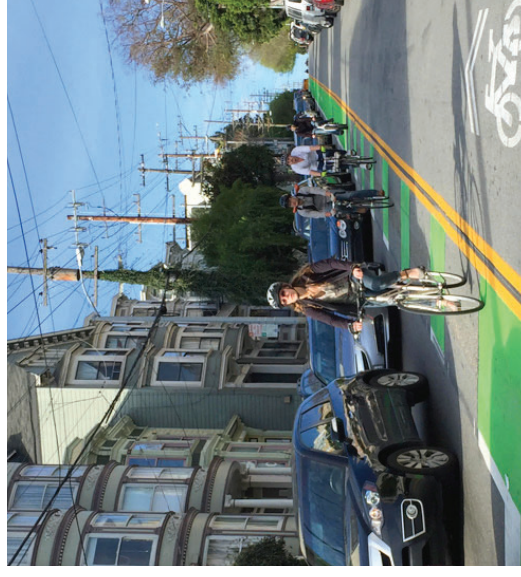
*Octavia Boulevard Enhancement Project Boundary*

## 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](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/](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](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*



Public Review

Phase 4: 1000 sq ft of office space, 1000 sq ft of retail space, 1000 sq ft of parking space. Phase 5: 1000 sq ft of office space, 1000 sq ft of retail space, 1000 sq ft of parking space. Phase 6: 1000 sq ft of office space, 1000 sq ft of retail space, 1000 sq ft of parking space.

H4  
H2  
H3  
I1  
I2  
I3  
I4  
I5  
I6

# 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 6 AM  
MON WED FRI  
STREET CLEANING

DO NOT  
ENTER

Bank of America

HONDA

Shopy on

**RECOMMENDATIONS**

**STREETS**



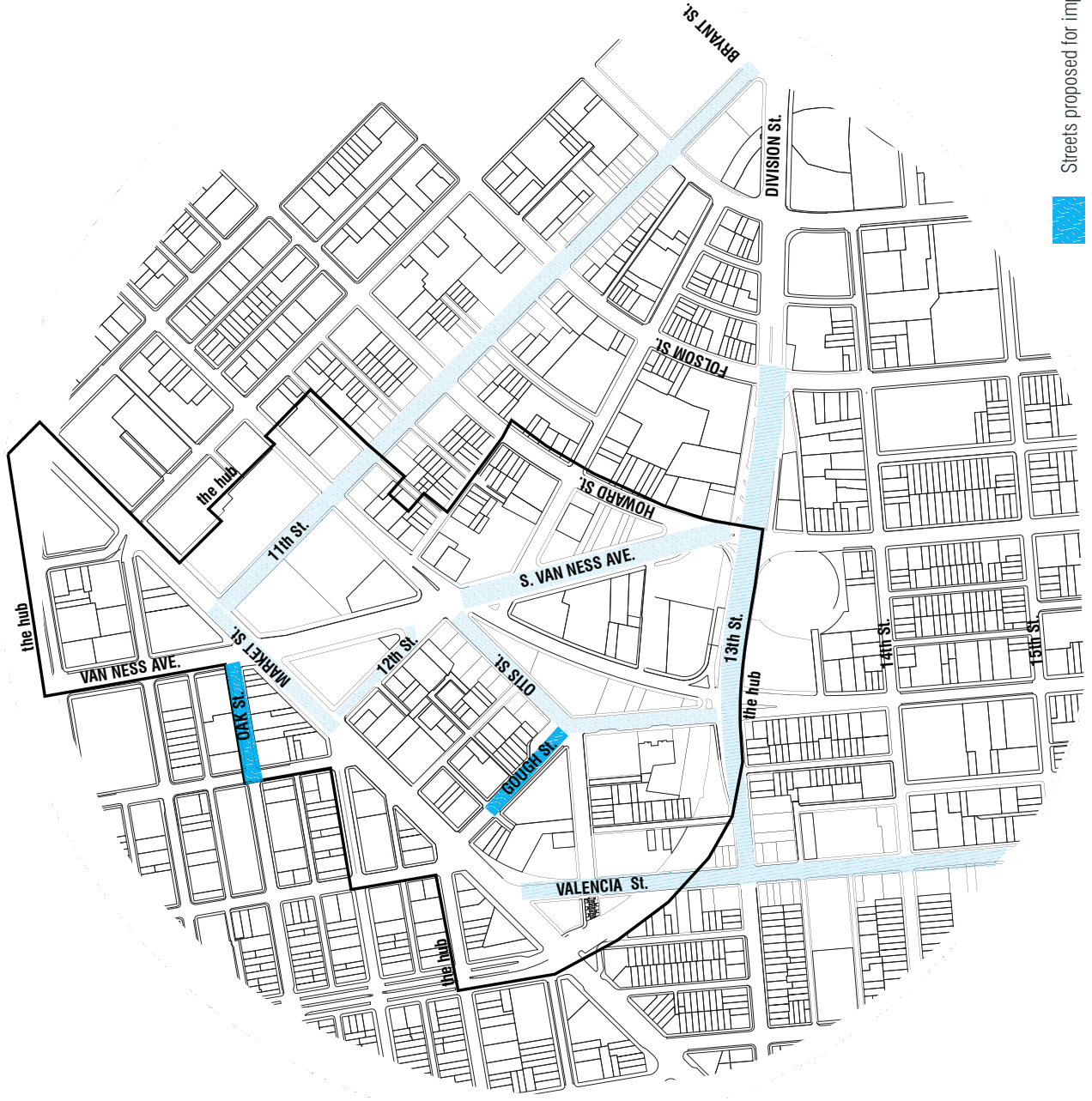
# STREETS

## 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.



Streets proposed for improvements



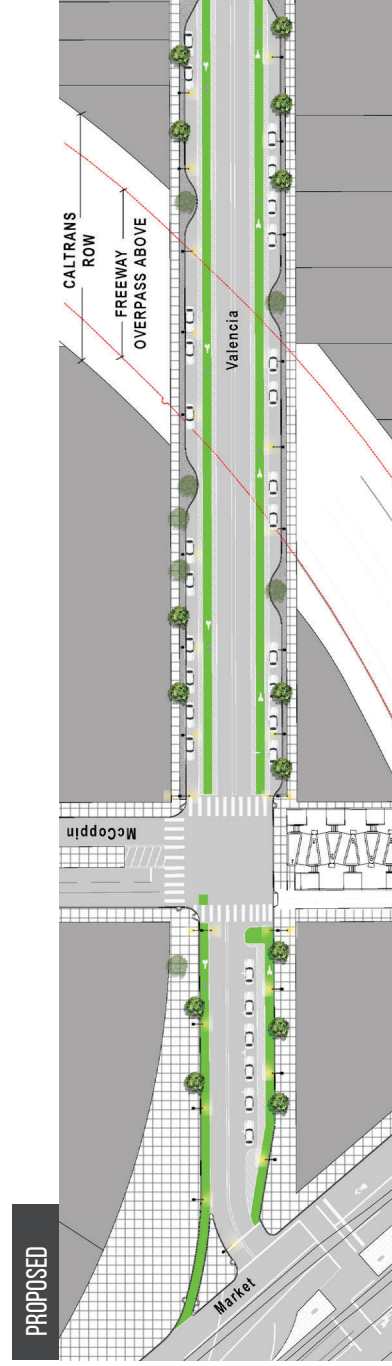
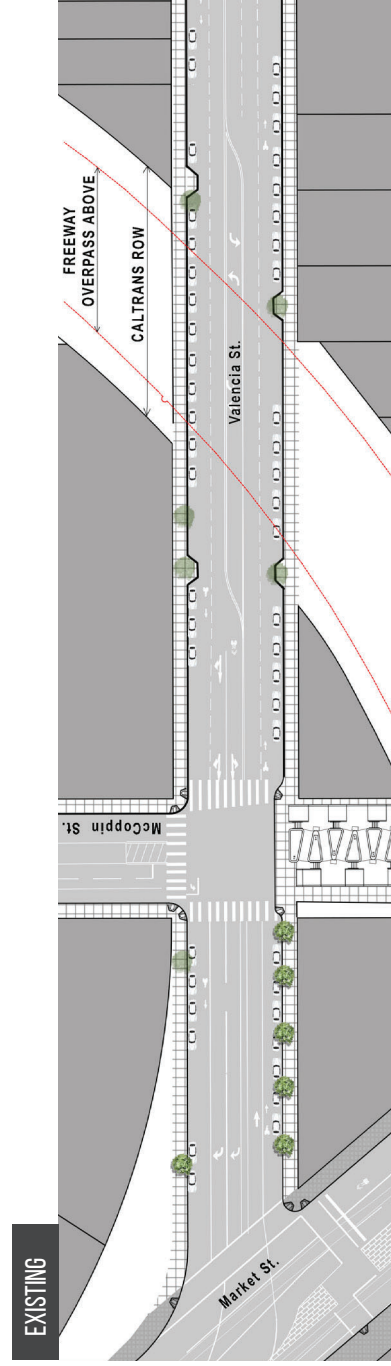


## VALENCIA ST: MARKET ST TO 15TH ST

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.



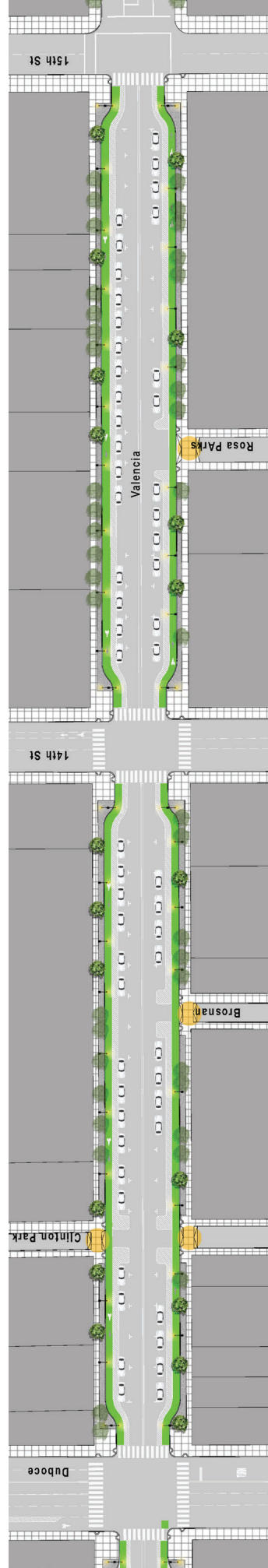
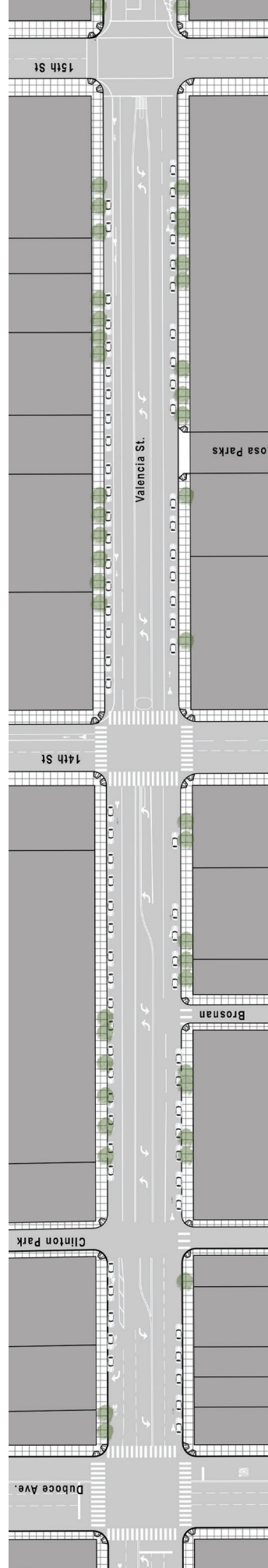
# VALENCIA ST: MARKET ST TO 15TH ST



Market & Valencia Intersection



Valencia and Duboce looking south



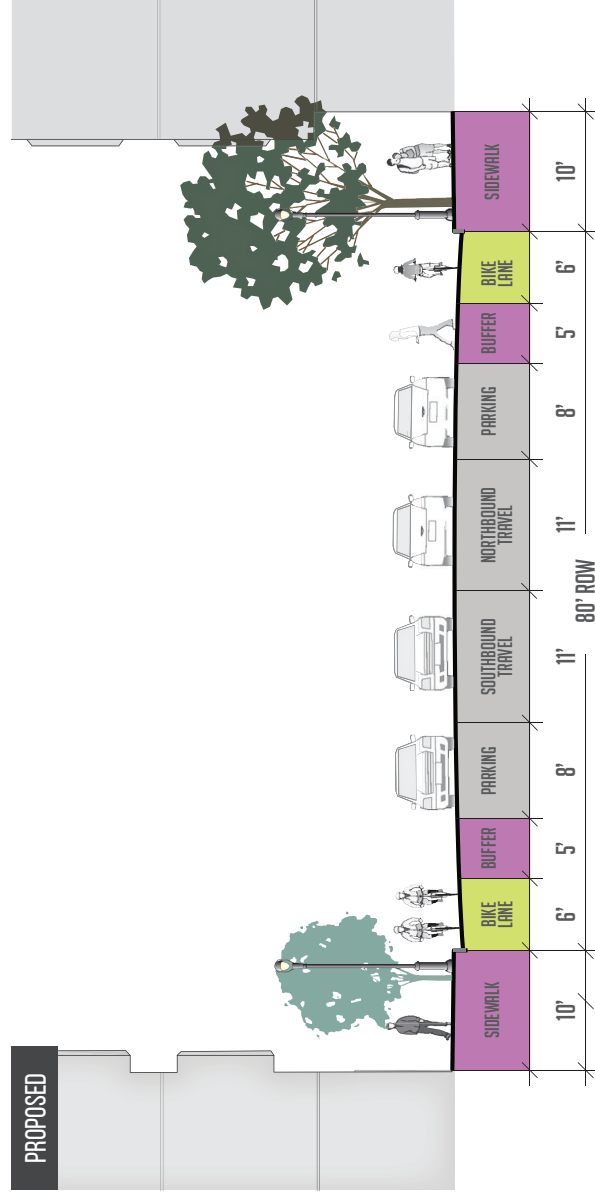
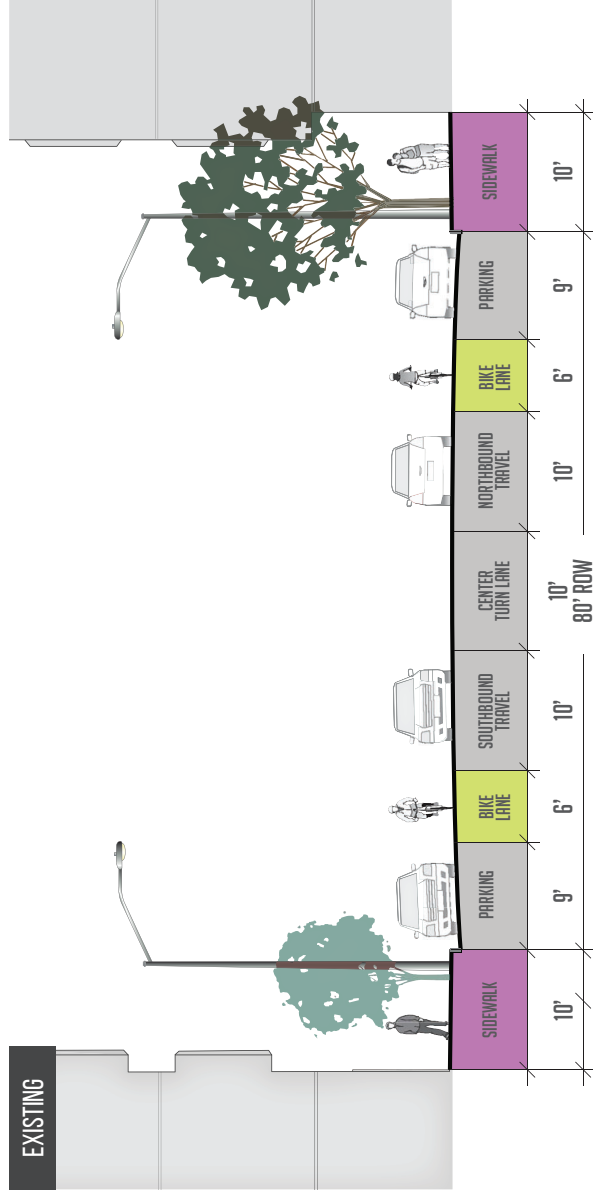
Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency

## 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

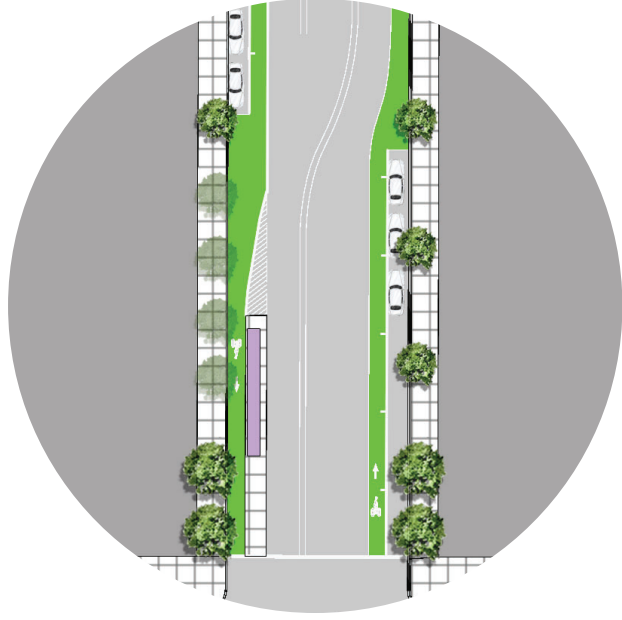


Figure 1. Market St intersection

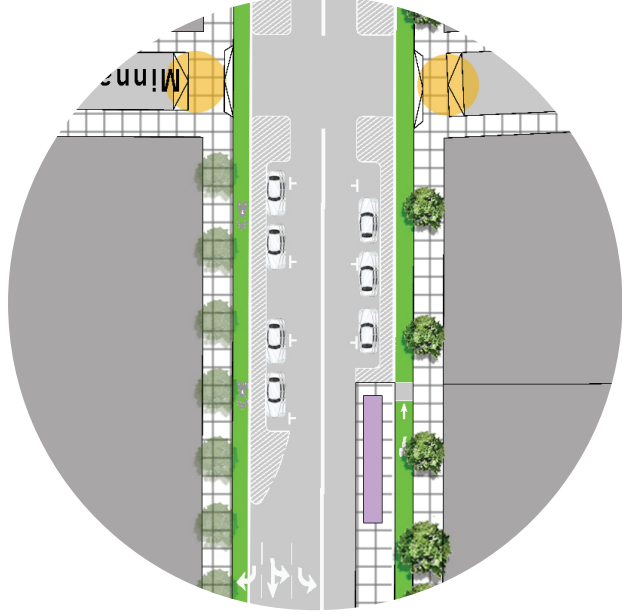


Figure 2. Typical Bus Platform design

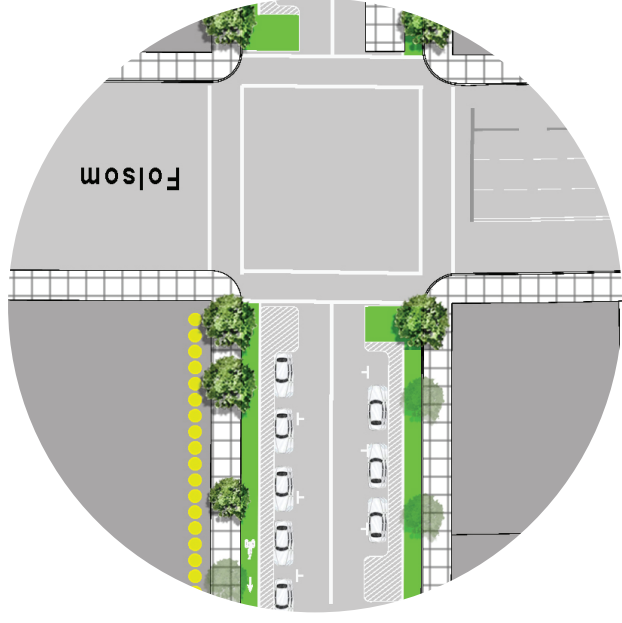


Figure 3. Folsom St intersection

### 11TH ST: MARKET ST TO BRYANT ST

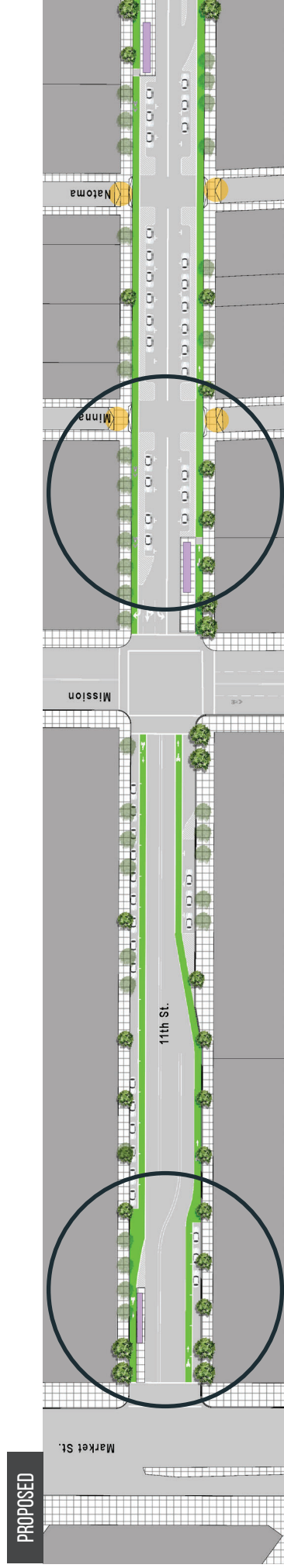
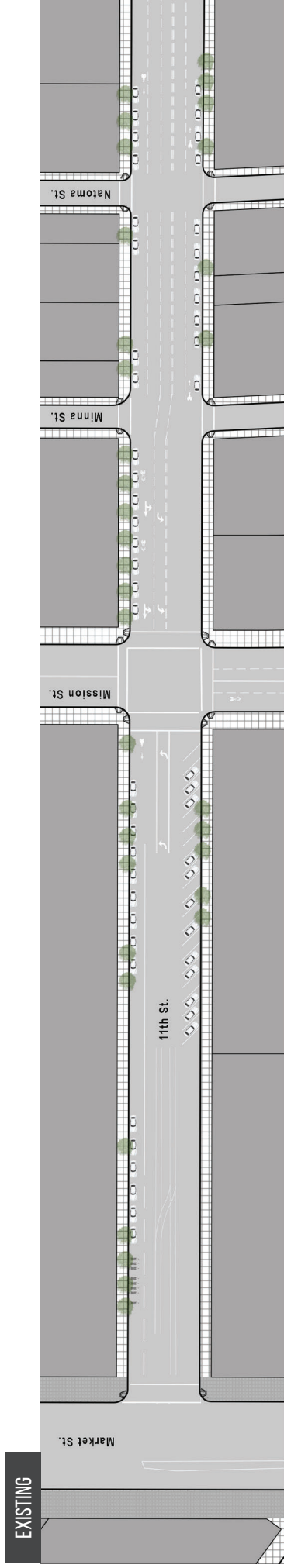


