

# **APPENDIX 5: LIST OF PAST, PRESENT, AND REASONABLY FORESEEABLE PROJECTS IN THE VICINITY OF THE PROJECT CORRIDOR**

**TABLE A. PAST, PRESENT, AND REASONABLY FORESEEABLE LAND USE PROJECTS, PLANS, AND TRANSPORTATION PROJECTS IN THE VICINITY OF THE PROJECT CORRIDOR**

Case Number	Address/Project Name	Project Summary <sup>a</sup>
<b>Land Use Projects</b>		
2008.1084E	706 Mission Street	The project would renovate the existing Aronson Building and construct a new 47-story, 550-foot-tall tower, including a mix of residential, museum, restaurant/retail, and possibly office uses. The project is currently under construction.
2007.1464PRJ	1040/1036 Mission	The project would create a 100 percent affordable residential mid-rise building, consisting of 106 dwelling units with ground-floor retail. Construction of the project is complete.
2005.1018E	570 Jessie Street	Demolish existing 15,000 square feet of office/printing shop and construct 47 dwelling units and 24 parking spaces. Construction of the project is complete.
2005.1101E_3	2 New Montgomery Street	The project would convert 25 hotel rooms to residential use and construct a new 17-story addition (680 feet tall with 125 dwelling units). Project is on hold as of October 2014.
2005.0979E	1390 Market Street (Assessor’s Block 0813/006)	The project would demolish an existing two-story retail and office building and construct a new 120-foot-tall, 11-story building with up to 250 dwelling units and approximately 20,000 gross square feet of ground-floor retail use. There would be no change to the existing Fox Plaza mixed-use tower. The project received CEQA clearance in 2009.
2005.0540C/ 2013.1051C	1401–1415 Mission Street	The project would allow construction of a 15-story, 150-foot-tall mixed-use development, including 190 units, 4,400 gross square feet of commercial/retail space, and approximately 38,000 gross square feet of mechanical/storage/circulation/service areas. The project received CEQA clearance in 2015. Construction of the project is complete.

<b>Case Number</b>	<b>Address/Project Name</b>	<b>Project Summary<sup>a</sup></b>
2006.1523E_5	50 First Street	The project would include a new 61-story, 850-foot-tall building with 34 stories of office and a potential 5-story street-level urban room or atrium below 22 stories containing 124 dwelling units. The project received CEQA clearance in 2016. The project is currently under construction.
2007.0604E	1145 Mission Street	The project would include a new 6-story building with 25 dwelling units and ground-floor retail. The project received CEQA clearance in 2017.
2009.0159E	One Oak Street (formerly 1500–1540 Market Street) (Assessor’s Block 0836/002)	The project would demolish two buildings and construct a 40-story mixed-use residential building. The project would include 310 residential units with ground-floor commercial space, one off-street loading space, and a subsurface parking garage for residents. The project received CEQA clearance in 2017.
2011.0409E	925 Mission Street (5M)	The project would include substantial development of office, retail, residential, cultural, educational, and open space uses in the southwest quadrant of Fifth and Mission streets, including buildings of up to 470 feet in height. The project received CEQA clearance in 2017.
2011.1043E	1400 Mission Street (Assessor’s Block 3507/042)	The project would include an approximately 150-foot-tall, 10- to 15-story mixed-use building on an approximately 25,000-square-foot lot. It would provide approximately 242,000 gross square feet of space for approximately 190 affordable housing units over approximately 4,400 gross square feet of ground-floor retail space, with 42 off-street parking spaces. The project received CEQA clearance in 2013. Construction of the project is complete.
2011.0702E	101 Polk Street (Assessor’s Block 0811/002 and 003)	The project would construct a 13-story, 162-dwelling unit residential building with 51 subgrade parking spaces on a site that currently contains a surface parking lot. The project received CEQA clearance in 2013. Construction of the project is complete.
2012.0678E	19–25 Mason Street and 2–16 Turk Street	The project would include replacement of a parking lot with a 12-story, 120-foot-tall building with 155 dwelling units, ground-floor retail, and 68 off-street parking spaces. The project received CEQA clearance in 2015.
2012.1531E	351V Turk Street and 145 Leavenworth Street	The project would include the construction of two 8-story, 80-foot-tall, group housing buildings with 238 group housing rooms. The project received CEQA clearance in 2014.