Figure 1. Market St intersection

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

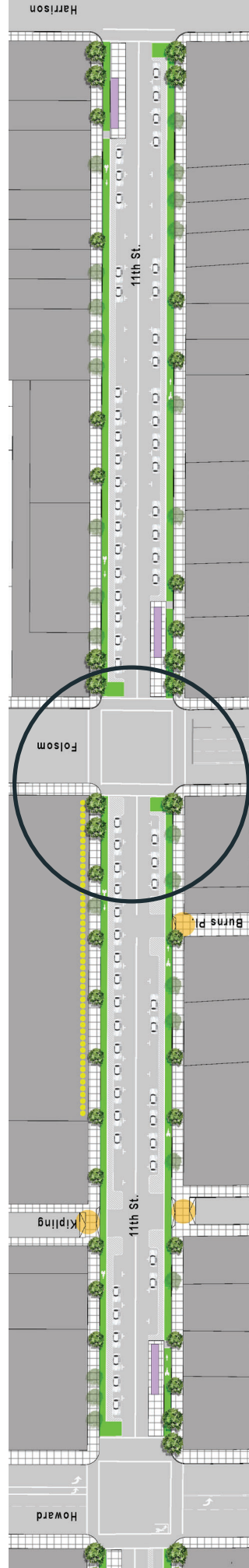
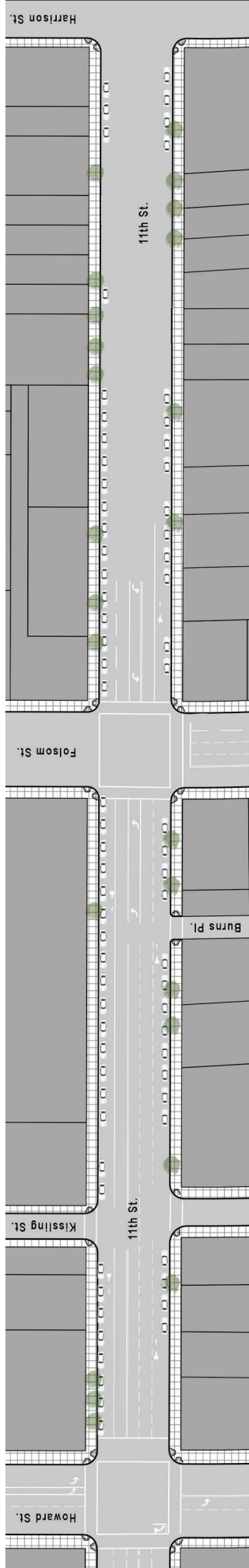


Figure 3. Folsom St intersection

## 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 wherever 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

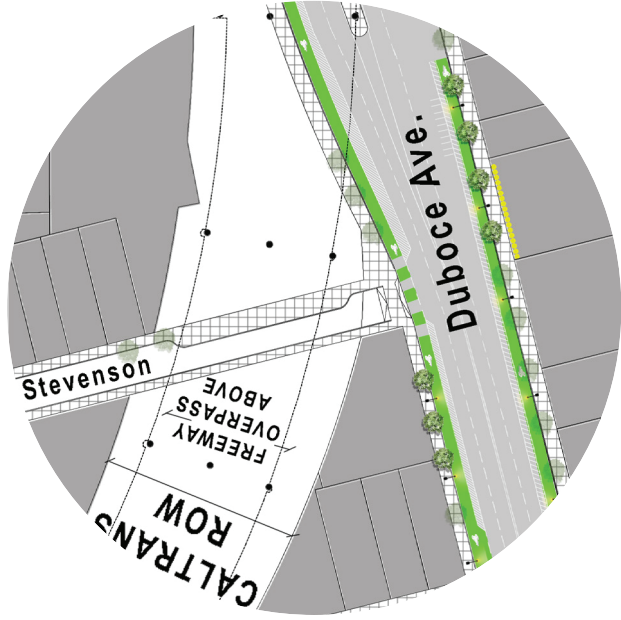


Figure 1. Valencia St intersection

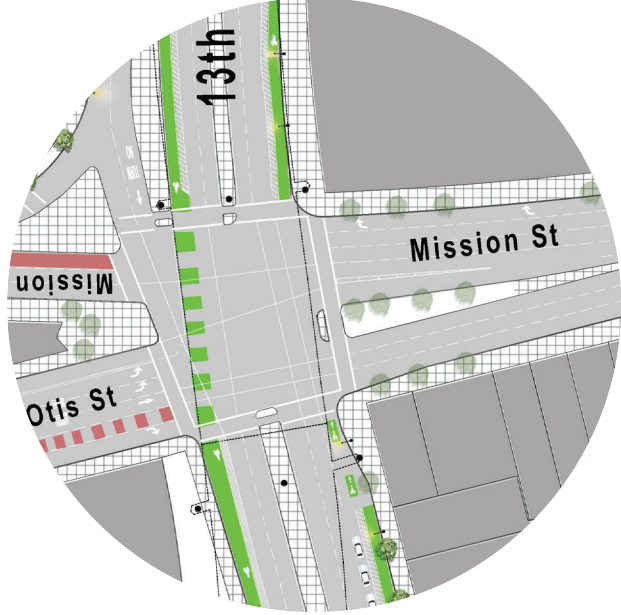


Figure 2. Mission-Otis Intersection



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

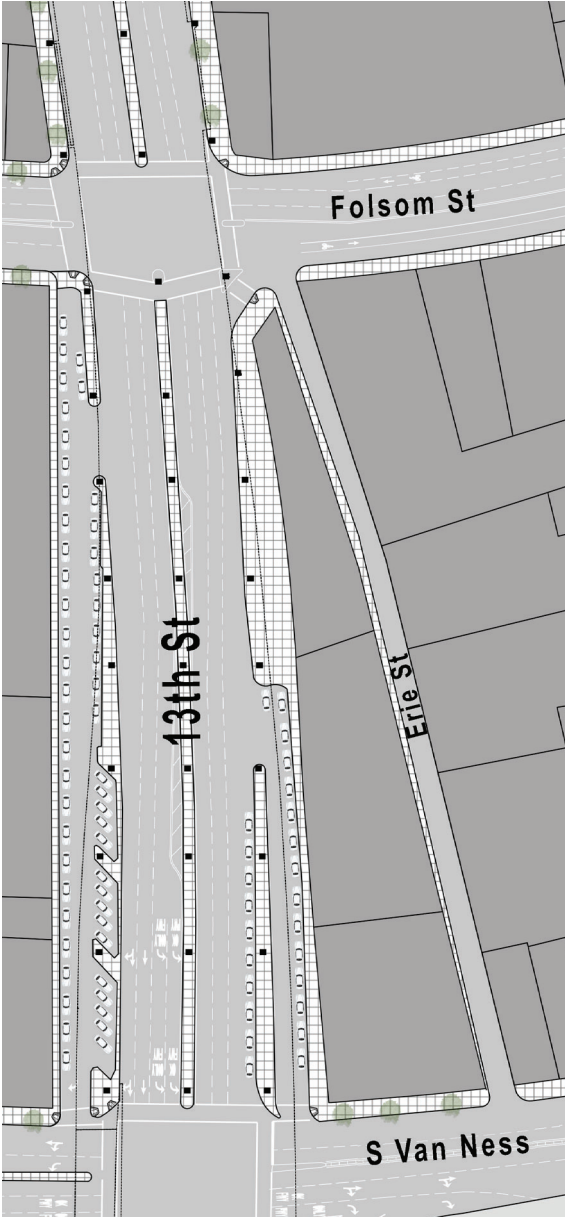


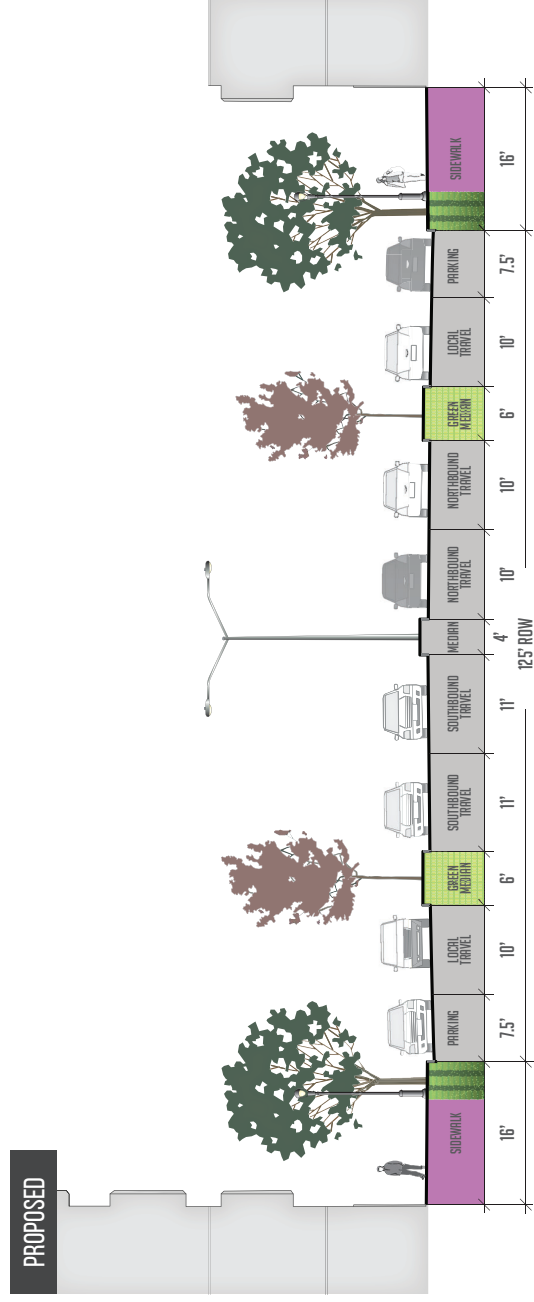
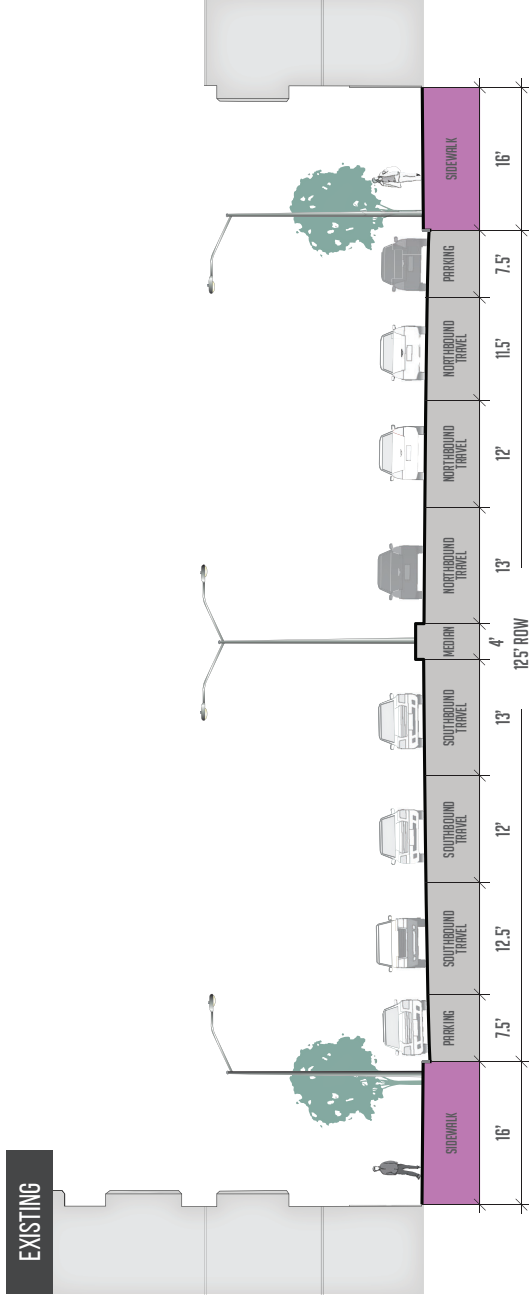
Figure 3. S Van Ness intersection

## 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



**SOUTH VAN NESS AVE: MISSION ST TO 13TH ST**



South Van Ness & 12th Street, looking east



Mission & South Van Ness, looking south

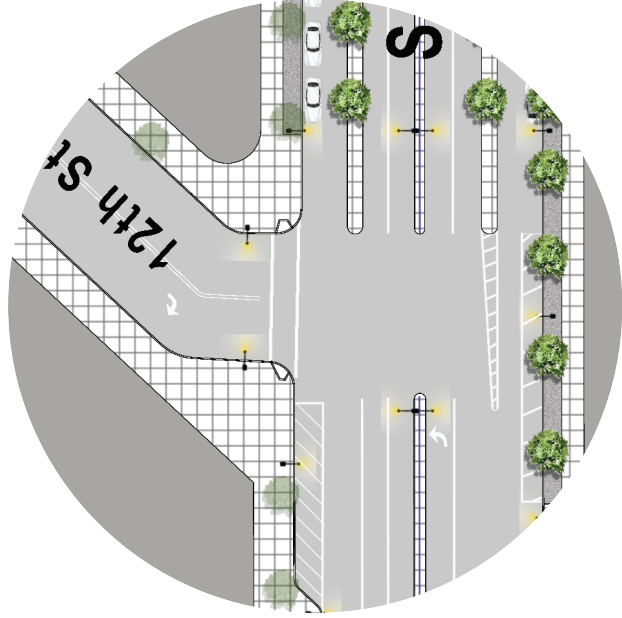


Figure 1. 12th Street intersection

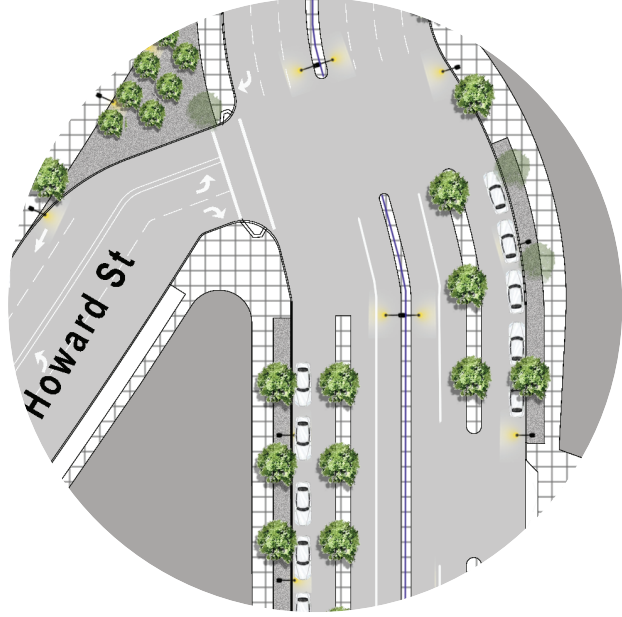


Figure 2. Howard St intersection

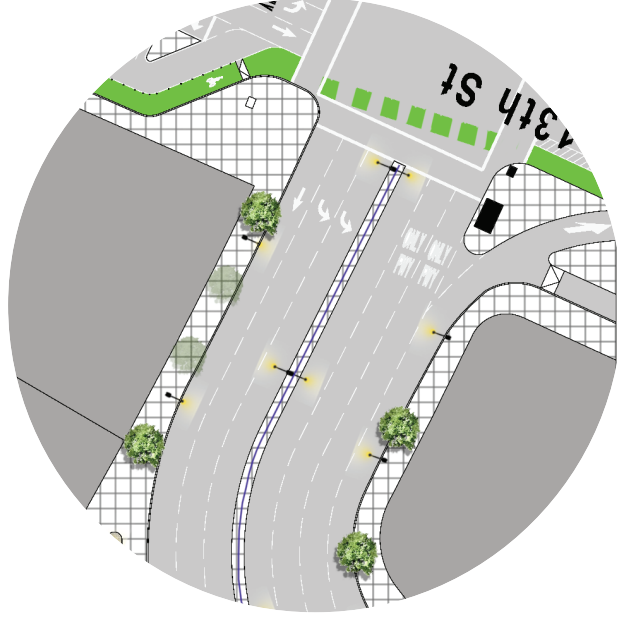


Figure 3. 13th St intersection

**SOUTH VAN NESS AVE: MISSION ST TO 13TH ST**

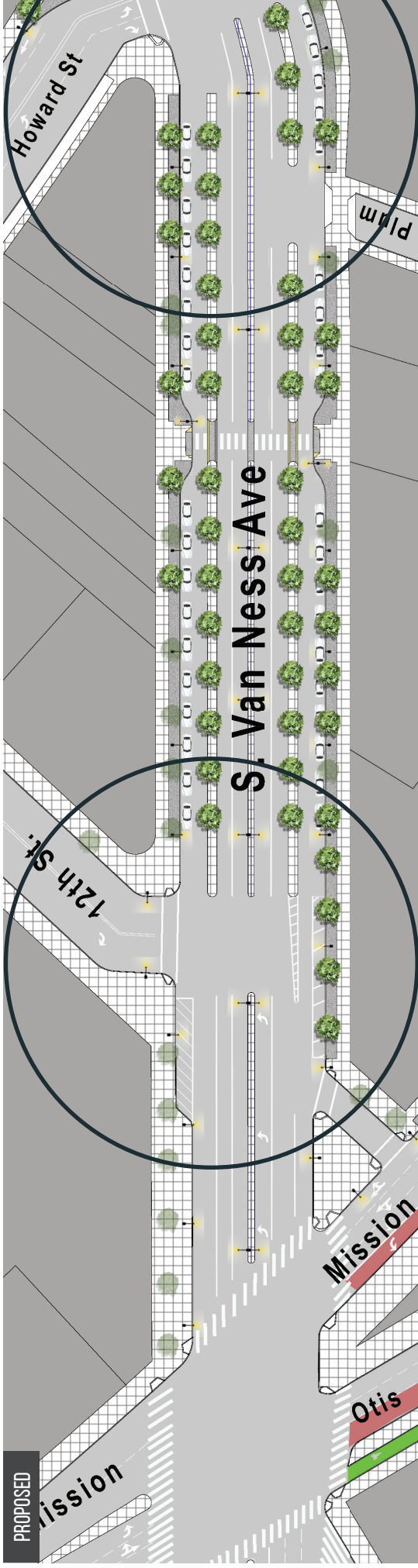
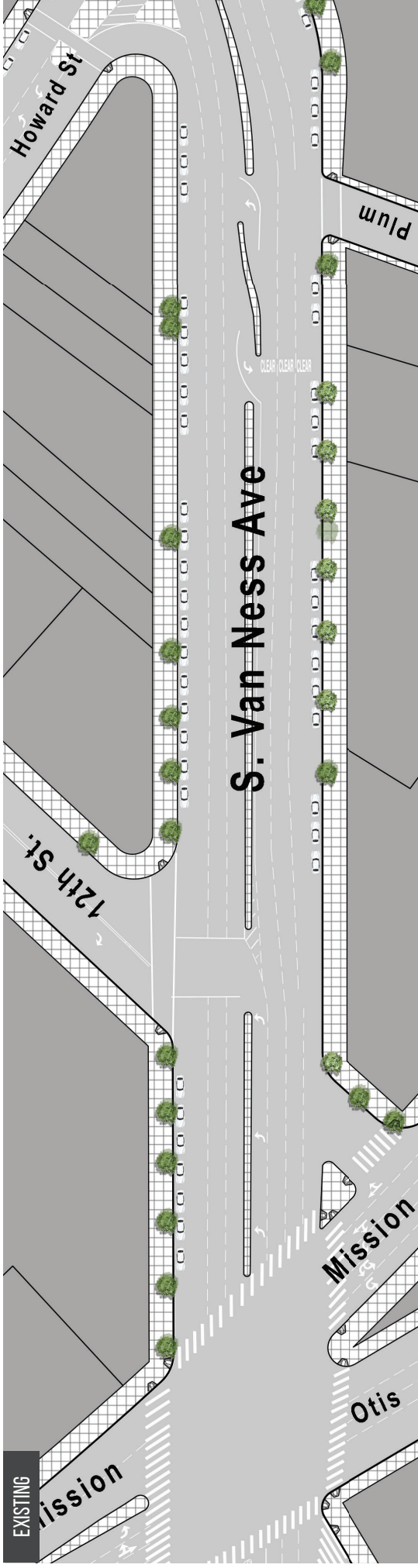


Figure 2. 12th St intersection

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**

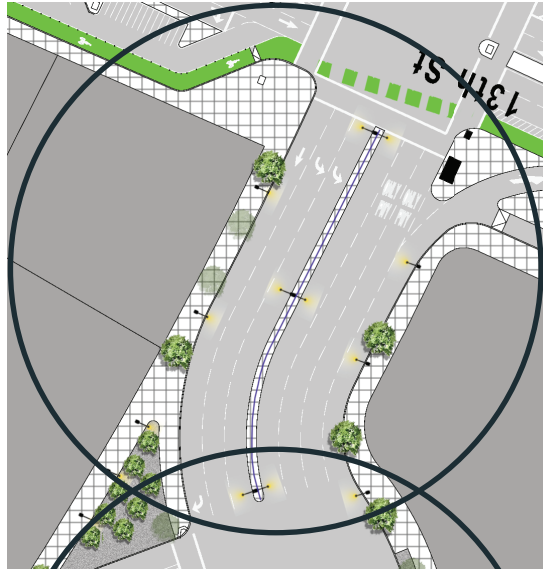
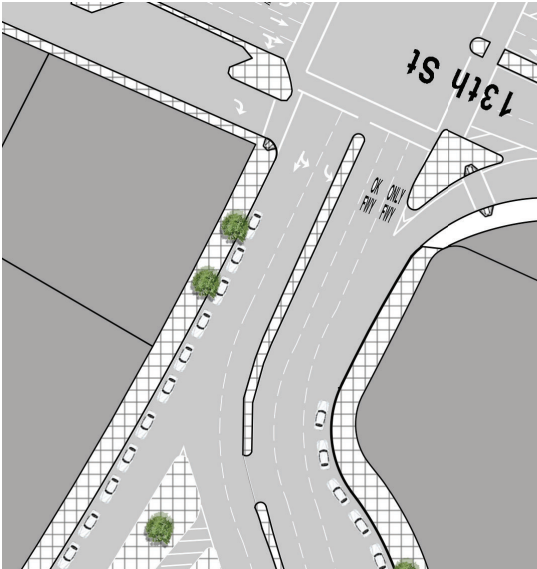