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2012.1123E_3	1100 Market Street (Assessor's Block 0351/001)	The project would include exterior improvements to the existing building. This project received CEQA clearance in 2012. Construction of the project is complete.
2012.0877E	1546–1564 Market Street (Assessor's Block 0836/007)	The project would construct 110 dwelling units. The project is currently under construction.
2013.0154E	Moscone Center Expansion	This project would include an increase in the size of Moscone Center from about 945,200 gross square feet to 1,156,300 gross square feet. . Construction of the project is complete.
2013.0276E_3	350 Mission Street	The project would include a six-story addition to a 24-story, 375-foot-tall building, resulting in 420,000 square feet of office space plus retail and parking. Construction of the project is complete.
2013.1179E	1700 Market Street (Assessor's Block 0855/016)	The project would demolish an existing two-story building and construct an eight-story mixed-use residential building (up to 48 dwelling units) with approximately 1,500 gross square feet of ground-floor retail. The project received CEQA clearance in 2014. The project is currently under construction.
2013.1753E	1066 Market Street (Assessor's Block 0350/003)	The project would construct up to 330 dwelling units. The project received CEQA clearance in 2017. The project is currently under construction.
2013.1690E	1075 Market Street (Assessor's Block 3703/062)	The project would construct 90 dwelling units. The project received CEQA clearance in 2016. . Construction of the project is complete.
2013.1049E	950–974 Market Street (Assessor's Block 0342/001)	The project would demolish the buildings and parking lot/structure and construct a 12-story mixed-use building with 242 dwelling units, a 232-room hotel, and approximately 16,600 gross square feet of commercial retail space. The project received CEQA clearance in 2016. The project is currently under construction.
2017-003134CUA	72 Ellis Street (Assessor's Block 0327/011)	The project would demolish a surface parking lot and construct an 11-story, 125-foot-tall hotel, consisting of approximately 192 rooms, a lobby, accessory meeting rooms, and retail. The project originally received CEQA clearance in 2001; a 2-year extension of the performance period was granted in January 2018.

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2013.1005E	22–24 Franklin Street (Assessor’s Block 0836/011-012)	The project would demolish the existing commercial building and construct an eight-story, 85-foot tall mixed-use building. The building would include 35 dwelling units and 2,100 gross square feet of retail space. The project received CEQA clearance in 2016. The project is currently under construction and nearing completion.
2013.1458E	198 Valencia Street	This project would demolish existing one-story, 1,900 square foot oil change facility and a surface parking lot with seven off-street parking spaces and construct a five-story, 55 foot-tall, 33,795 gross square foot mixed-use building (6,269 gross square feet of ground-floor commercial space and a subterranean garage to accommodate 19 off-street parking spaces on, with 28 residential units (16 one-bedroom units and 12 two-bedroom units) on the first through fourth-floor levels. The project received CEQA clearance in 2016.
2013.0511E	1125 Market Street (Assessor’s Block 3702/047)	The project would construct a 160-room mixed-use hotel. The project is currently under environmental review.
2013.0973E	150 Van Ness Avenue	The project would construct a 13-story over-basement-level mixed-use residential building. Construction of the project is complete.
2013.1305E	1532 Howard Street	The project would construct a six-story single-room-occupancy building. Construction of the project is nearing completion.
2014.1060ENV	1870 Market Street	The project would demolish a vacant single-story, 600-gross-square-foot commercial building and a four-vehicle surface parking lot and construct an approximately eight-story, 85-foot-tall (with an additional 16 feet for the mechanical and staircase penthouses) mixed-use development. The approximately 16,300-gross-square-foot building would be comprised of approximately 12,900 gross square feet of residential space and 400 gross square feet of ground-floor commercial space. The proposed project would provide approximately 10 dwelling units. No off-street parking is proposed. The project received CEQA clearance in 2017. Construction of the project is complete.

Case Number	Address/Project Name	Project Summary <sup>a</sup>
2014.0964ENV	1228 Folsom Street	The project would merge three lots into one lot, demolish a 16,450-square-foot building, and construct a new 41,440-square-foot mixed-use building with 24 residential units and 1,110 square feet of ground floor commercial use. The building would be 65 feet tall (79 feet tall with elevator penthouse) and six stories on its Folsom Street frontage and 45 feet tall and four stories on its Clementina Street frontage. The project received CEQA clearance in 2016.
2014.0484E	1699 Market Street (Assessor's Block 3504/030)	The project would construct 160 dwelling units. The project received CEQA clearance in 2016. The project is currently under construction.
2014.0409E	1740 Market Street (Assessor's Block 0855/010)	The project would demolish an existing 25,000-gross-square-foot commercial building and construct a nine-story, 85-foot-tall mixed-use building with 110 group housing units and approximately 7,600 gross square feet of ground-floor retail space. The project received CEQA clearance in 2016.
2014.0241E	1028 Market Street (Assessor's Block 0350/002)	The project would construct 186 dwelling units. The project received CEQA clearance in 2017.
2014.0408E	1053 Market Street (Assessor's Block 3703/066)	The project would construct a 155-room tourist hotel. A planning application was filed for the project in 2014. The project received CEQA clearance in 2017.
2014-000803PRJ	1095 Market Street (Assessor's Block 3703/059)	The project would construct a 202-room tourist hotel/motel with 3,992 gross square feet of retail space. The project is currently under environmental review. Construction of the project is nearing completion.
2014.0926ENV	1270 Mission Street	The project would replace a single-story commercial building and surface parking lot with 13-story, 120-foot-tall mixed-use building with 199 dwelling units. The project received CEQA clearance in 2016.
2014-000362	1500 Mission Street (Assessor's Block 3506/006, 3506/007, 3506/008-011 [4 lots])	The project would construct 767,200 gross square feet of residential uses (including 560 dwelling units) and 567,300 gross square feet of City office uses. The project received CEQA clearance in 2017. The project is currently under construction.

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2014.1121ENV	1601 Mission Street (Assessor's Block 3514/043)	The project would demolish gas station facilities and construct a 120-foot-tall, 12-story mixed-use building with up to 220 dwelling units, 6,756 gross square feet of retail space, 145 bicycle parking space, and 102 below-grade vehicle parking spaces that would be accessed from South Van Ness Avenue. The building would include a publicly accessible mid-block alley and public realm improvements. The project received CEQA clearance in 2016.
2014.1423V	1 Franklin Street (Assessor's Block 0837/003)	The project would replace a 32-space surface parking lot with a mixed-use building, consisting of residential, retail, and parking spaces. The project did not require environmental review. Construction of the project is complete.
2014-002330ENV	Parcel M (300 Octavia Street) (Assessor's Block 0832/025) and Parcel N (350 Octavia Street) (Assessor's Block 0832/025)	The project site consists of two discontinuous vacant lots along the east side of Octavia Street, between Fell and Oak streets. Parcel M is an approximately 2,200-square-foot lot with frontages on Fell, Octavia, and Hickory streets; Parcel N is an approximately 2,300-square-foot lot with frontages on Oak, Octavia, and Hickory streets. The project includes construction of two 55-foot-tall (70 feet with elevator penthouse), five-story mixed-use buildings. No off-street parking is proposed. In total, the project would involve construction of 32 residential units, approximately 1,400 gross square feet of commercial uses, and 32 bicycle parking spaces. The project received CEQA clearance in January 2016.
2014.1322ENV	Parcel R and Parcel S (Assessor's Block 0838/034, 035, 093-096)	The project would develop a vacant lot by constructing an approximately 34,504-gross-square-foot mixed-use development, consisting of two dwellings with approximately 19,492 gross square feet of affordable housing and approximately 4,925 gross square feet of neighborhood-serving retail. This project was on hold as of December 2016.
2014.1509DRP	Parcel T/188 Octavia (Assessor's Block 0853/033, 034, and 022)	The project would construct a five-story, 55-foot-tall (71 feet with elevator penthouse) mixed-use building with up to 27 dwelling units above ground-floor commercial space. No off-street parking is proposed. The project received CEQA clearance in March 2017 and is currently under construction.