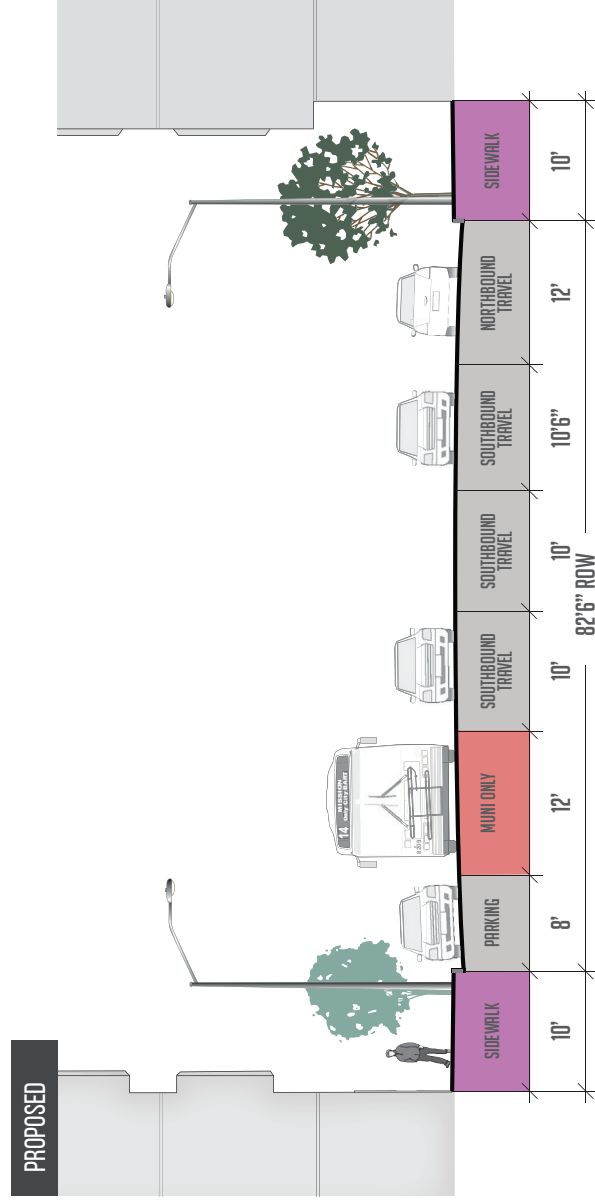
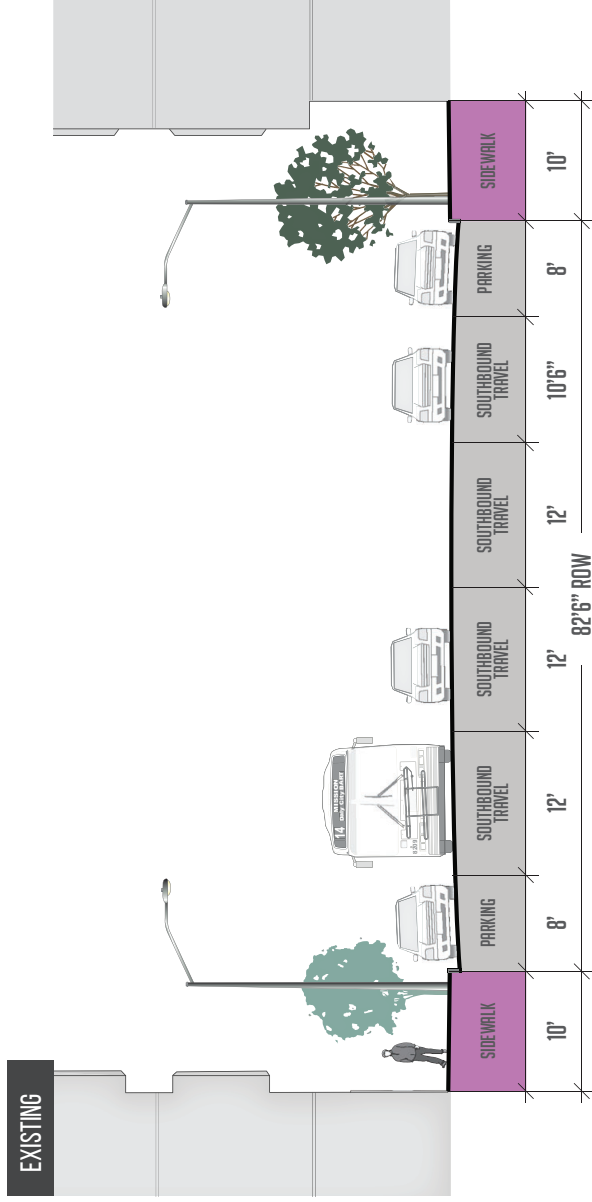
Figure 3. 13th St intersection

## OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE

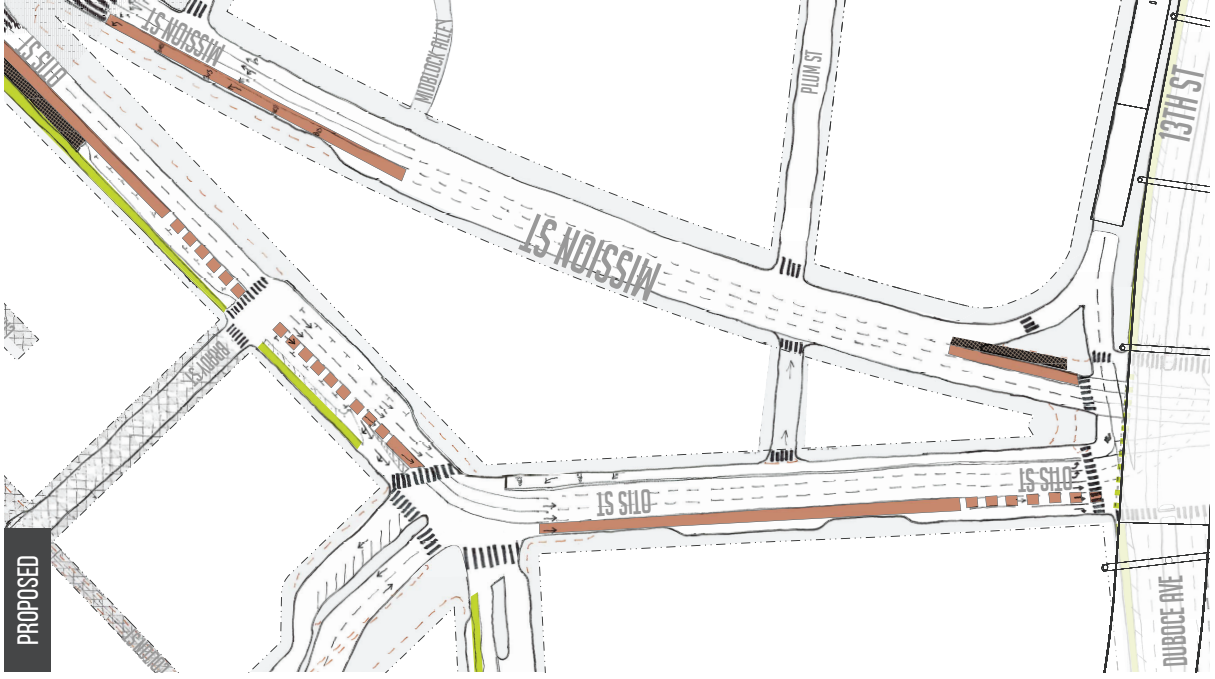
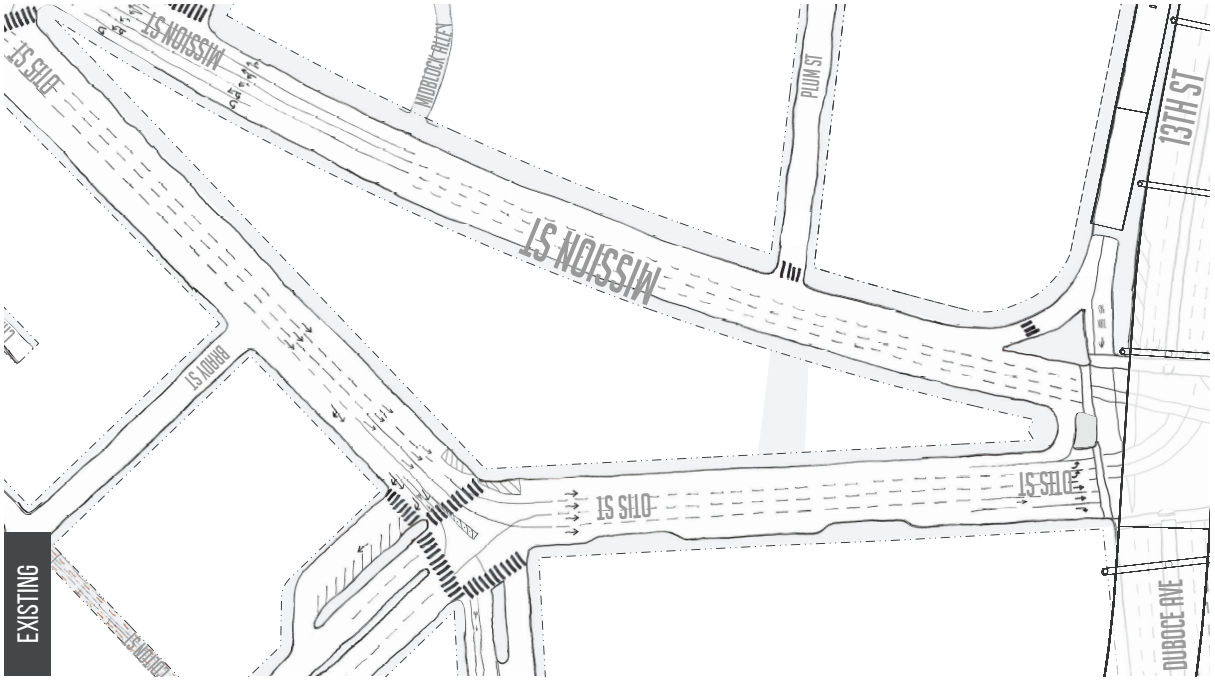
Otis is a one-way, two-block street that functions as a couplet with Mission Street. Between South Van Ness and Gough, parking would be reconfigured to create a transit-only lane, a protected bikeway, and wider sidewalks at South Van Ness and Mission. From Gough to 13th Street, parking would be removed 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



**OTIS ST: DUBOCE AVE TO SOUTH VAN NESS AVE**



*Otis & Gough, looking south*



*Otis & South Van Ness, looking south*

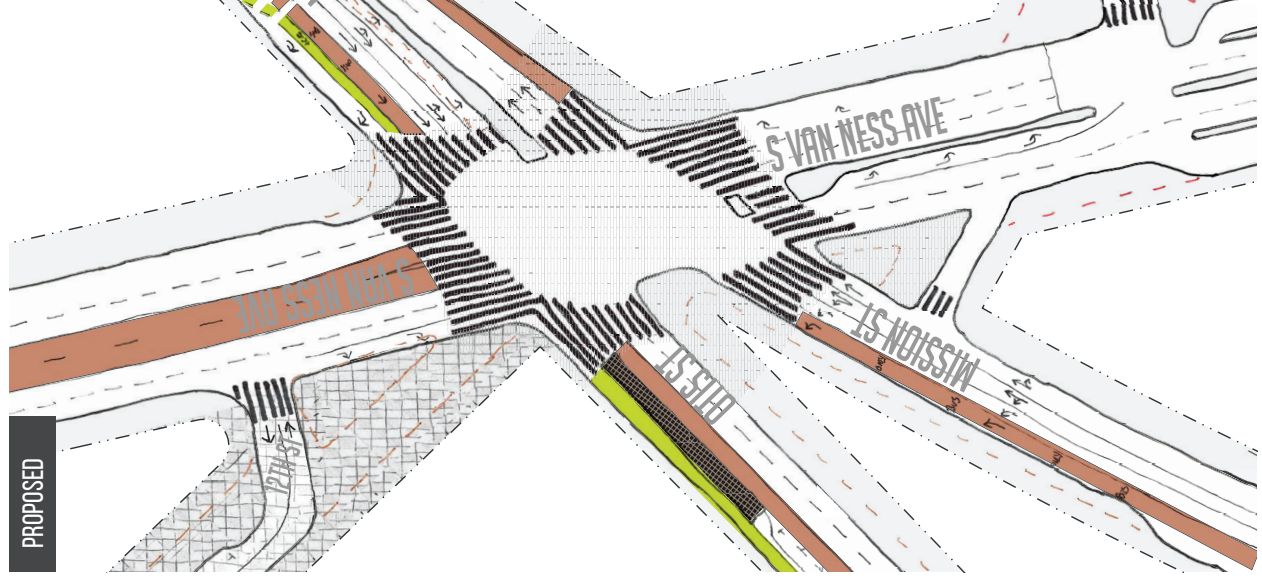
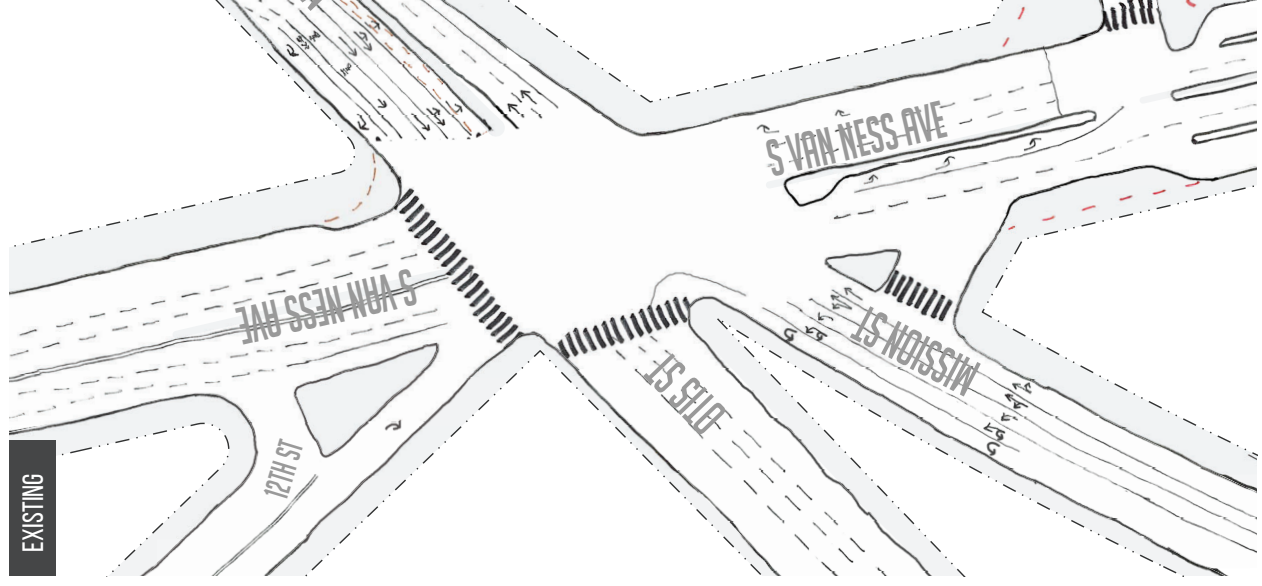


## MISSION / SOUTH VAN NESS INTERSECTION

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

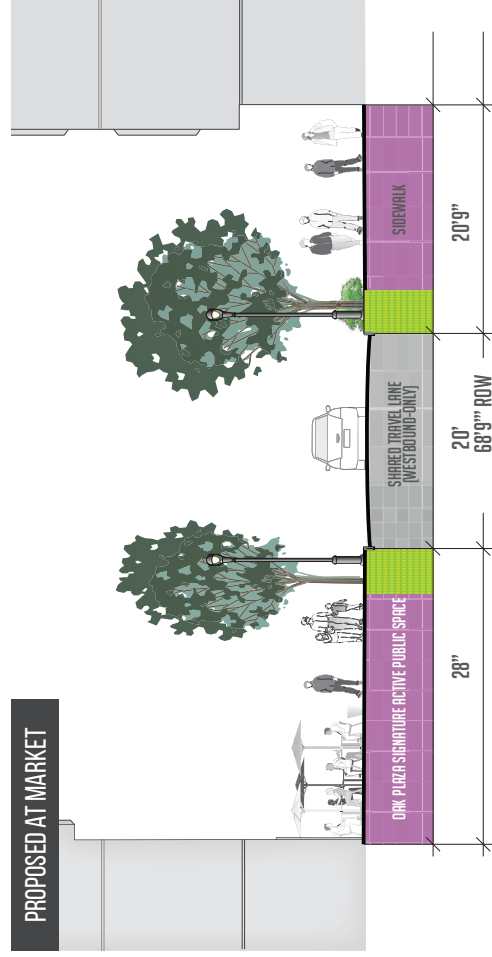
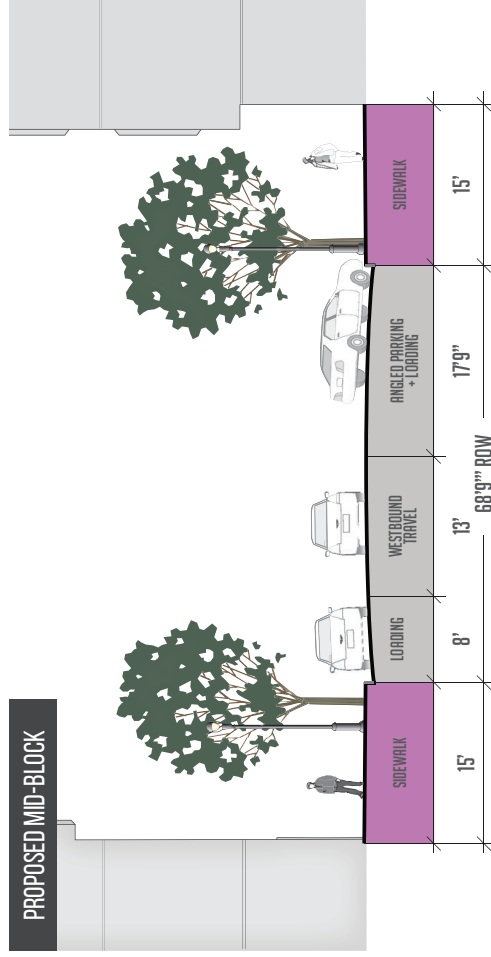
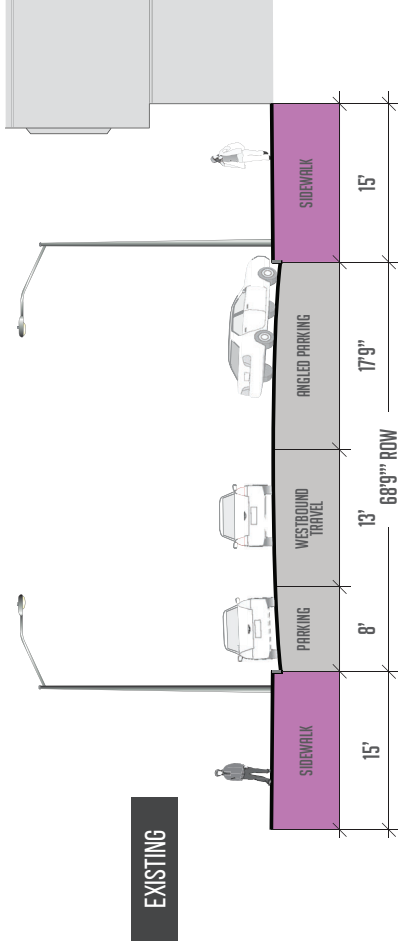
## OAK ST: MARKET ST TO FRANKLIN ST

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



## 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.



12th Street, looking north



12th Street, looking south

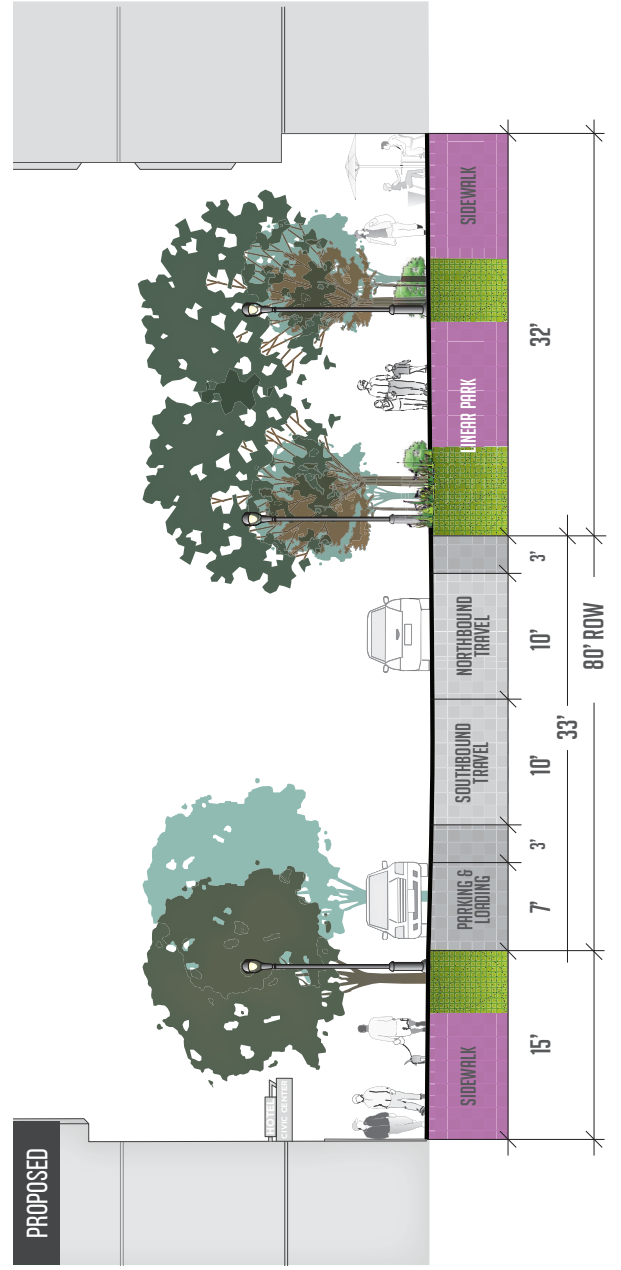
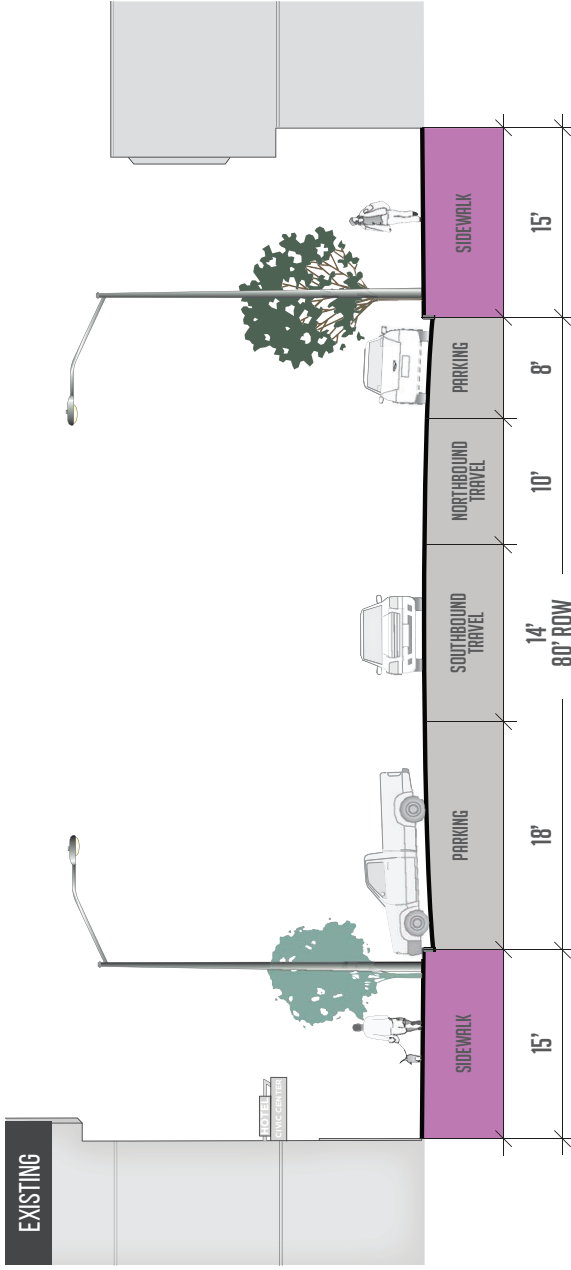