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2015-004568PRJ	10 South Van Ness Avenue (Assessor’s Block 3506/004)	<p>The project would demolish an existing two-story building and construct a mixed-use residential building with up to 984 residential units, retail space on the ground floor, and two below-grade levels for parking and loading activities (up to 518 vehicle parking spaces and seven freight loading spaces), which would be accessed from a single curb cut and driveway on 12<sup>th</sup> Street. Two project design options are being considered: the “project,” a two-tower design with two separate 41-story, 400-foot-tall towers (420 feet to the top of the elevator penthouses) on top of podiums, and the “single tower project variant,” a single 55-story, 590-foot-tall tower (610 feet to the top of the elevator penthouses) on top of a podium. The project would include approximately 48,000 gross square feet of usable open space, including an approximately 3,000-square-foot mid-block alley that would provide a pedestrian connection between South Van Ness Avenue and 12<sup>th</sup> Street; the single tower project variant would include approximately 47,000 square feet of open space and the mid-block pedestrian alley. The project is currently under environmental review.</p>
2015-010013ENV	30 Otis Street (Assessor’s Block 3505/016)	<p>The project would demolish buildings and construct an approximately 27-story, 250-foot-tall mixed-use building. It would include up to 423 dwelling units and approximately 5,600 gross square feet of retail space. In addition, 17,000 gross square feet of arts activity space would be used by the City Ballet School, which currently operates onsite. The project received CEQA clearance in November 2018. The project is under construction.</p>



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2015-005848ENV	1629 Market Street (1601–1637 Market Street, 1125 Stevenson Street, 53 Colton Street [Plumbers Union site]) (Assessor’s Block 3505/001, 007, 008, 027, 028, 029, 031, 031A, 032, 032A, 033, 033A, 035), 1601–1937 Market Street/53 Colton Street (Assessor’s Block 3505/001)	The project would demolish the existing UA Local 38 building (1621 Market Street), demolish the majority of the Lesser Brothers Building (1629–1645 Market Street), rehabilitate the Civic Center Hotel (1601 Market Street), and demolish the 242-space surface parking lots. In total, the project would construct five new buildings (ranging from four to 10 stories, 58 to 85 feet tall). The project would include 477 market-rate residential units and 107 affordable supportive housing units. The project would also include construction of the 18,300-square-foot Brady Open Space at the northeast corner of Brady and Colton streets. Within the new buildings, there would be approximately 13,000 gross square feet of ground-floor retail/restaurant space. The project would construct 584 dwelling units; a planning application was filed for the project in 2015. The project received CEQA clearance in October 2017.
2015-007525ENV	111 Turk Street (57 Taylor Street) (Assessor’s Block 0343/001)	The project would demolish a portion of the existing structure (vacant retail space) and construct of a 12-story over-basement mixed-use residential group housing and retail building with 190 dwelling units. The project is currently under environmental review.
2015-015253ENV	996 Mission Street (Assessor’s Block 3704/025)	The project would demolish a two-story residential hotel building and construct of an eight-story hotel (two floors for residential hotel units and five floors for a tourist hotel) with ground-floor retail. The project is currently on hold.
2015.012994ENV	200-214 Van Ness Avenue	The project would demolish two buildings, a three-story building with 27 dwelling units (200 Van Ness Avenue) and a two-story building, approximately 12,000 gross square feet. The project would merge the two parcels and construct a 12-story mixed-use building to provide housing and other facilities for the San Francisco Conservatory of Music. The proposed building would have approximately 113 units (420 beds), three faculty housing units, 27 housing units to replace the 27 existing units at 200 Van Ness Avenue, approximately 50,000 gross square feet of institutional uses, approximately 4,300 gross square feet of broadcast studio space, and 2,600 gross square feet of restaurant space. The project received approval in April 2018. The project is currently under construction.

<b>Case Number</b>	<b>Address/Project Name</b>	<b>Project Summary<sup>a</sup></b>
2015-000940ENV	30 Van Ness Avenue (Assessor's Block 0835/004)	The project's approximately 790,000 gross square feet would include 21,000 gross square feet for retail, 350,000 gross square feet for general office, and 520,000 gross square feet for residential uses (including 610 residential units). The project is being analyzed as part of the Hub Plan environmental review process (discussed below).
2015-000940ENV	33 Gough Street Project (Assessor's Block 3504/029)	The project's approximately 420,000 gross square feet would include a mix of approximately 304,000 gross square feet for market-rate and affordable residential uses (518 residential units), approximately 5,600 gross square feet for commercial uses (retail), and 8,400 gross square feet for common indoor spaces. The project is currently under environmental review.
2015-000940ENV	98 Franklin Street (Assessor's Block 0836/008, 009, and 013)	The project's approximately 469,100 gross square feet would include a mix of approximately 349,200 gross square feet of market-rate and affordable residential uses (354 total apartment units), approximately 3,100 gross square feet of commercial uses (retail), and approximately 75,000 gross square feet of school uses. The project is being analyzed as part of the Hub Plan environmental review process (discussed below).
2015-014148ENV	1245 Folsom Street (3756/041)	The project would demolish existing one story of Alt School and construct a seven-story at Folsom street and five-story at Ringold Street mixed-use building. The building would include 37 residential units above a two-story commercial space at the ground floor, with parking space at basement level. The project received CEQA clearance in September 2018.
2015-012878ENV	1695 Folsom Street	The project would construct a building that includes five stories, one basement, and four dwelling units. The project is currently under environmental review.
2016-005406ENV	42 Otis Street (Assessor's Block 3505/020)	The project would replace the existing building with a 15,805-gross-square-foot, five-story, 55-foot-tall mixed-used building. The proposed building would include 24 single-occupancy residential units on the upper floors and 1,900 gross square feet of ground-floor commercial space fronting Otis Street. No off-street parking would be provided. The project is currently under environmental review.

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2016-013184ENV	973 Mission Street (Assessor's Block 3725/078)	The project would build out a currently open (warm shell) space of approximately 16,000 gross square feet to configure it for use by Proof School. The project is currently under environmental review.
2016-007303ENV	5 Third Street (Hearst Building) (Assessor's Block 3707/057)	The project would include a change of use for the existing Hearst Building to include hotel, roof deck, office, and retail space. The project is currently under environmental review.
2016-011827ENV	1500-1528 15th Street	The project would demolish existing automotive sales office and smog check facility and parking area to construct an eight story, 62,100-gross-square-foot building with approximately 1,300 square feet of ground floor retail and 184 group housing units. No off-street parking is proposed. The project is under environmental review as of 2017.
<b>Plans</b>		
2004.0160E	Eastern Neighborhoods Rezoning and Area Plans	The Eastern Neighborhoods Rezoning and Area Plans would involve the introduction of new use (zoning) districts, including districts that would permit at least some PDR uses in combination with commercial uses, districts mixing residential and commercial uses, residential and PDR uses, and new residential-only districts. The new districts would generally replace existing industrial, commercial, and residential single-use districts. In addition to zoning changes, the project would include revisions to the existing Central Waterfront and South of Market Area Plans within the San Francisco General Plan and the preparation and adoption of new area plans for East SoMa, the Mission, Showplace Square/Potrero Hill and the Central Waterfront. The project received CEQA clearance in 2008.
2003.0347E	Market and Octavia Area Plan	The Market and Octavia Area Plan proposes new and amended zoning and height and bulk districts throughout the area as well as transit preferential, bicycle and pedestrian-oriented street and public space improvements. The project received CEQA clearance in 2007.

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2008.0877E	Western SoMa Community Plan	<p>The Western SoMa Community Plan consists of three separate components: (1) adoption of the Western SoMa Community Plan; (2) the rezoning of 46 parcels, comprising 35 lots, two proximate to the draft plan boundary, to reconcile their use districts with those of the neighboring properties; and (3) a mixed-use project at 350 Eighth Street, within the Western SoMa Community Plan Area, consisting of approximately 444 dwelling units, approximately 34,000 gross square feet of commercial space, approximately 8,150 gross square feet of light industrial/artist space, and approximately 1,400 gross square feet of community space. The project received CEQA clearance in 2012.</p>
2011.1356E	Central SoMa Plan	<p>The Central SoMa Plan (formerly, Central Corridor Plan) is a comprehensive plan for the area surrounding much of the southern portion of the Central Subway transit route, a 1.7-mile extension of the Third Street light-rail line, which will link the Caltrain depot at Fourth and King streets to Chinatown and provide service within the SoMa area. The Central SoMa Plan area includes roughly 230 acres, comprising 17 city blocks, as well as the streets and thoroughfares that connect SoMa to its adjacent neighborhoods: Downtown, Mission Bay, Rincon Hill, and the Mission District. The Central SoMa Plan would rezone the area for a variety of land uses, including residential and retail, and increase height limits in some areas. The Central SoMa Plan would also propose improvements for streets and open spaces in the area. The project received CEQA clearance in 2018.</p>
N/A	Civic Center Public Realm Plan	<p>The Civic Center Public Realm Plan will create a unified vision for medium- and long-term improvements to Civic Center’s plazas, streets, and other public spaces. The plan is an interagency effort managed by the planning department and part of the City’s larger Civic Center initiative to improve the area by creating both a neighborhood gathering space and a public commons for all San Franciscans. The project is in its design phase. Environmental review is anticipated to begin in 2019, with plan adoption in late 2020.</p>