12th Street, looking south

### DESIGN STRATEGIES

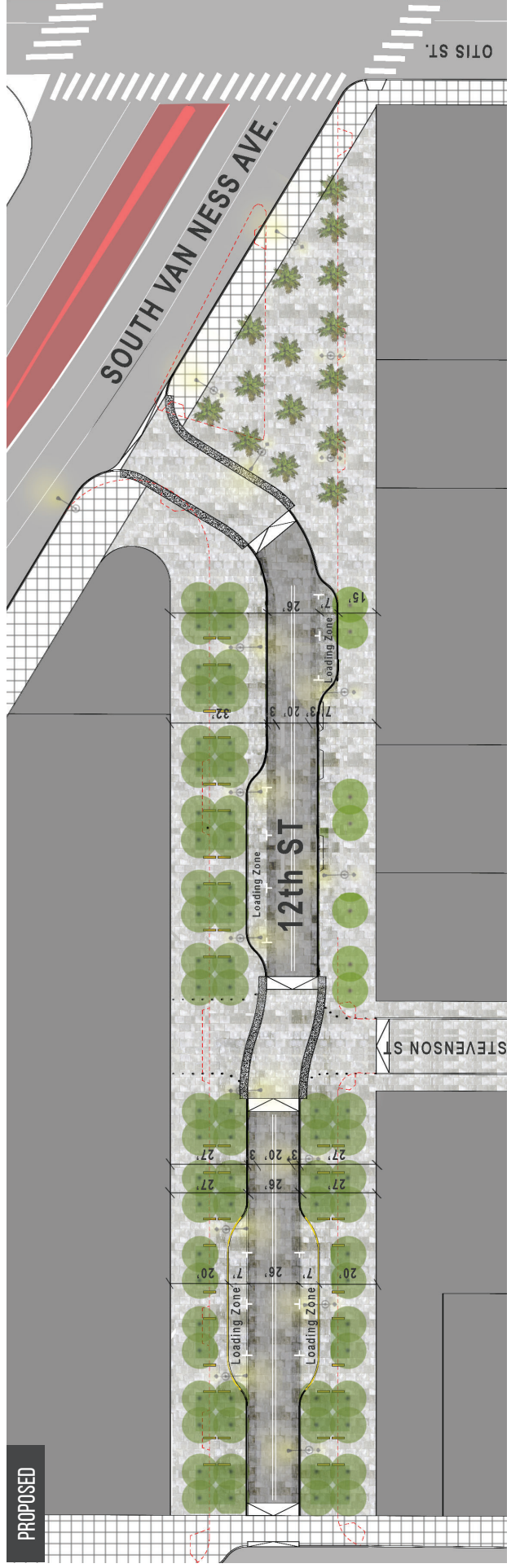
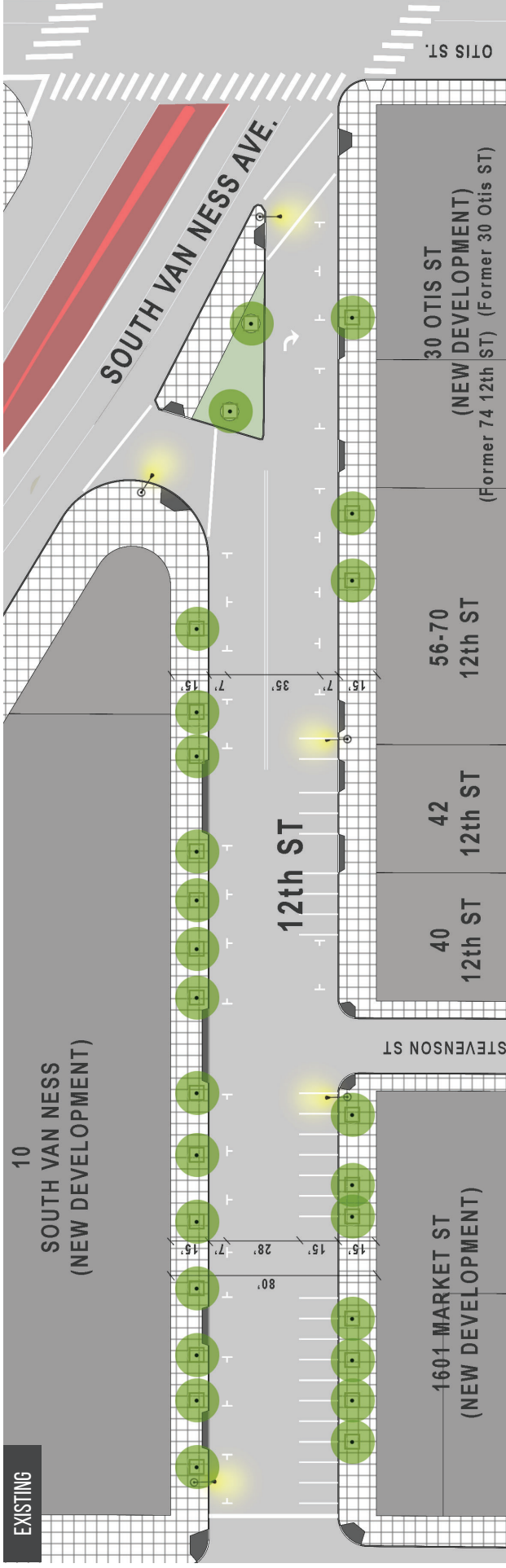
1. Create a safe, urban residential street with active ground floor uses
2. Widen sidewalks, add raised crosswalks, and create new linear public green spaces with street trees
3. Consistent with Van Ness Improvement Project, realign 12th Street at South Van Ness, and create new public gateway plaza at 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 ST: MARKET ST TO MISSION ST



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### 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

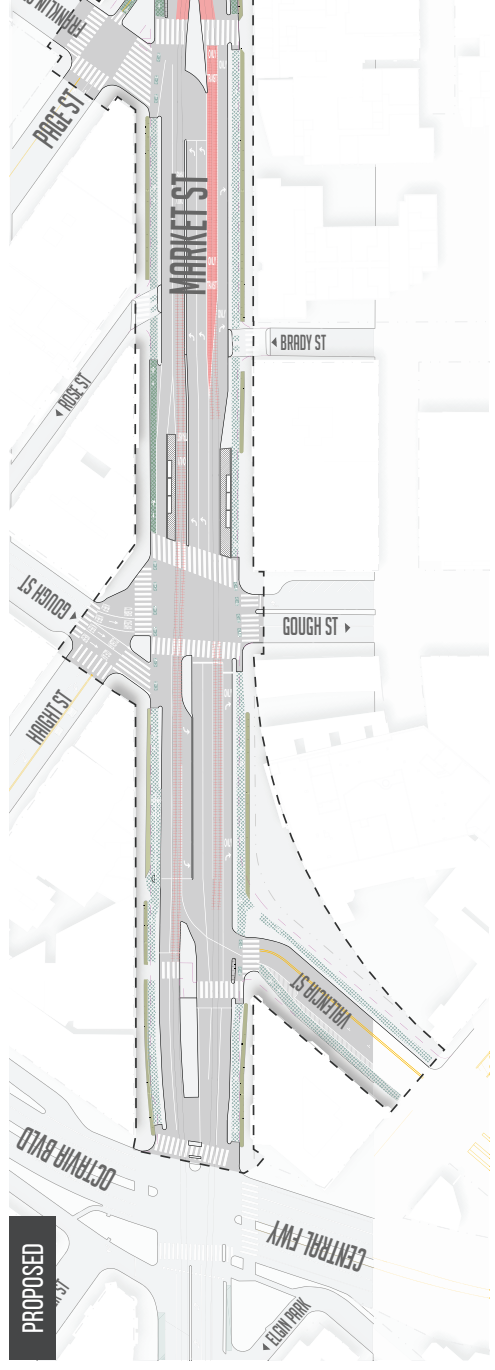
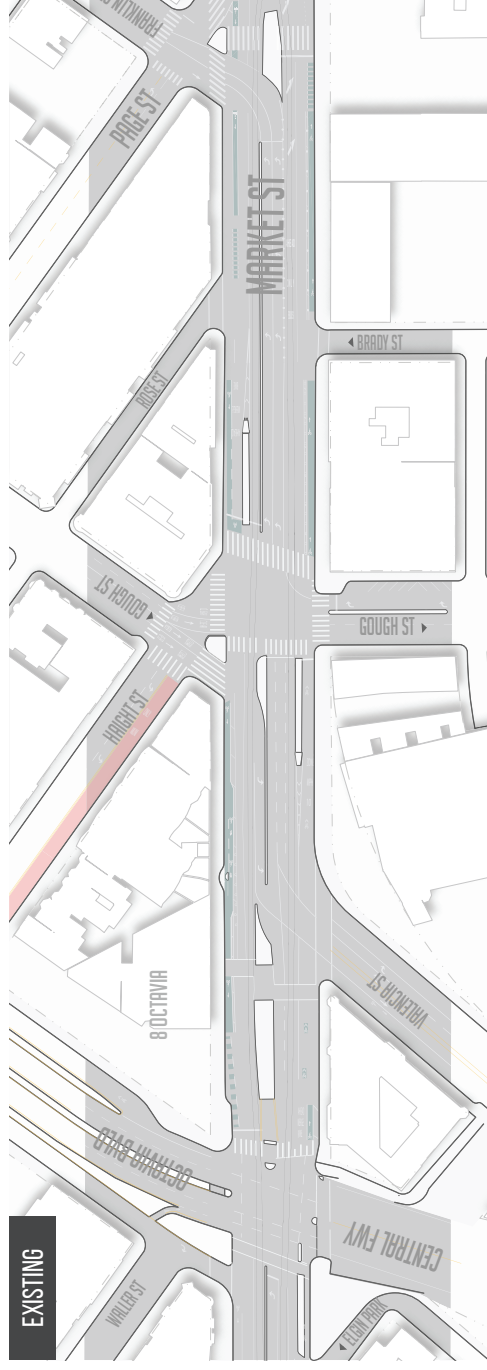


## MARKET ST: 9TH ST TO GOUGH ST

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.

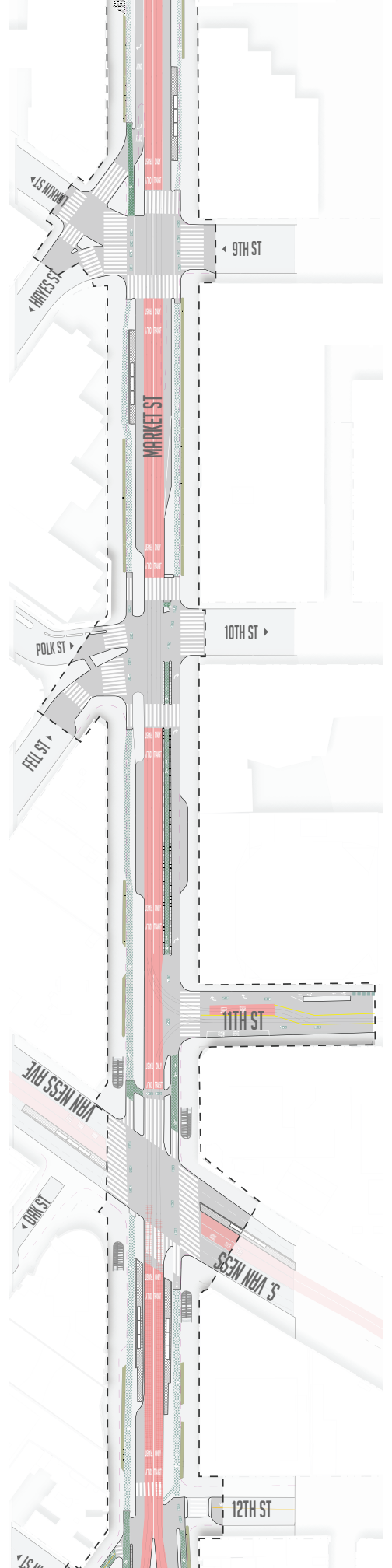
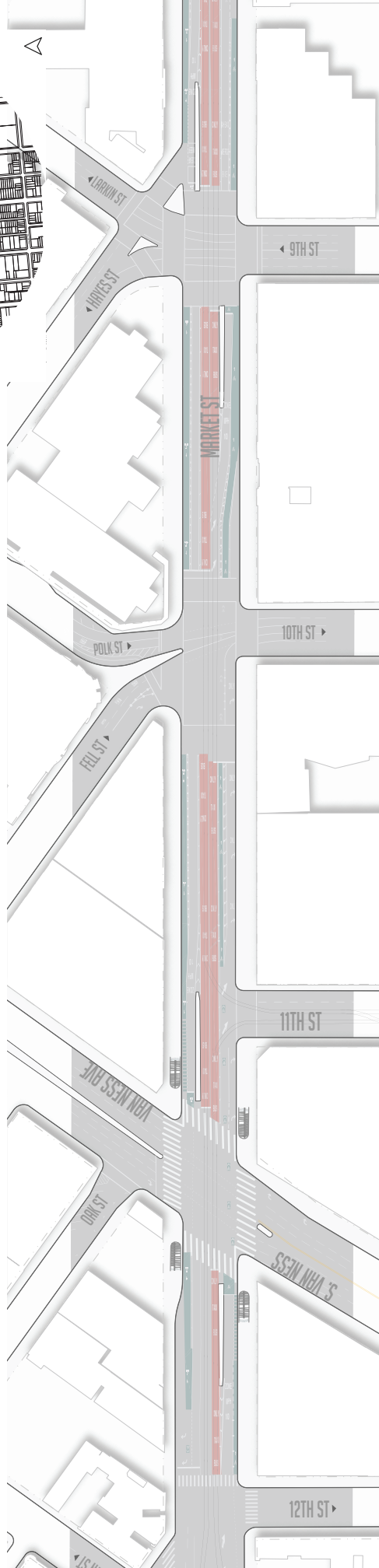
### DESIGN STRATEGIES

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 jumpstart the process of bringing this key place to life.

### STREET REDESIGN STRATEGIES

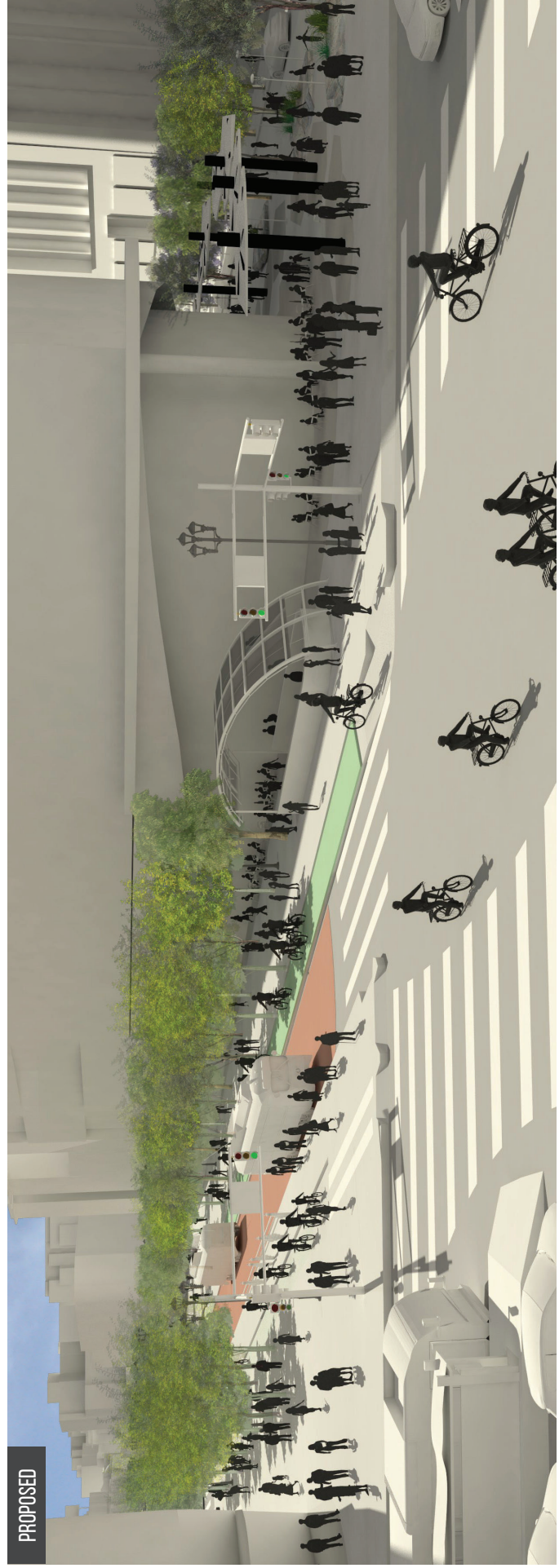
1. Restrict private vehicle access on Market Street
2. Widen sidewalks at the corners to create more pedestrian space and to encourage and accommodate active outdoor retail and street life along Market Street
3. Integrate transit boarding islands into the widened sidewalk, to create seamless, safe, and 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



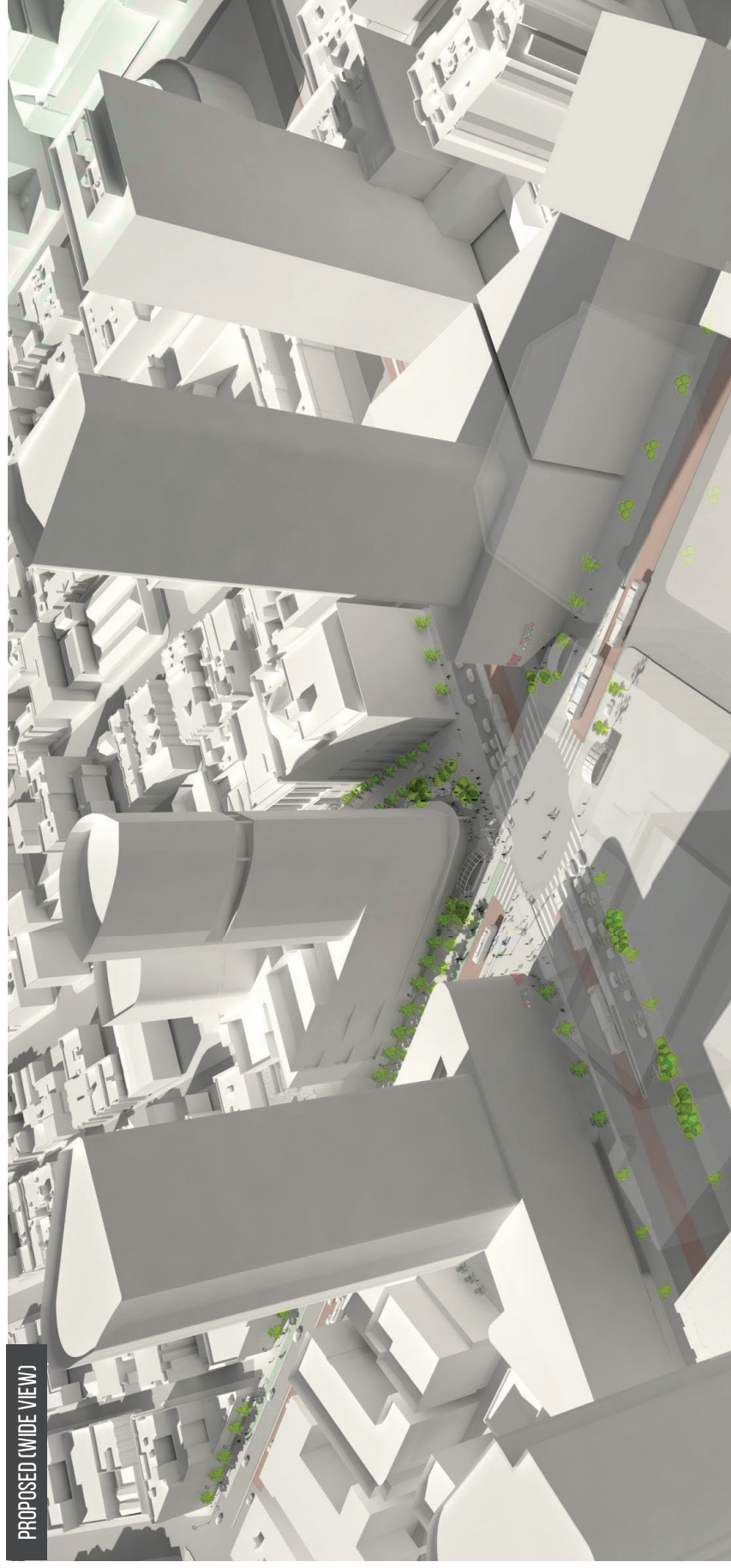
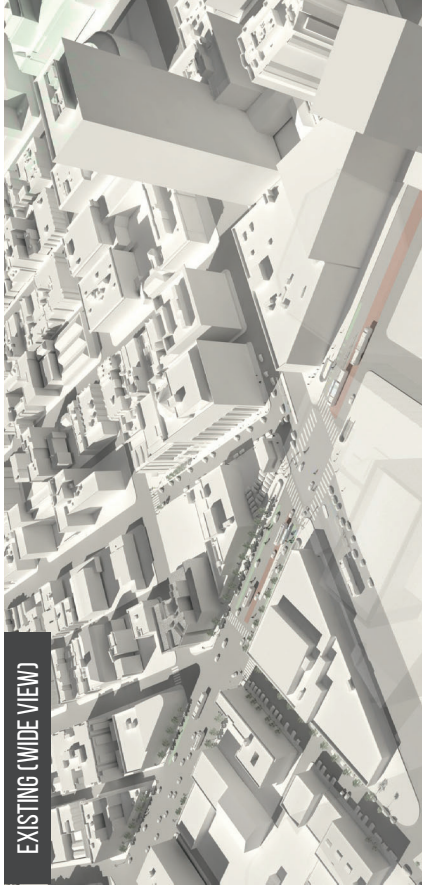
Market & Van Ness, looking southwest down Market Street



## MARKET AND VAN NESS INTERSECTION

### URBAN DESIGN STRATEGIES

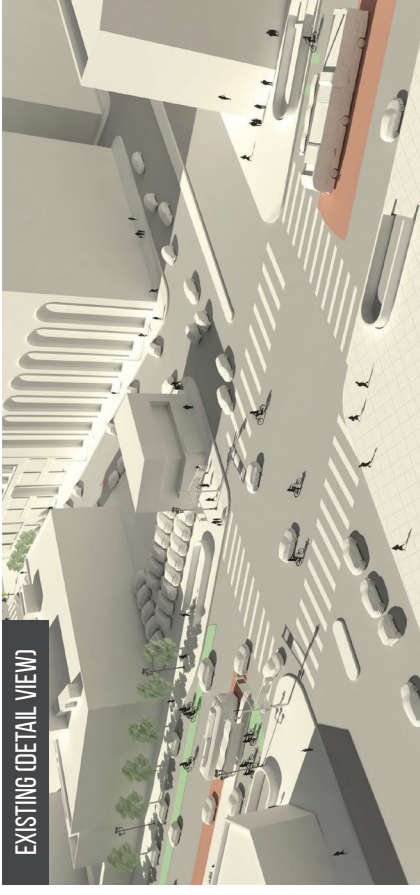
1. Leverage high-quality design in both the private and public realms to enhance Van Ness and Market's sense of place and clearly define its role as the center of the new Hub neighborhood for people
2. Pull buildings back from the corner, and integrate grand new station entrances within buildings when 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

5WAS35

56

**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



## INTRODUCTION

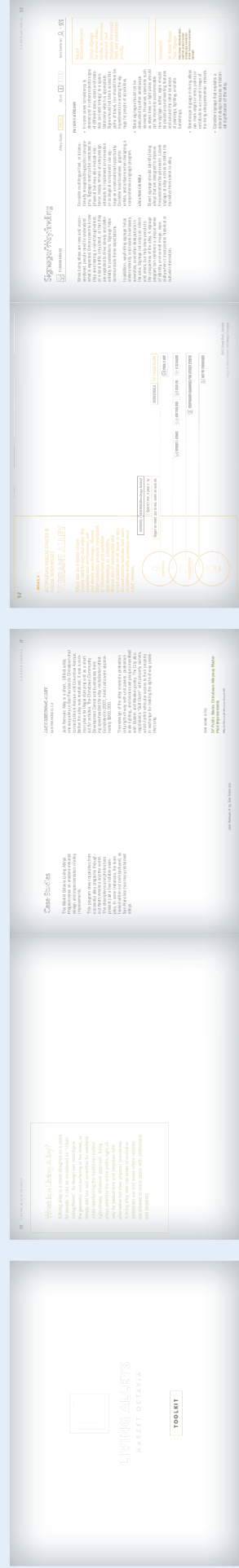
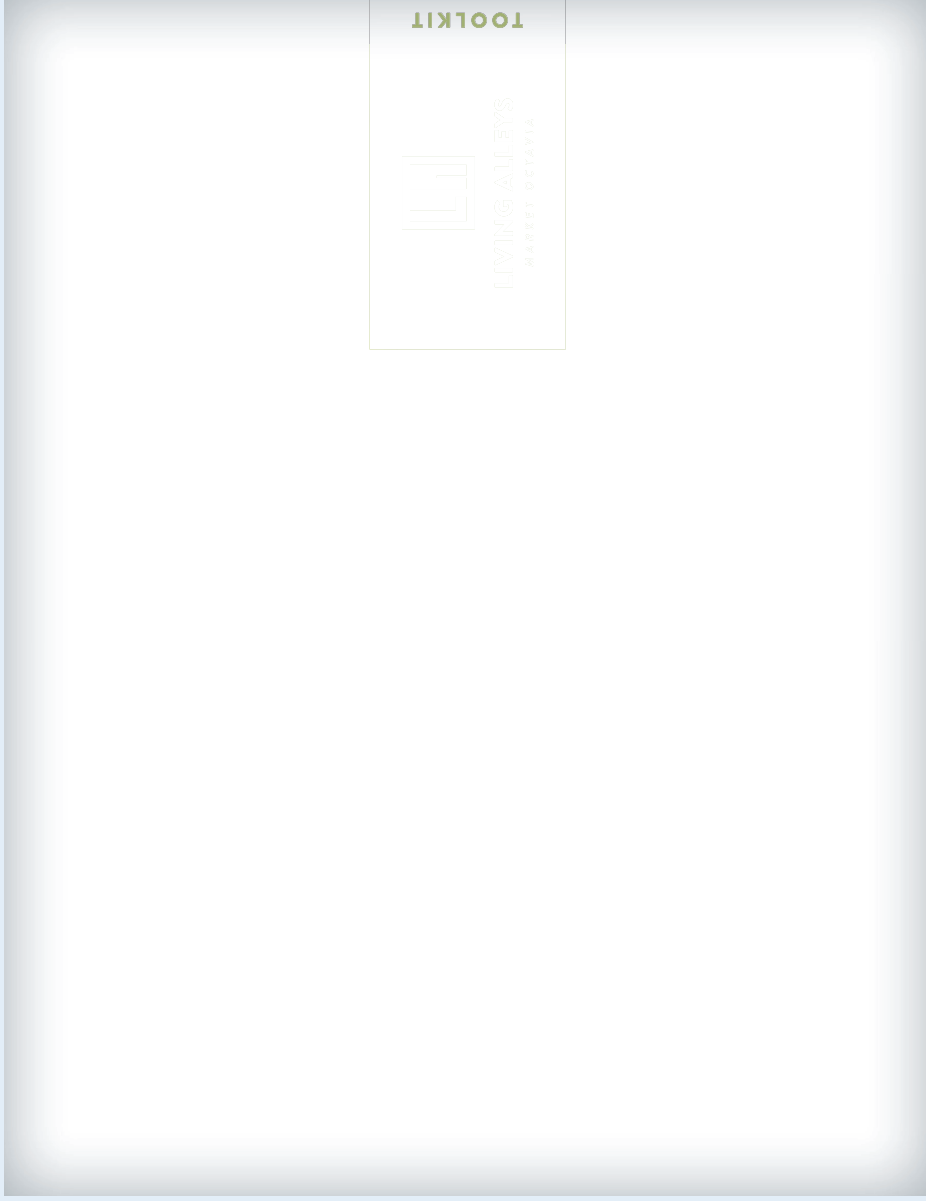
Alleys are small-scale streets that typically only carry low numbers of vehicles accessing adjacent properties. Their character varies across the city, from residential to service alleys. Alleys should be designed to reinforce the right of way as a pedestrian space. Vehicle speeds should be kept low 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

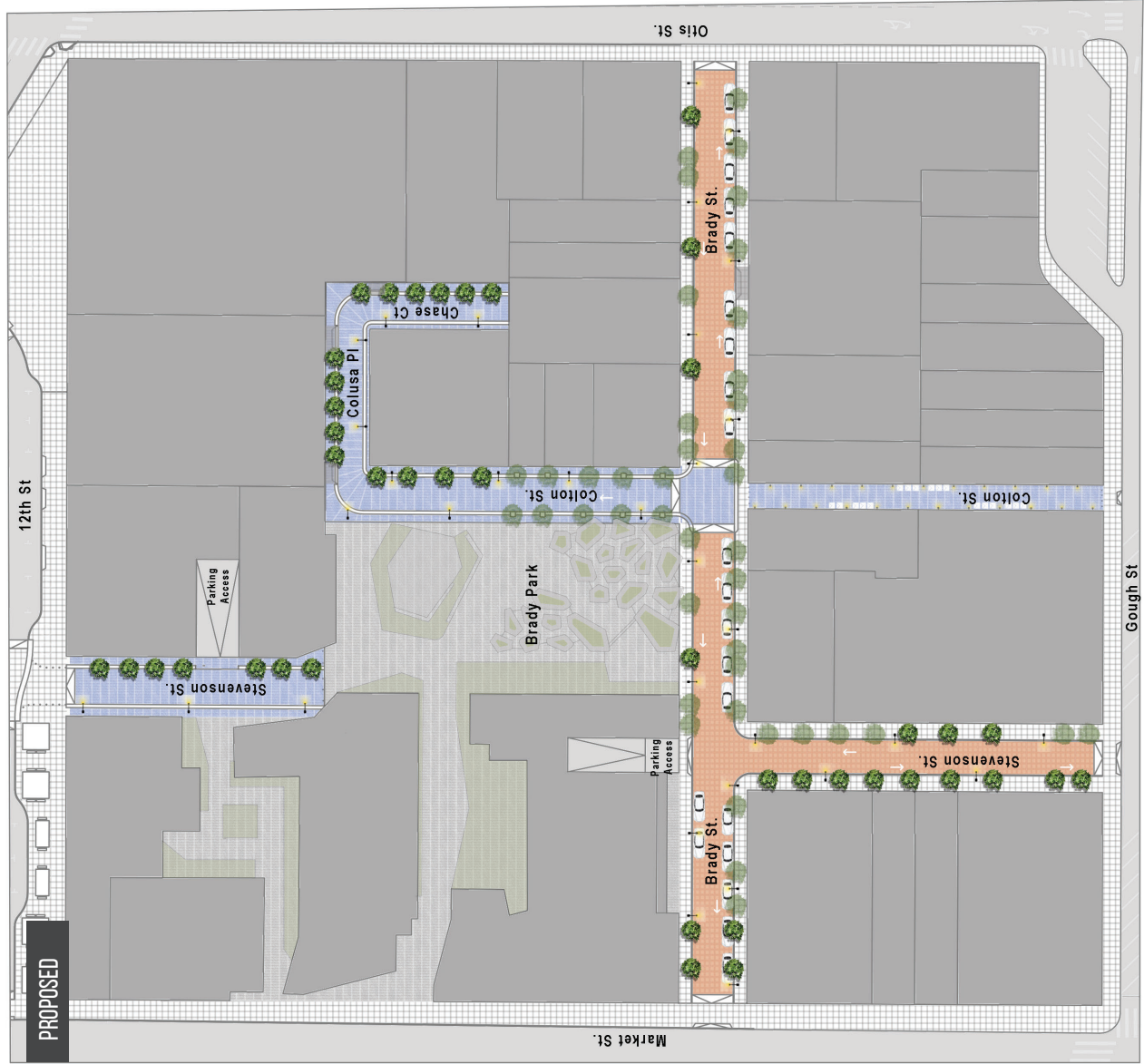
1. Add raised crosswalks at Gough & Stevenson, 12th and Stevenson, Brady and Otis and Brady and Market Street entrances to this internal neighborhood block
2. Add drop off and loading zones as required by the development project at 1601-1637 Market
3. Add infill olive trees along Brady, Stevenson, and 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*

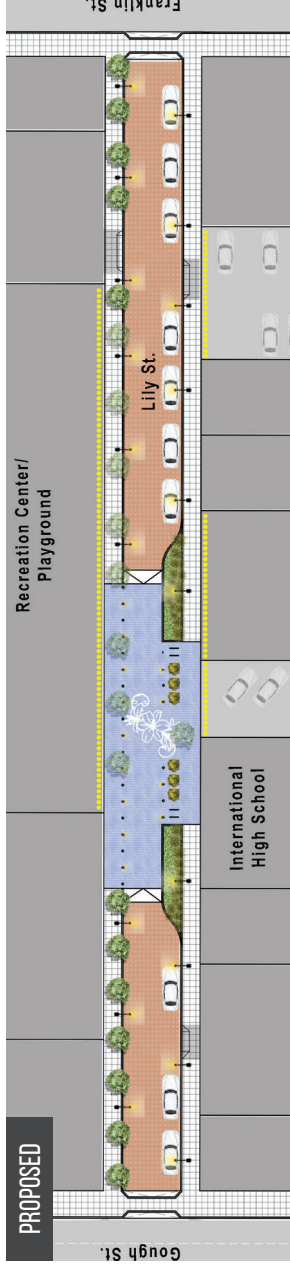
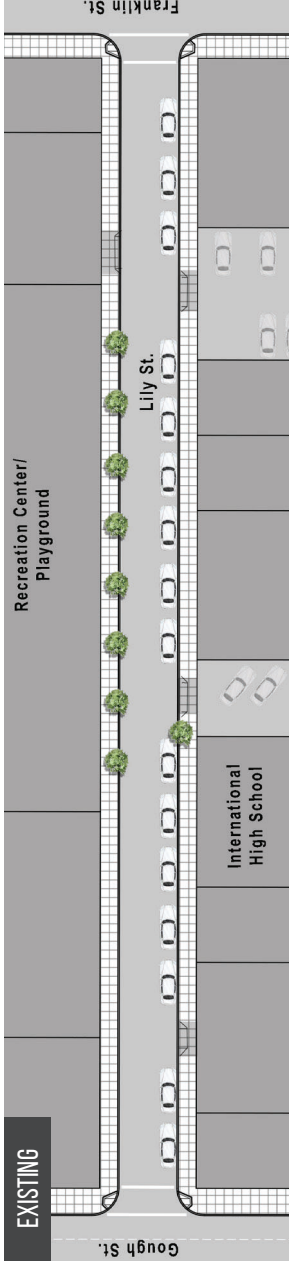
*Stevenson St, from 12th Street to Brady Park (privately built and maintained by others), is currently an unaccepted street and must be brought to code before the City can accept for maintenance*



## 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*

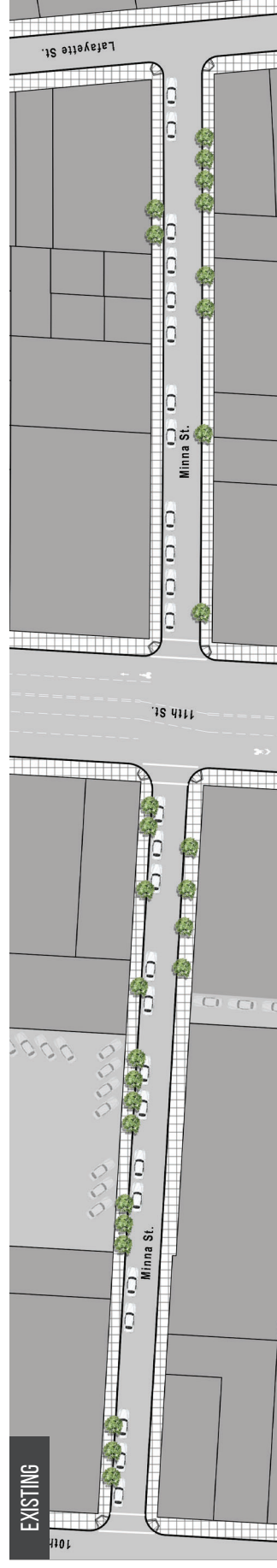




## LAFAYETTE ST: MISSION ST TO HOWARD ST AND MINNA ST: 10TH ST TO LAFAYETTE ST

### 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*

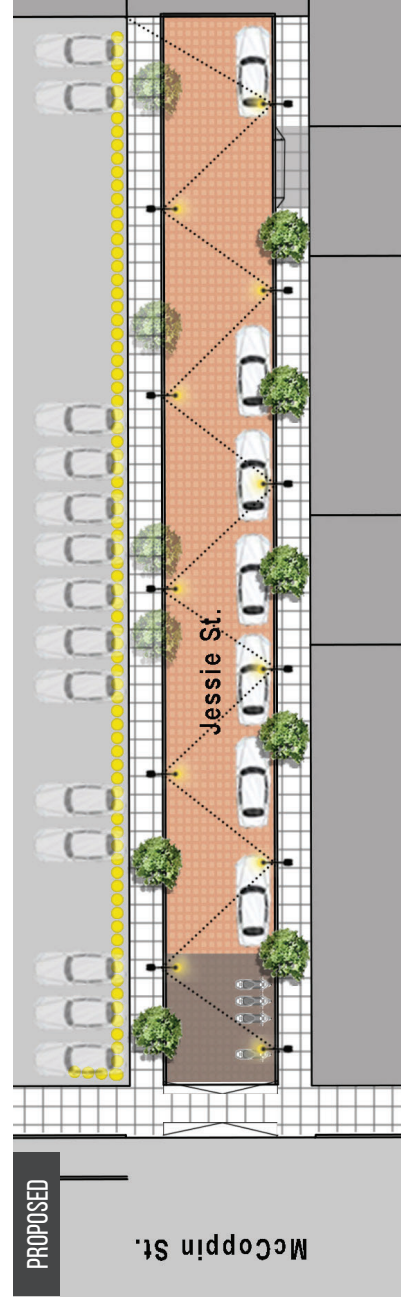
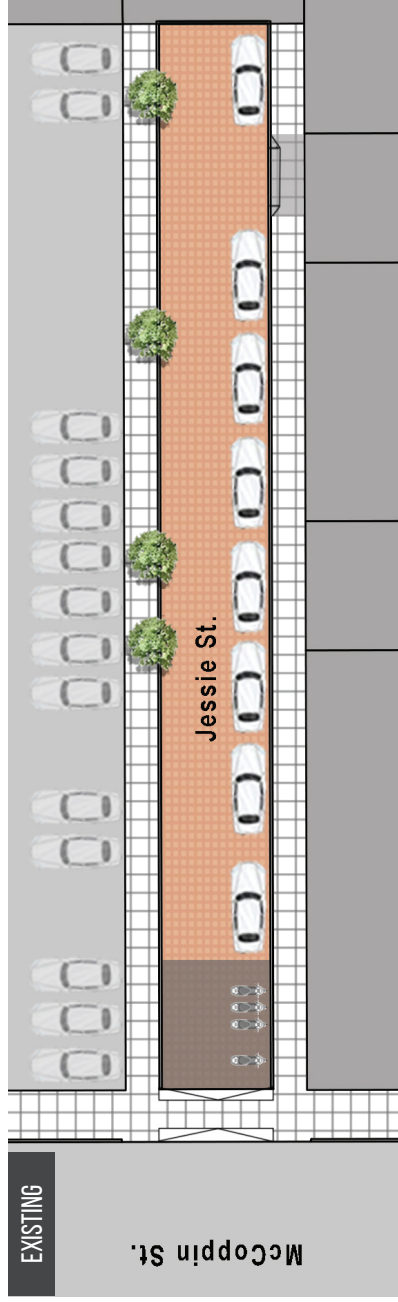




## JESSIE ST: OFF MCCOPPIN ST

### DESIGN STRATEGIES

1. Add infill trees and pedestrian lighting.
2. Upgrade chain link fences per San Francisco Green Landscape Ordinance

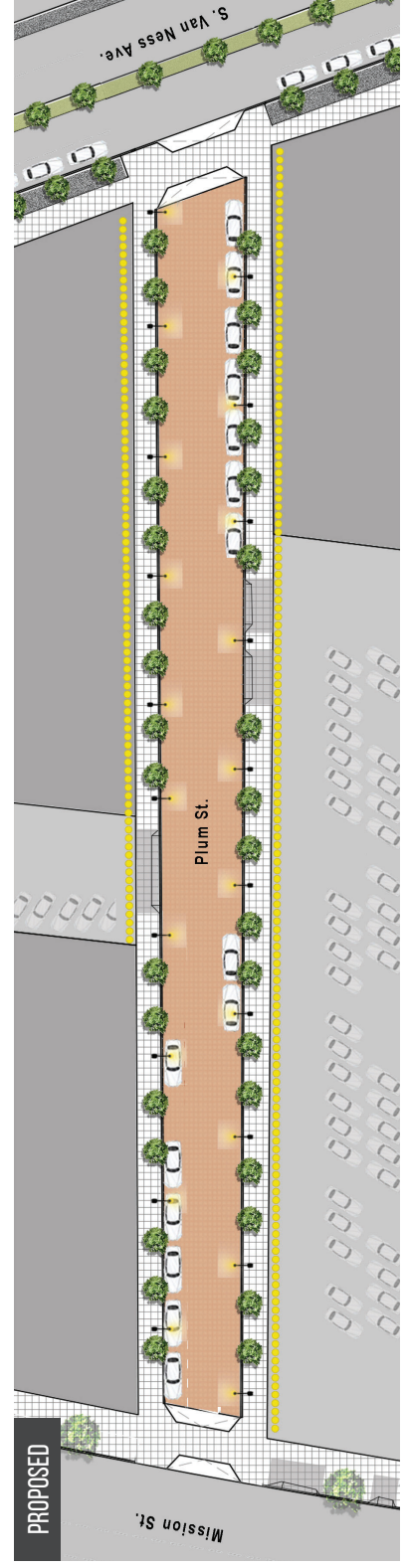
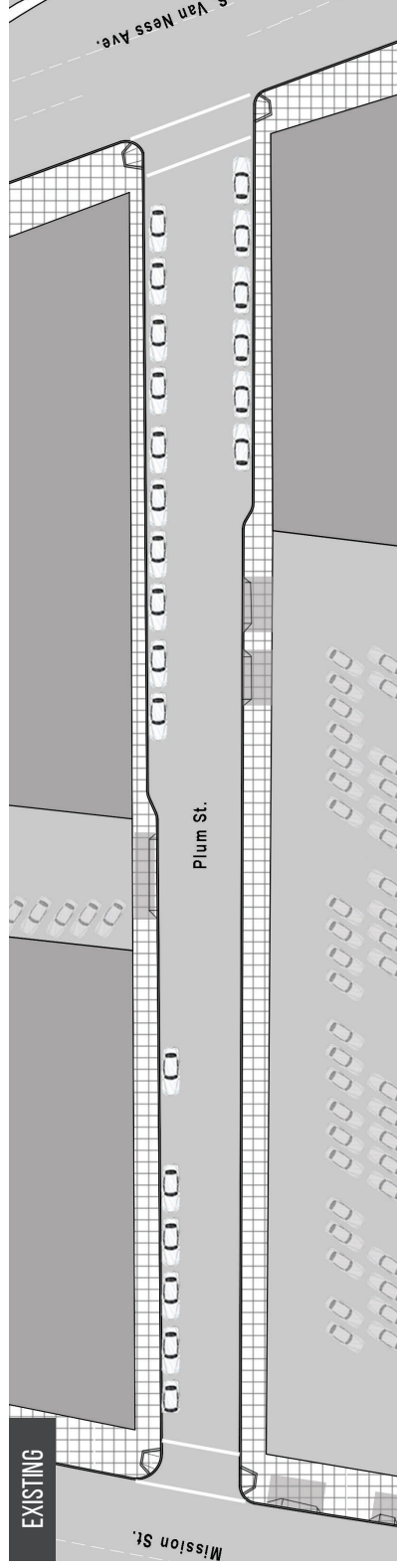


*Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency*

## 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



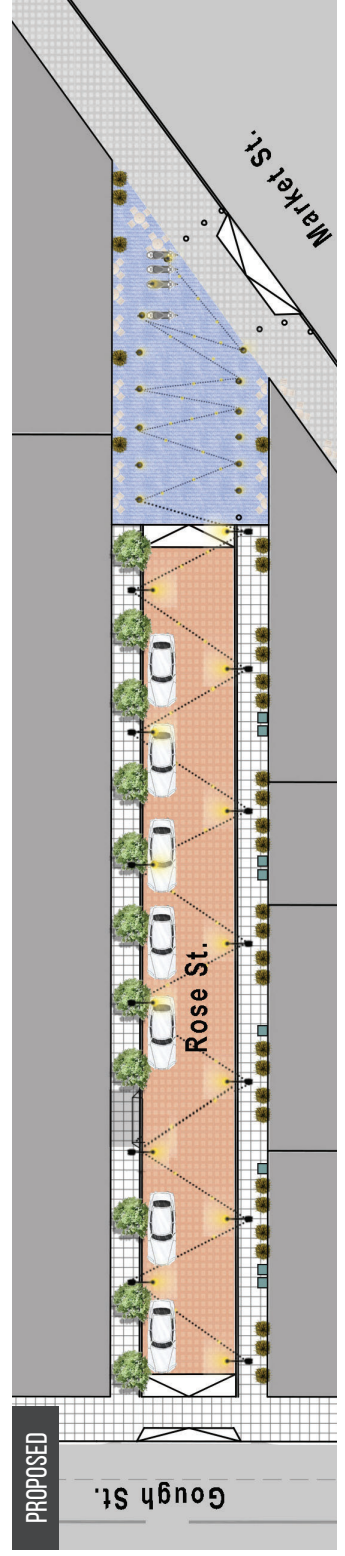
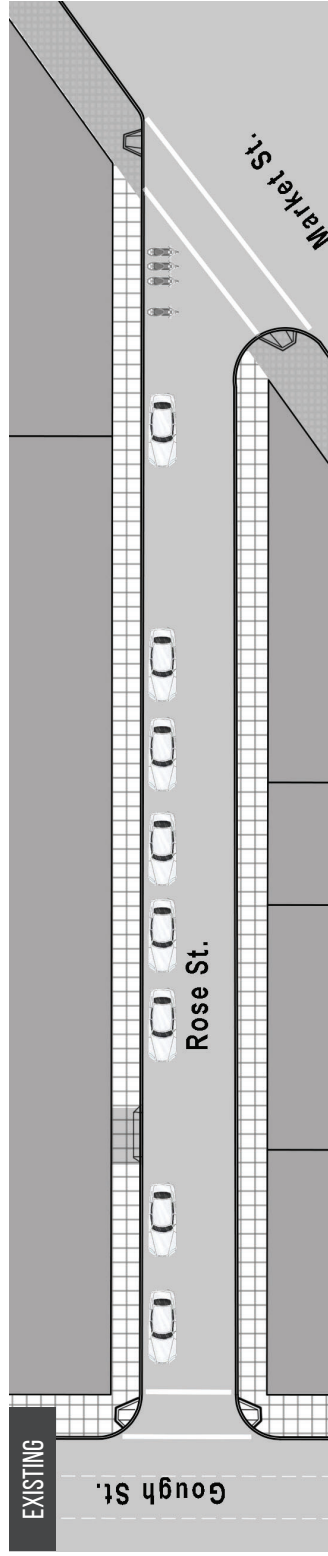
*Note: Operational/ Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency*



## 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*

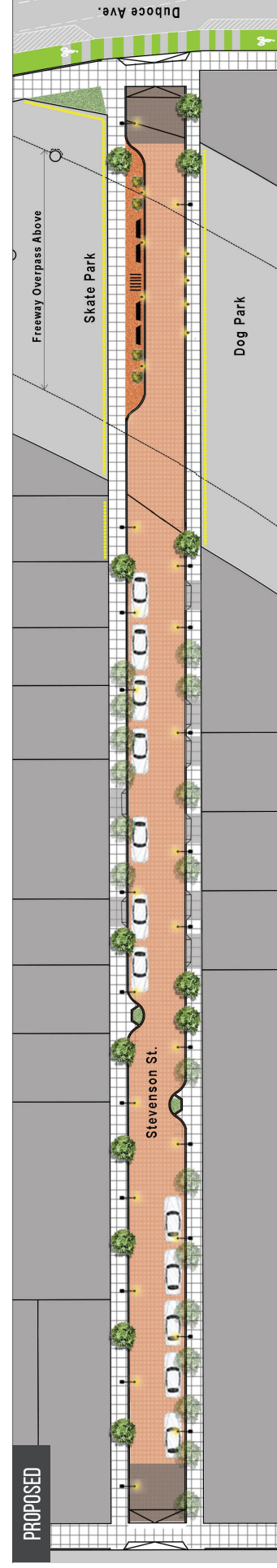
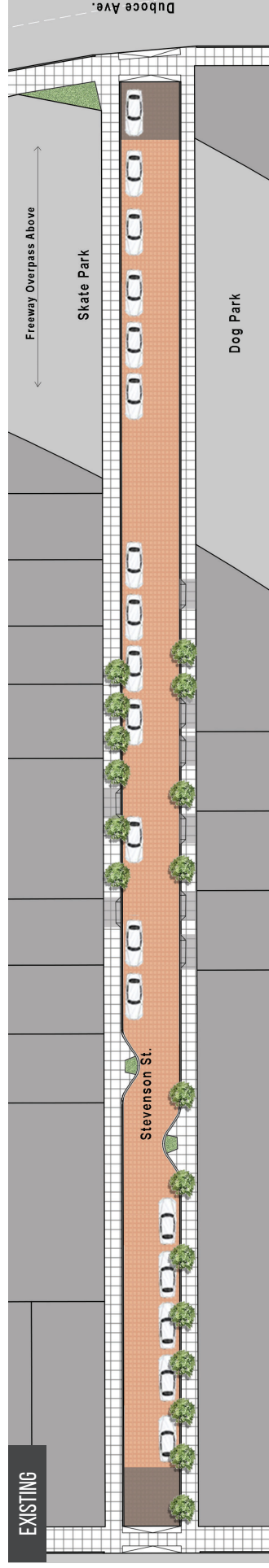


## STEVENSON ST: DUBOCE AVE TO MCCOPPIN ST

### 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*





**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 complement 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.



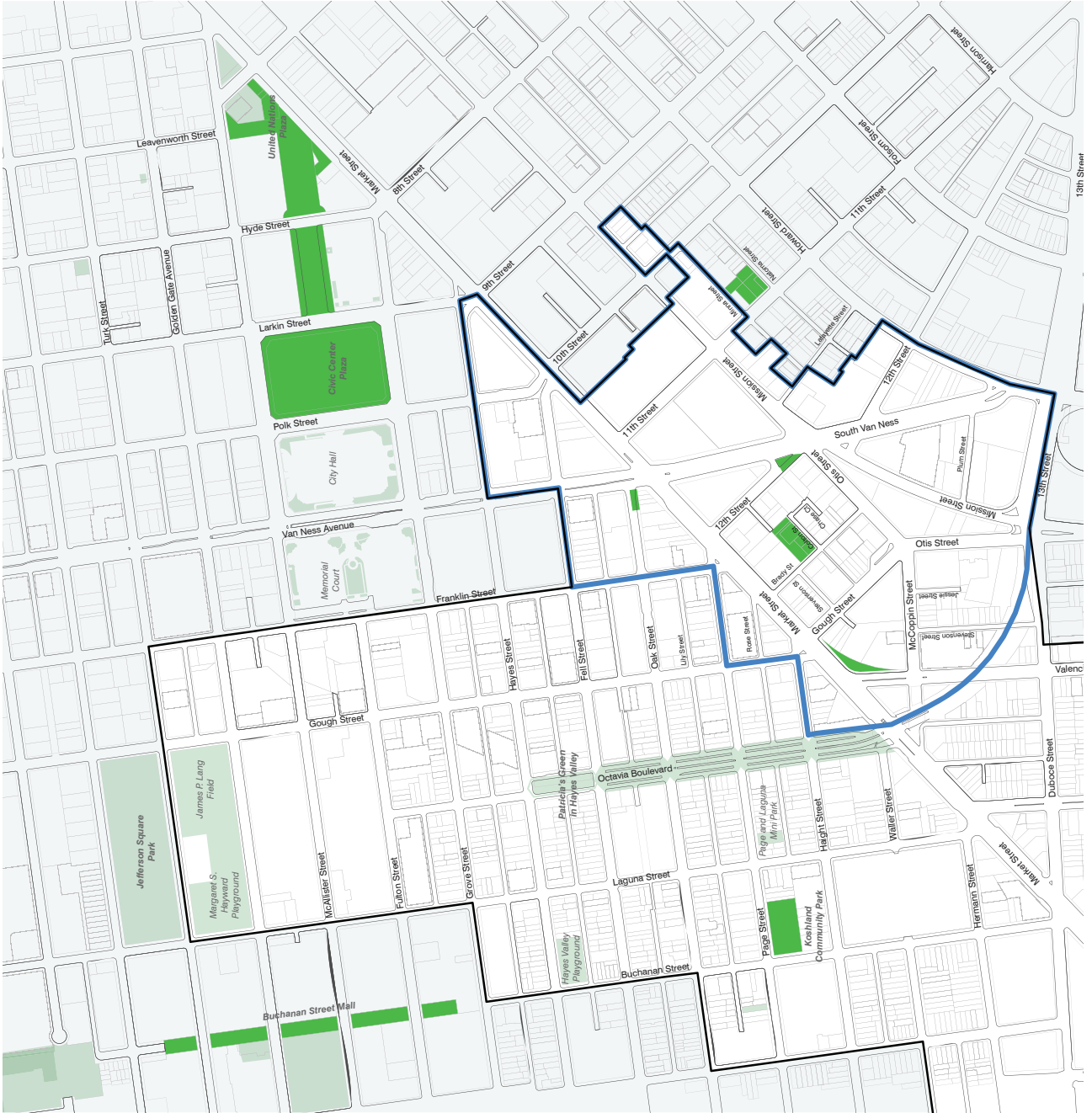
New park and 11th & Natoma Streets



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.



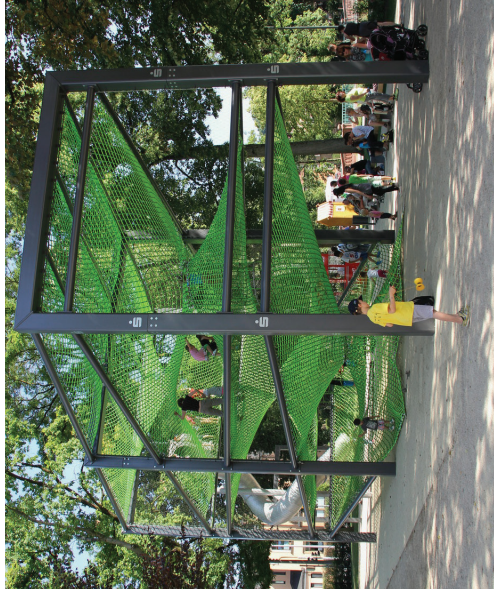
*Dog park/run*



*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



Credit: San Francisco Arts Commission

Public Art



Moveable seating

## GENERAL DESIGN STRATEGIES

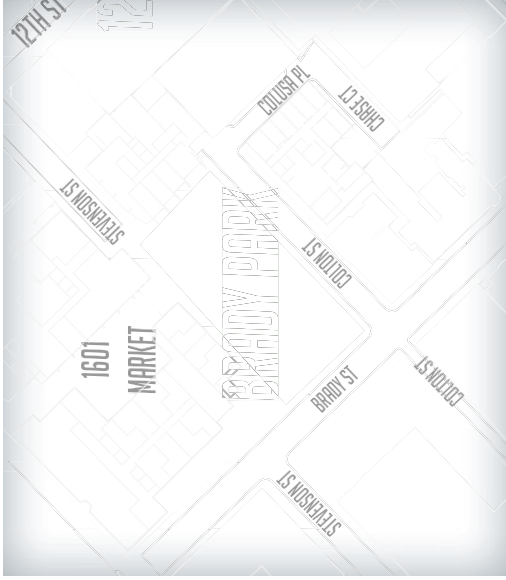
- The space should be designed to feel welcoming and invite active public use.
- The space should be integrated into the larger street or alley network and coordinated in design with other spaces, where appropriate.
- The space should not be developed without a clear maintenance plan, developed in close 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



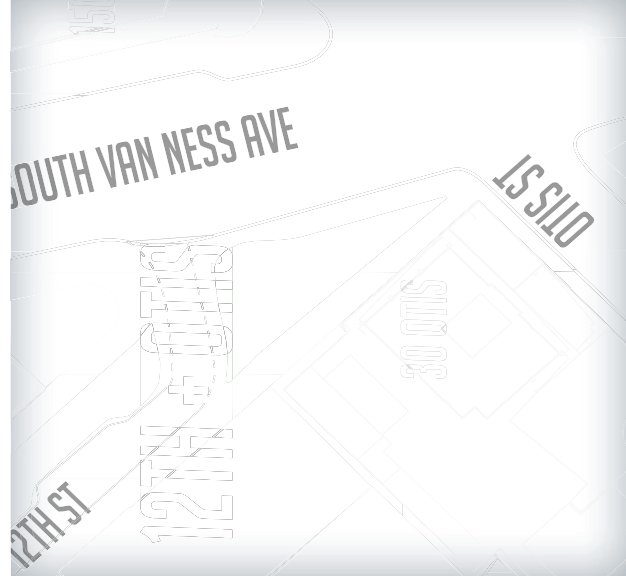
Skyline Park - Denver, CO



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.

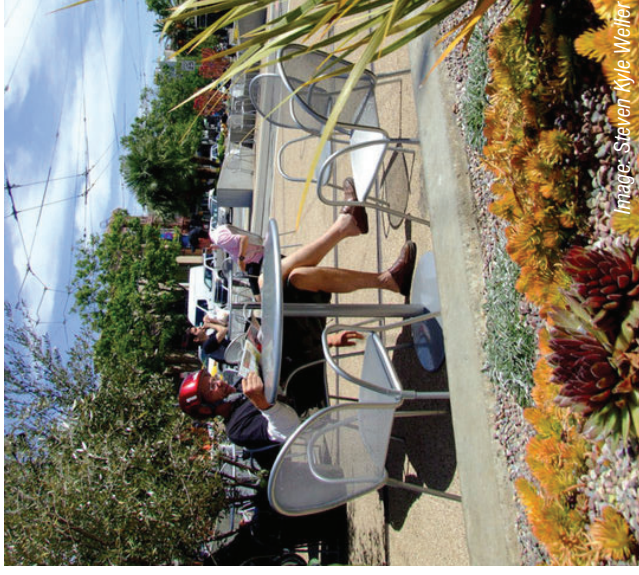


Image: Steven Kyle Weller

Jane Warner Plaza - San Francisco, CA



Image: CMG Landscape Architecture

Mint Plaza - San Francisco, CA

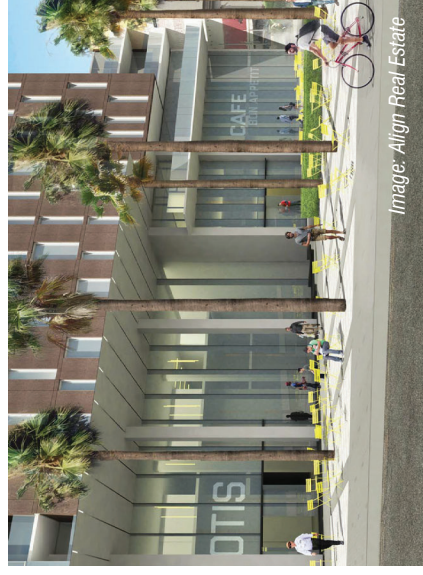


Image: Align Real Estate

30 Otis Development

## VALENCIA HUB

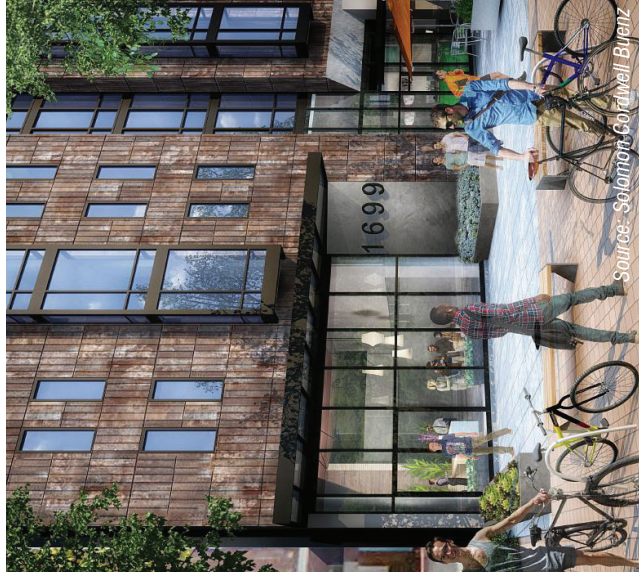
A new open space of 8,500 sq. ft. will be built as part of the development at 1699 Market Street (former Flax site). The open space is located on excess public right of way that is currently used for parking. In the future, the open space could be expanded to a total of 19,050 sq. ft. along Valencia 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

Source: Solomon Cordwell Buenz



Duboce Park - San Francisco, CA



Image: dero.com

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



One Arts Plaza - Dallas, TX

## 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.



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 (PIC) 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 VIII-2**  
**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. There was one change post initiation hearing to correct “Map 2: Frontages Where Ground Floor Retail is Required” to accurately reflect existing planning code requirements.
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	Retaining families promotes sustainable communities and public health benefits. Families contribute to the local economy, culture and community. New revisions post initiation hearing to include Minor text changes to take out specific code provisions and reframe it as general policy direction.

#	Topic	Change	Rationale
		amenities into common open and indoor spaces. Refine Policy 4.2 to center on existing housing.	



**EXHIBIT VIII-3**  
**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
<b>Clarify the intent of the Van Ness and Market Special Use District (SUD)</b>			
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 ( <i>note: name amendment occurs in other applicable code areas</i> ). 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.
<b>Parking + Loading</b>			
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.
6	155	Amend the code to require a Driveway and Loading Operations Plan (DLOP) for projects of a certain size. This was added after the 2/13/2020 Initiation hearing.	The purpose of a DLOP is to reduce potential conflicts between driveway and loading operations, including passenger and freight loading activities, and pedestrians, bicycles, and vehicles, to maximize reliance of on-site loading spaces to accommodate new loading demand, and to ensure that off-site loading activity is considered in the design of new buildings.

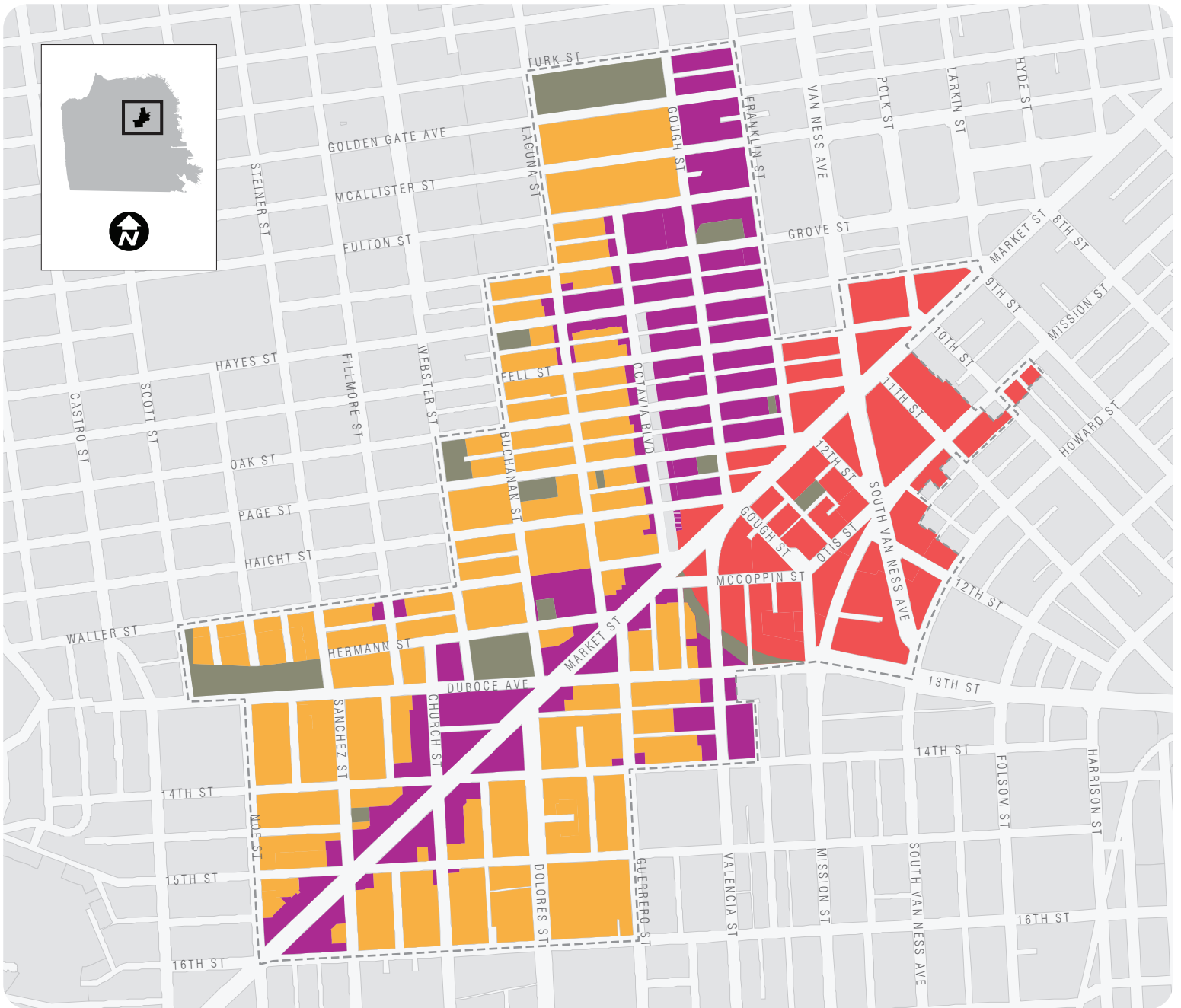
#	Section	Change	Rationale
<b>Non-Residential Controls</b>			
7	249.33	Amend the code to allow non-residential uses above the 4th floor. Amend the code to have a 3:1 required ratio of residential to non-residential uses. Public Facilities, Art Activities, and replacement of existing office uses would be exempt.	Per MO objective 7.1, create a vibrant new mixed-use neighborhood in SoMa West.
8	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 Van Ness would not be subject to this requirement, as is the case today.
9	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.
10	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.
11	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.
12	249.33	Arts Activities and Institutional Community Uses are considered "active use of section 145.4 of the Planning Code. This was added after the 2/13/2020 Initiation hearing.	Ensure that Arts Activities and Institutional Uses are considered Active Uses for all frontages that are subject to Planning Code 145.4
<b>Affordable Housing</b>			
13	249.33	Amend the code to allow development projects that utilize 80/20 financing to be exempt from the AMI percentages specified in Planning Code Section 415.6 (a) (2) and 20% of the units constructed on-site shall be affordable to low-income households. This was added after the 2/13/2020 Initiation hearing.	Allows project sponsor to provide more deeply affordable units while also unlocking alternative funding sources.
14	249.33	Amend the code to allow development projects to meet their inclusionary housing requirements through a land dedication option. This was added after the 2/13/2020 Initiation hearing.	Provide additional affordable housing in the neighborhoods adjacent to the Hub.
<b>Sustainability</b>			
15	249.33	Expand the requirement for living roofs to 30% of the roof area and provide 15% solar for certain sites. Allow a waiver through Section 309 if projects cannot meet this requirement. The ratio was adjusted prior to the	Per MOAP Objective 3.2: Enhance environmental sustainability through building design.

#	Section	Change	Rationale
		2/13/2020 Initiation hearing and the ordinance was not updated.	
<b>Building Mass</b>			
16	249.33	Amend the code to update lot coverage controls	To ensure residential projects provide some open space and are not full lot coverage.
17	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.
18	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.
19	270	Amend the code to define the podium height	Technical amendment to clarify language pertaining to tower separation by defining the term podium.
20	270	Amend the code to allow the following exceptions to the R2 bulk district. <ul style="list-style-type: none"> <li>• Buildings up to 350 feet in height may not exceed an average floor area of 10,000 square foot</li> <li>• 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.</li> <li>• 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</li> <li>• Tower sculpting allowed up to certain limits</li> </ul>	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.
21	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.
<b>Use of Impact Fees + Community Participation</b>			
22	341.5	Amend the code to limit the Market and Octavia CAC to nine members to reflect the existing ratios for members to be appointed (2/3 Board and 1/3 Mayor) and expand the criteria to allow two members to live or work in the plan area or within 1,250' of the plan area This was added after the 2/13/2020 Initiation hearing.	Broaden the membership of the Market and Octavia CAC to get a more diverse representation.

#	Section	Change	Rationale
23	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.
24	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.
25	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.
26	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.
27	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.
28	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.
<b>Exceptions</b>			
29	309	Amend the code to allow for an exception to the micro-retail requirements as permitted in Section 249.11.	Exemptions include any projects providing ground floor uses that are larger than 1,000 gross square feet and defined as Arts Activities, Child Care Facility, Community Facility, Instructional Service, Public Facility, or Social Service. (This language was slightly modified after the 2/13/2020 Initiation hearing)
30	309	Amend the code to allow projects to receive additional height and bulk as studied in the Hub EIR through an exception.	To provide certainty about urban form. Also to encourage ground floor uses that serve a range of income levels and enrich the social landscape (This language was slightly

#	Section	Change	Rationale
			modified after the 2/13/2020 Initiation hearing)
31	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.
32	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.
33	309	Amend the code to allow for exceptions to the permitted obstructions requirements in Section 136. The Planning Commission shall only grant such an exception if the Planning Commission finds that the proposed obstructions assist the proposed development to meet the requirements of Section 148, or otherwise reduce wind speeds at the ground-level or at upper level open spaces. This was added after the 2/13/2020 Initiation hearing	Allows projects to seek an exception for a larger wind canopy if necessary for compliance with Section 148 and to minimize wind impacts. Design-based review is more appropriate for Planning Commission consideration under Section 309 approval than it is for consideration as a variance.
<b>Definitions</b>			
34	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 VIII-4**  
**MARKET AND AREA PLAN**  
**MAPS 1 - 12**



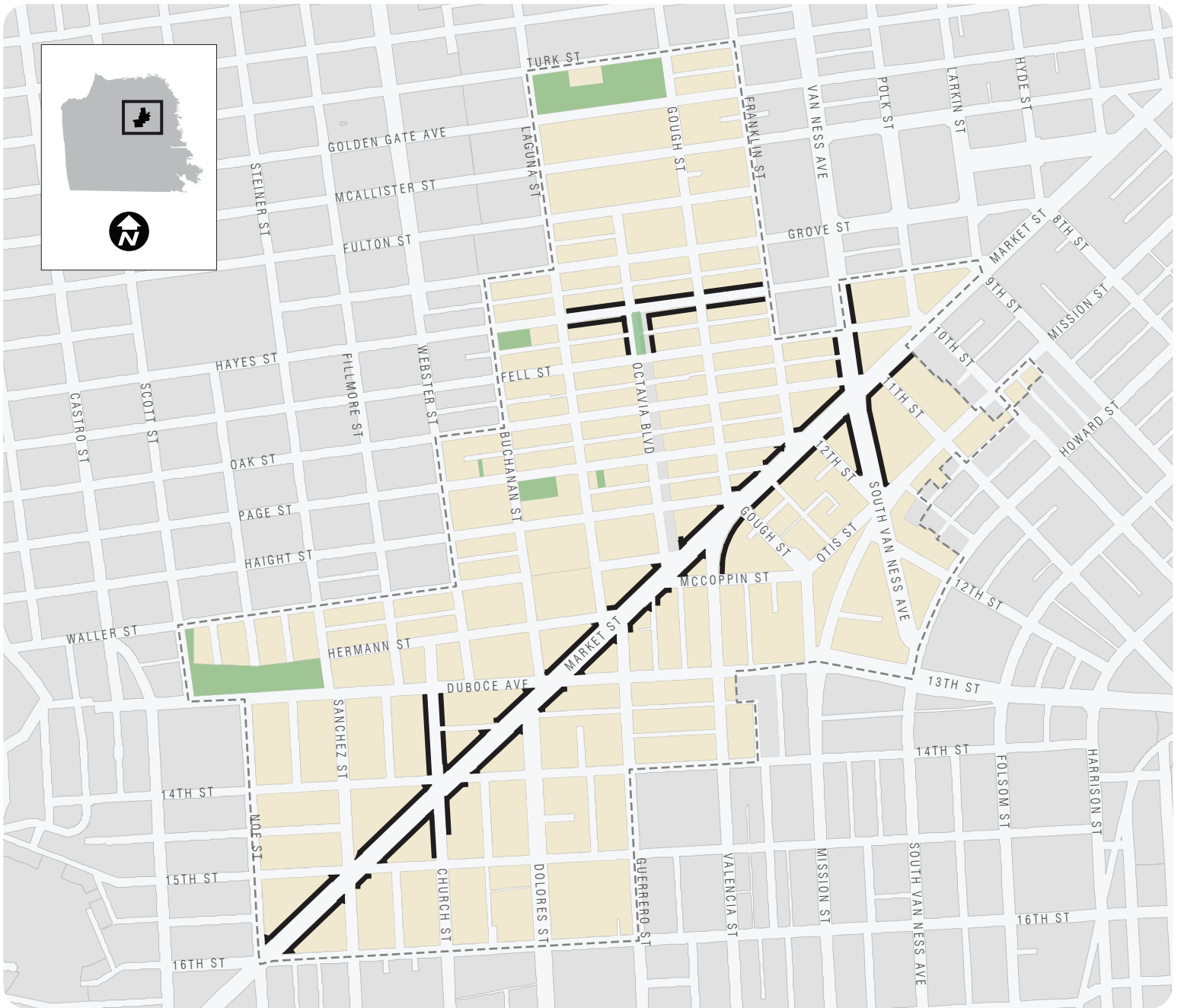
## Generalized Land Use Districts



**MAP 01**

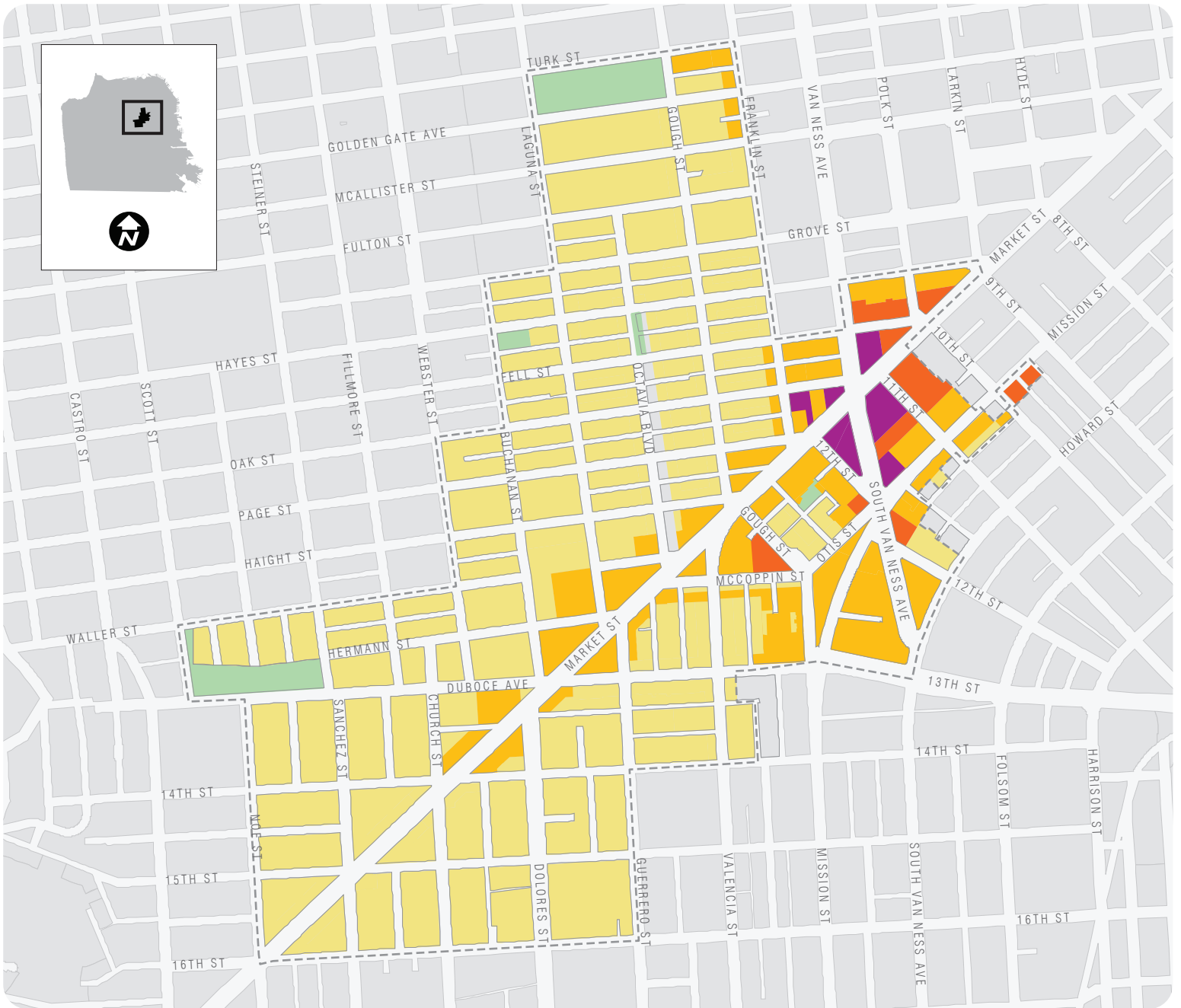
-  Residential
-  Neighborhood Commercial
-  Residential / Mixed Use
-  Public





## Frontages Where Active Ground Floor Commercial Is Required

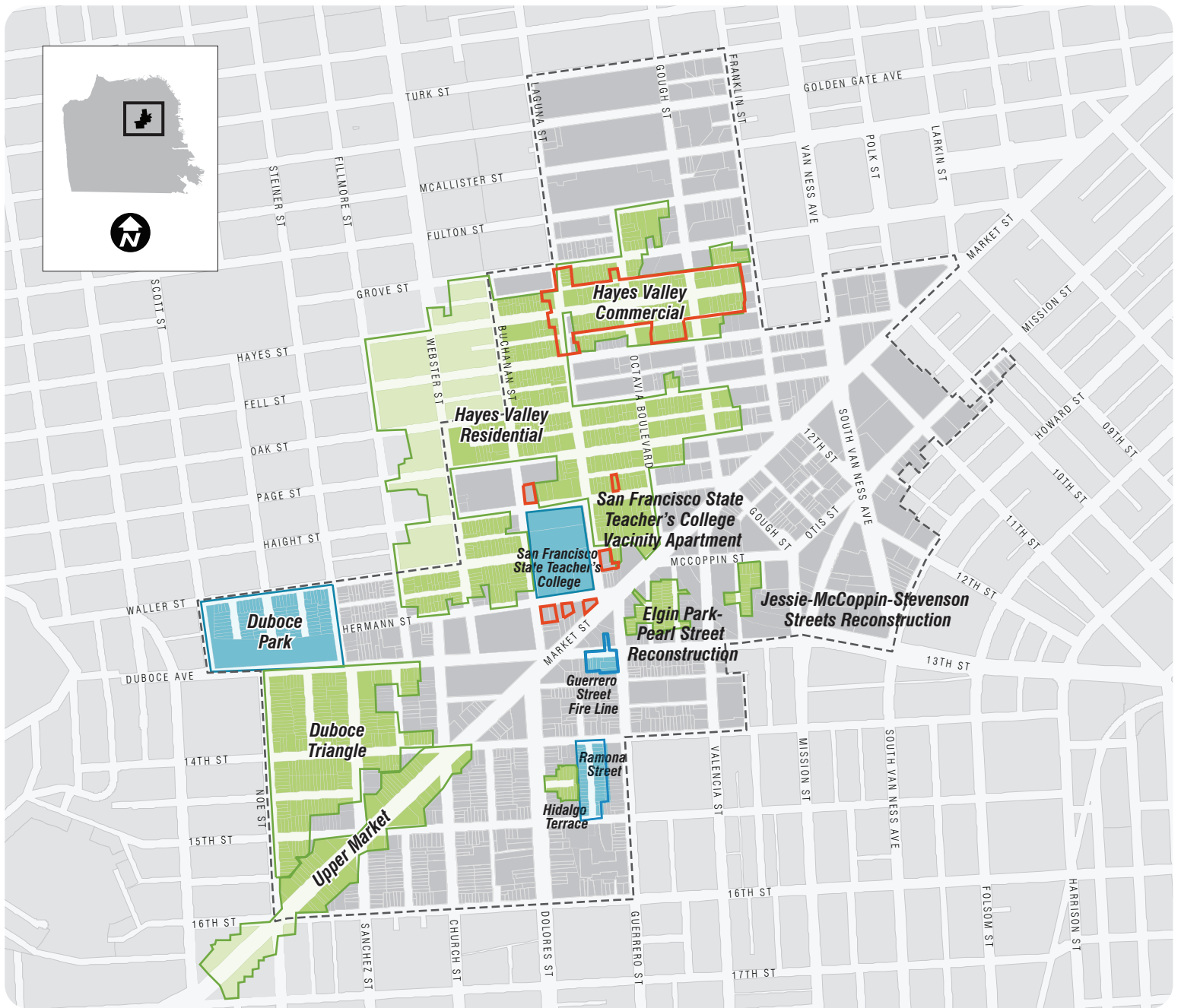
**MAP 02**



### Generalized Height Districts

- Open Space
- Low Podium
- High Podium
- Low Tower
- High Tower

**MAP 03**

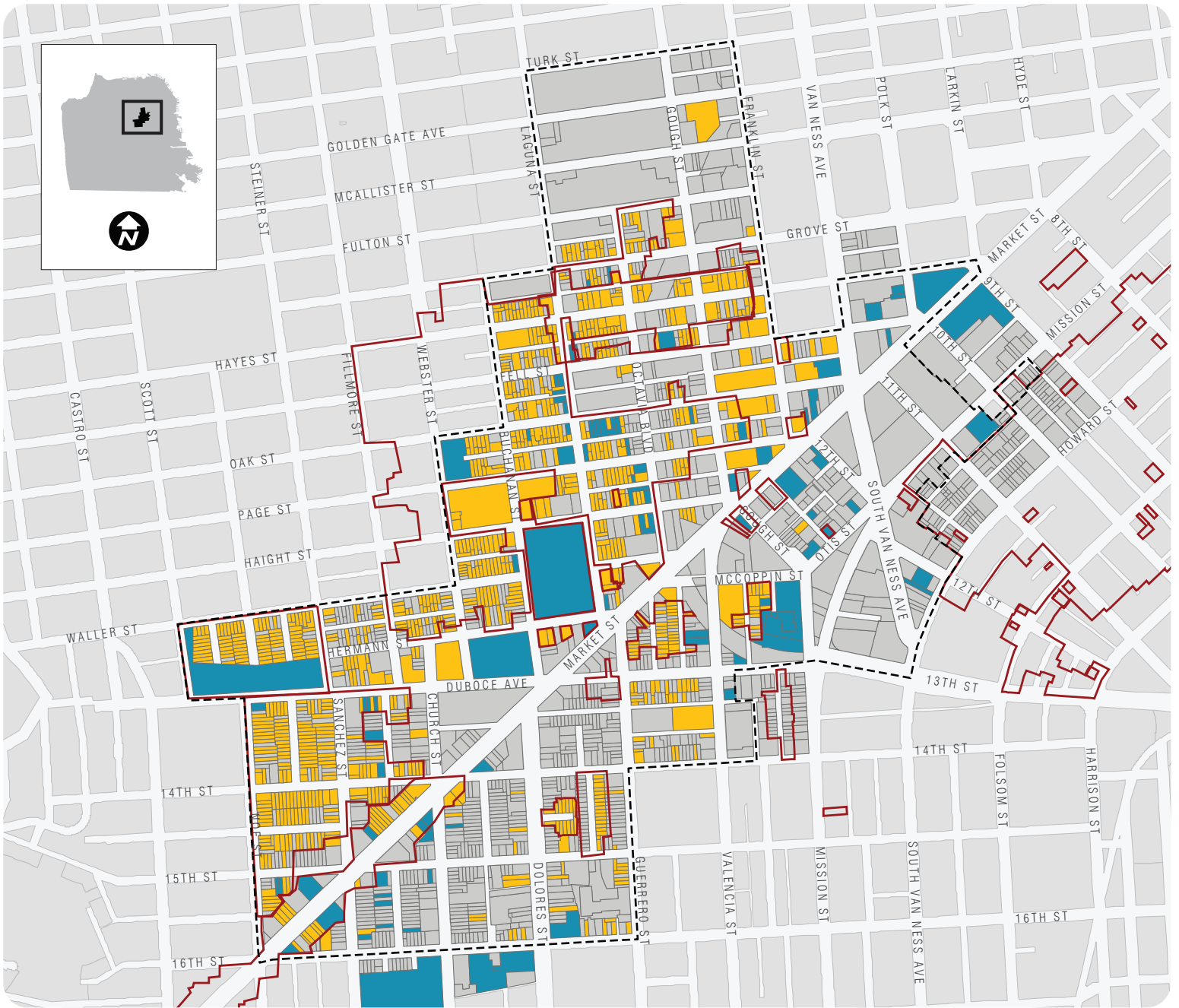


## Market & Octavia Area Plan Level Survey Identified Historic Districts








**MAP 4**

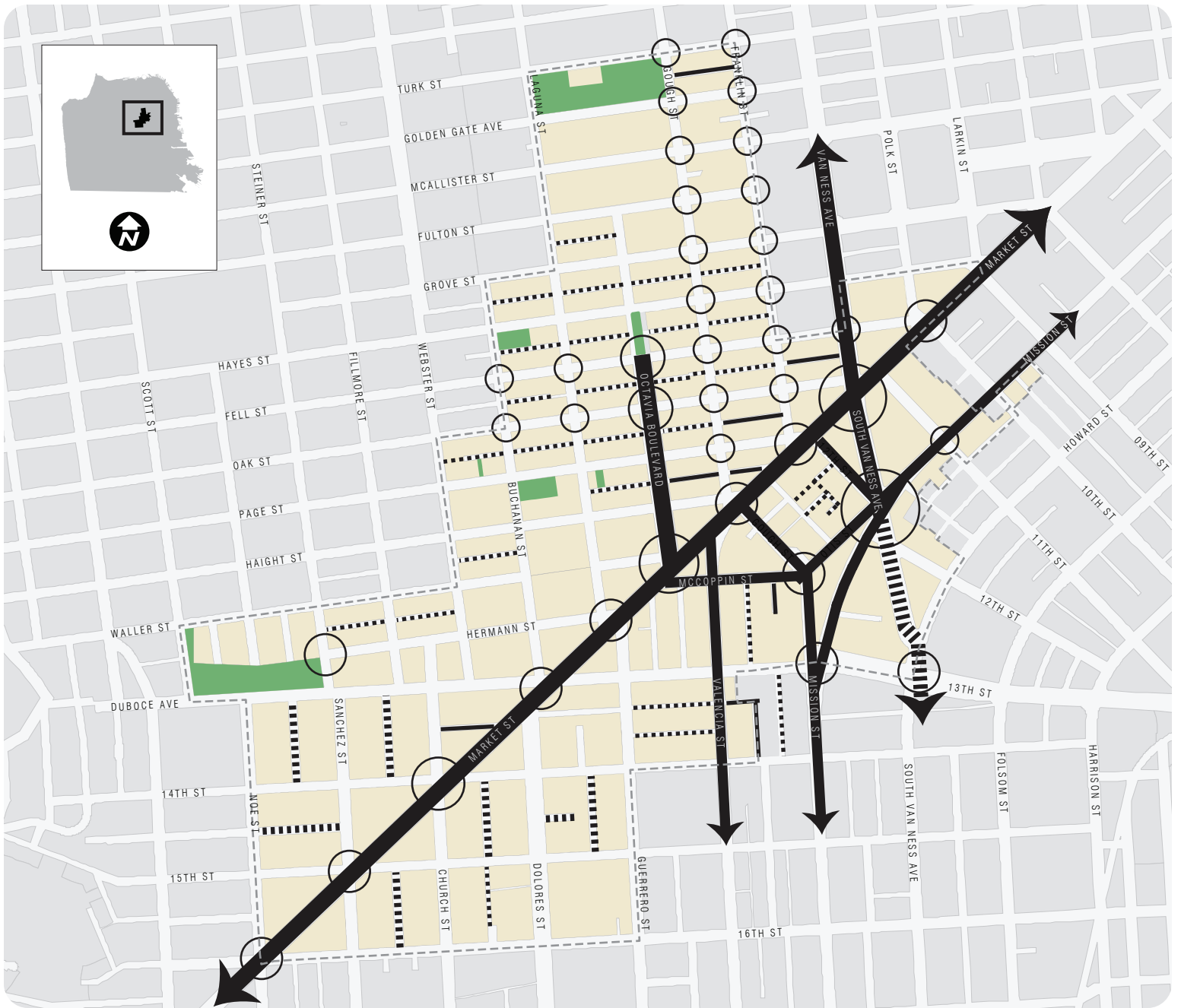
- Locally Significant District
- California Register District
- National Register District



# Market & Octavia Area Plan Individual Resource and District Contributor Map

**MAP 4a**

-  Market & Octavia Area Plan Boundary
-  Historic District Boundary
-  Individual Resource
-  District Contributor
-  Not a Resource

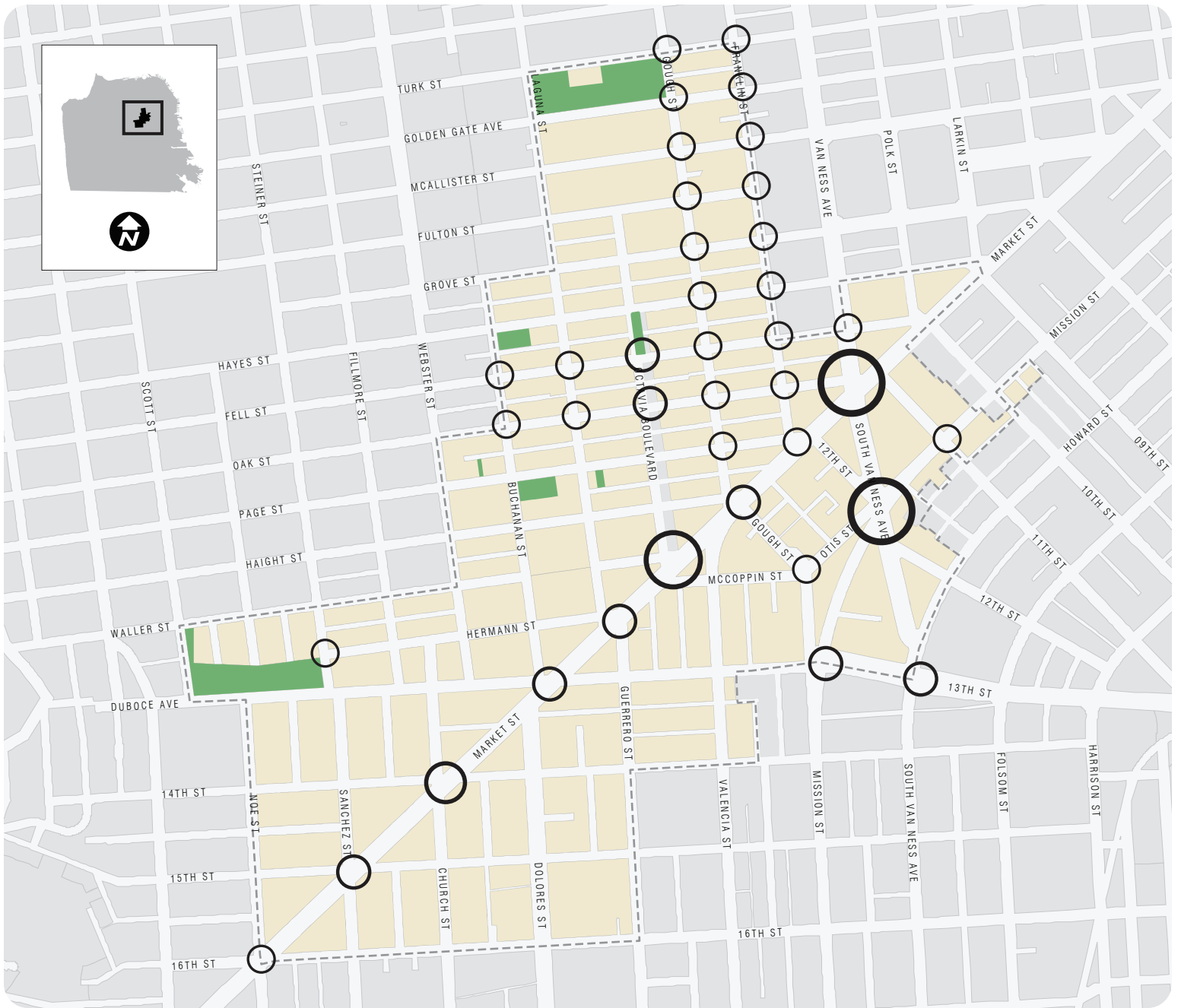


## System of Civic Streets and Open Spaces



**MAP 05**

-  Priority Streets for Civic Improvements
-  Alleys
-  Streets for Civic Improvements
-  Residential alleys suitable for "living alley" improvements
-  Intersections for Traffic Calming
-  Public Open Spaces



### Priority Intersections for Pedestrian Improvements



**MAP 06**

Improvement Level






Low.....High

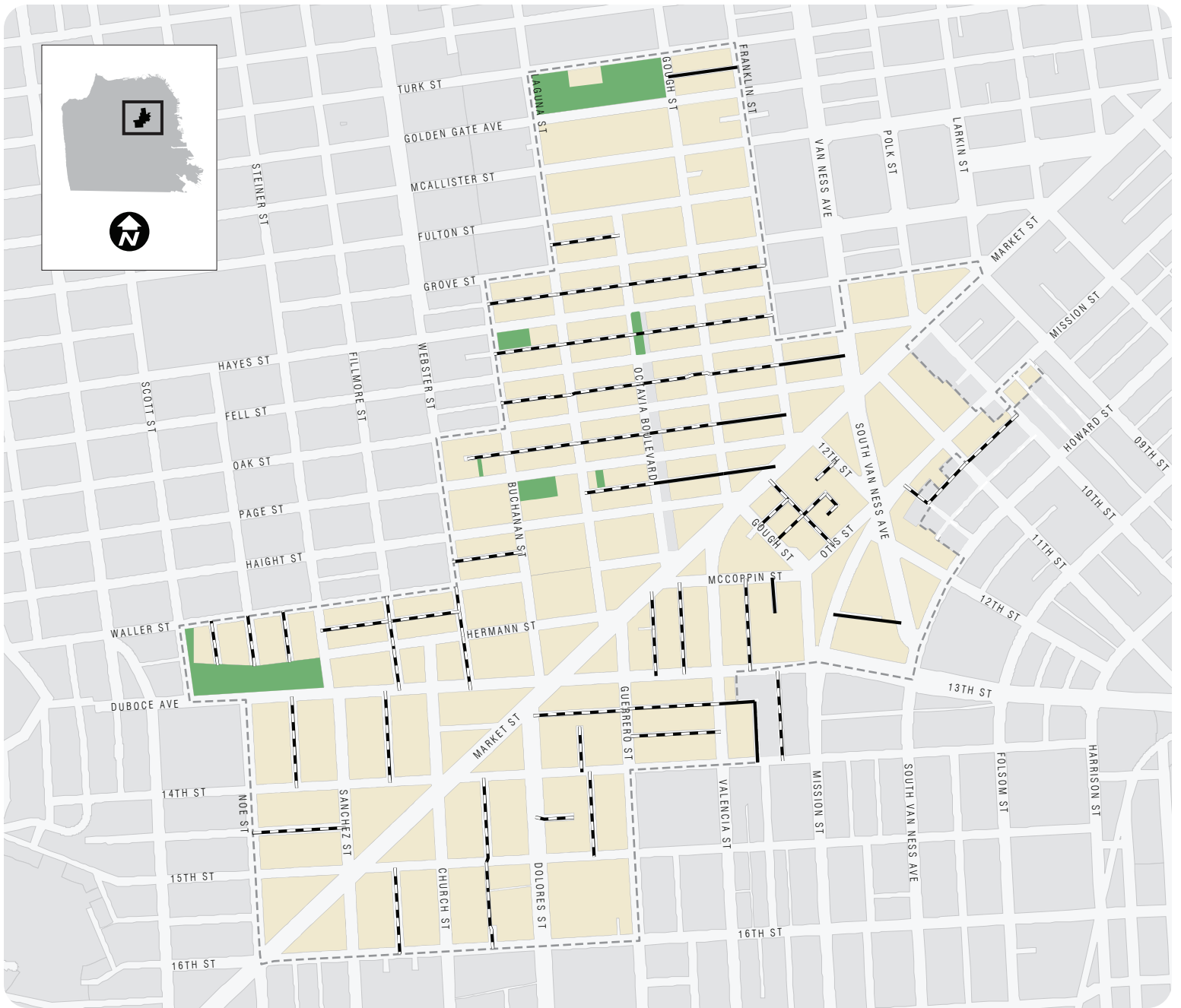


## Priority Streets for Tree Plantings



**MAP 07**

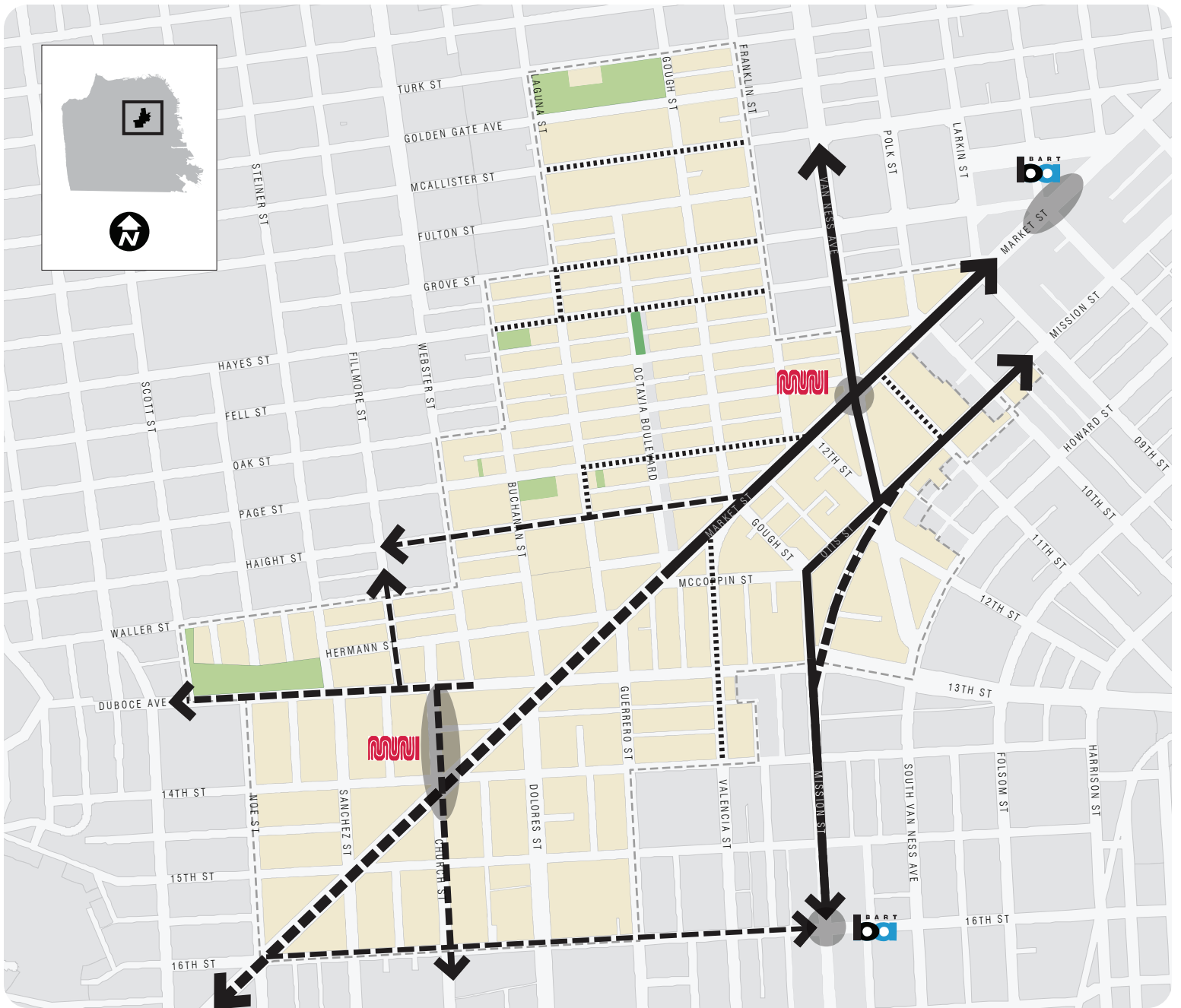
-  First Priority Streets for Tree Planting
-  Second Priority Streets for Tree Planting
-  Second Priority (Should public ROW be re-established)







## Alleys for “Living Alley” Improvements

- Predominantly Non-Residential Alleys
- - - Public Rights-of-Way Suitable for "Living Alley" Improvements





## Important High Capacity Transit Corridors

-  Dedicated Transit Only Lanes
-  Existing Bus Service, No Change Proposed
-  Transit Priority (Bus-bulbs, Signal Pre-emption)
-  Important Transit Facilities

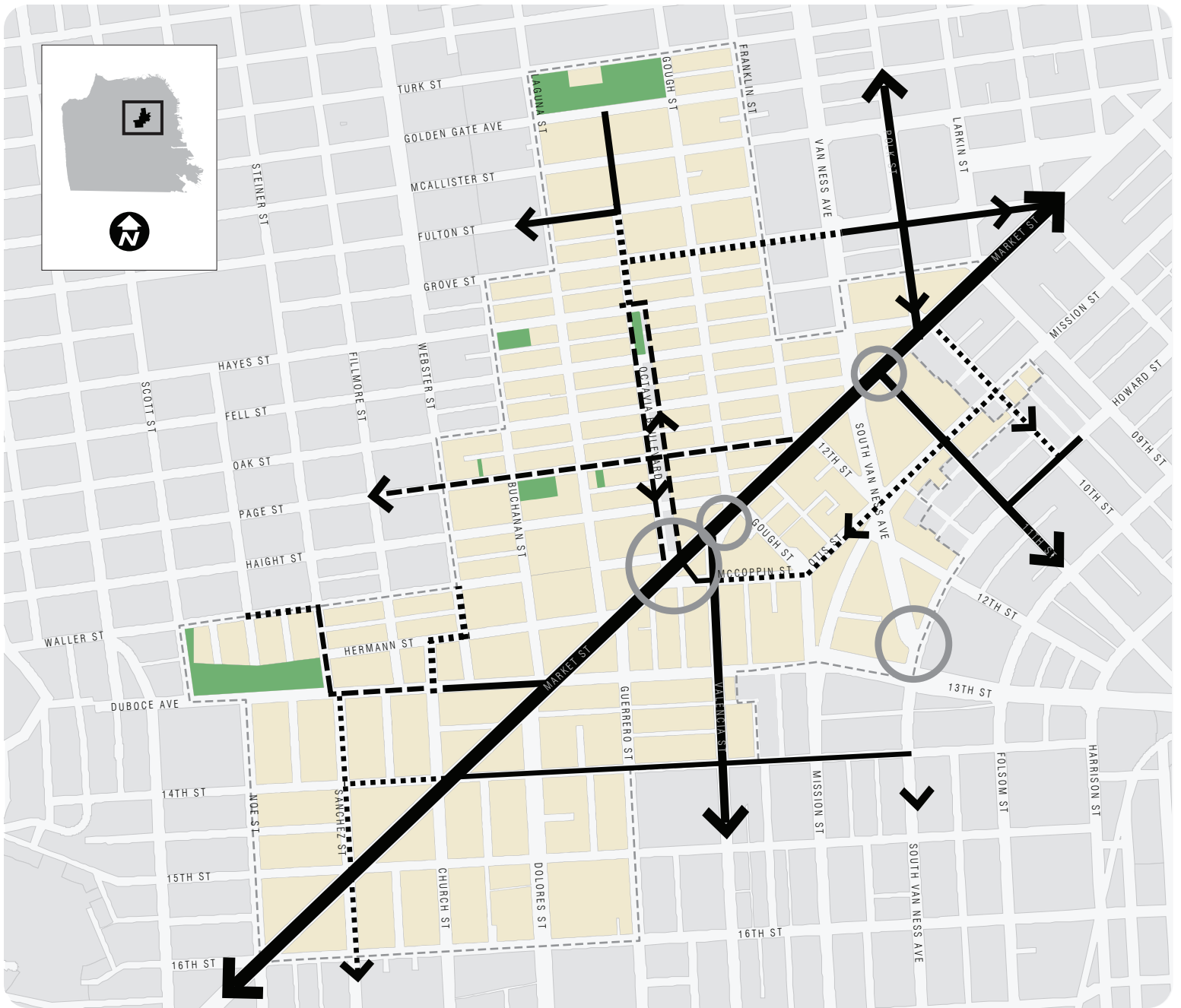
**MAP 09**



## Frontages Where Curb Cuts Are Not Permitted



**MAP 10**

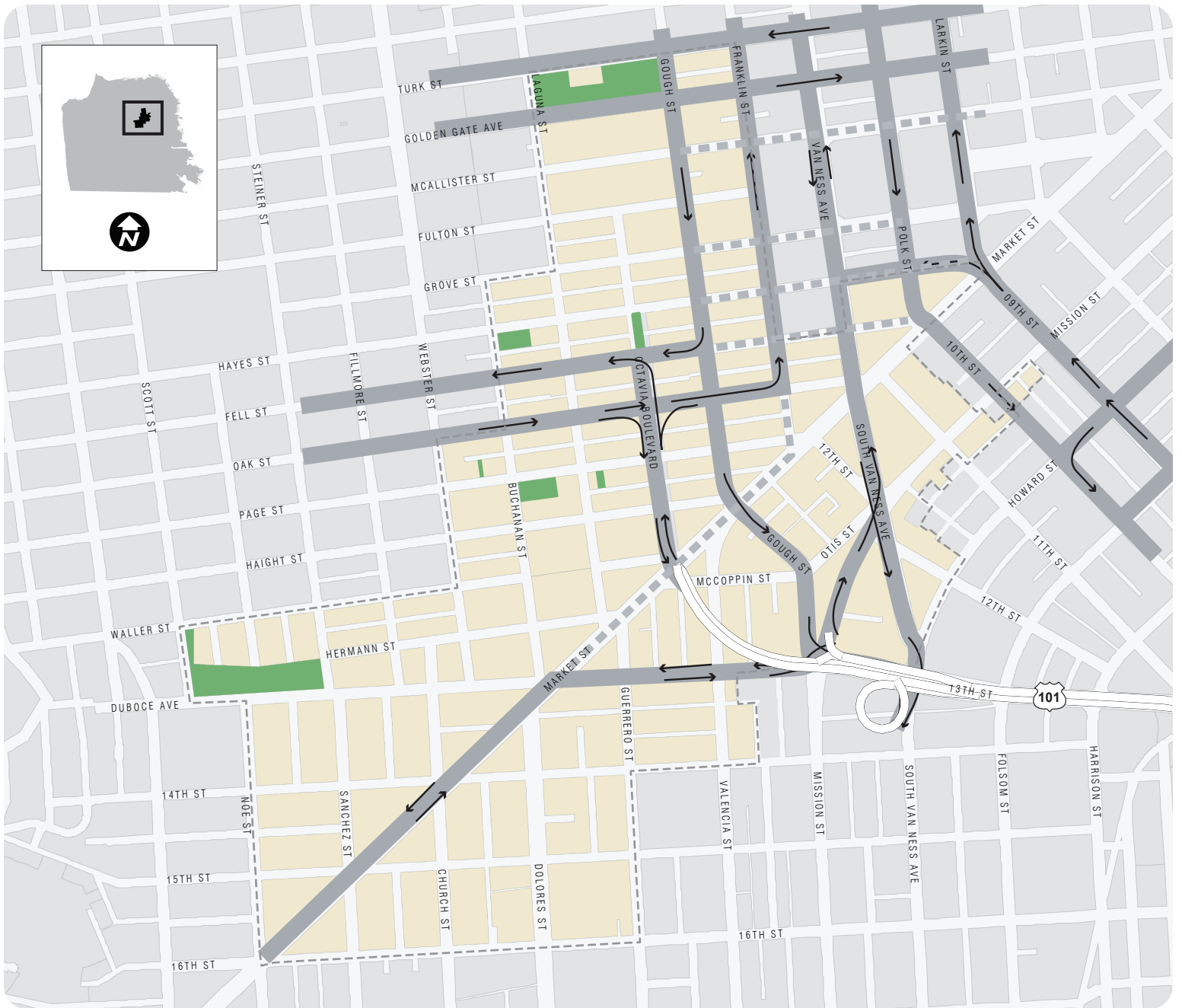


## Bicycle Network



**MAP 11**

- Bike Lanes and Paths
- Other Bike Routes
- Bike Boulevards and Traffic-Calmed Streets
- Intersections for Special Treatment



## Major Routes for Vehicular Circulation

- Primary Routes to/from Freeways
- Secondary Routes to/from Freeways
- Direction of Travel

**MAP 12**