Case Number	Address/Project Name	Project Summary <sup>a</sup>
2015-000940ENV	The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)	<p>The Hub Plan, which is an amendment to the 2008 Market and Octavia Area Plan, is a comprehensive plan for the easternmost portions of the Market and Octavia Area Plan as well as two individual development projects within the Hub Plan area at 30 Van Ness Avenue and 98 Franklin Street. The Hub HSD would be designated within all or portions of the Hub Plan area. The Hub Plan seeks to encourage housing, especially affordable housing; create safer and more walkable streets as well as welcoming and active public spaces; increase transit capacity and make transit services more reliable; and create a complete neighborhood with adequate services and amenities. The Hub Plan would pursue this vision through changes to current zoning controls in the area to meet plan objectives. This would include changes to building heights for select parcels to allow more housing, including more affordable housing. Modifications to zoning controls would also allow more flexibility for development of nonresidential uses, specifically, institutional uses, art uses, and public uses. The plan also calls for public realm improvements to streets and alleys within and adjacent to the Hub Plan area. Requirements for micro retail would ensure a mix of retail sizes and uses. Parking requirements would be lowered to decrease the number of vehicles parked within the Hub Plan area, a transit-rich location. The project is currently under environmental review.</p>

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<b>Transportation Projects</b>		
2011.0558E	Muni Forward	<p>Muni Forward (previously referred to as the Transit Effectiveness Project [TEP]) presents a thorough review of San Francisco’s public transit system, initiated by SFMTA in collaboration with the City Controller’s Office. Muni Forward is aimed at improving reliability, reducing travel times, providing more frequent service, and updating Muni bus routes and rail lines to match current travel patterns. Implementation of Muni Forward was initiated in 2015. Muni Forward recommendations include new routes and route realignments, increased service frequency and speed on busy routes, and elimination or consolidation of certain routes or route segments with low ridership. In addition, the TEP identified the need for “rapid,” or “travel time reduction,” networks, which are currently being planned or incorporated as a part of Muni Forward. For example, the 14 Mission Rapid Project (between the Daly City Bay Area Rapid Transit [BART] station and The Embarcadero) has been approved and implemented between 13<sup>th</sup> and Randall streets. It has reduced Muni collisions by 85 percent, improved reliability, and reduced travel time for 67,000 daily Muni riders. The Muni Forward project received CEQA clearance in 2014.</p>
N/A	Polk Street Streetscape Project	<p>The SFMTA, Public Works, and San Francisco Public Utilities Commission are implementing streetscape and utility improvements on Polk Street between Beach and McAllister streets. The aim of the project is to create a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities. Interim safety improvements, part of overall streetscape improvements, have been implemented and include leading pedestrian intervals, daylighting at signalized and stop-controlled intersections, loading zone improvements, new accessible parking spaces, new shared lane markings (sharrows), and a new right turn on northbound Polk Street at Broadway. Environmental clearance was completed in 2015. Construction of the project is complete.</p>

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N/A	Van Ness BRT Project/Van Ness Improvement Project	<p>The Van Ness BRT Project is a program to improve Muni bus service (i.e., the 90 San Bruno Owl, 47 Van Ness, and 49 Van Ness/Mission bus routes, including the planned 49R Van Ness-Mission Rapid route) along Van Ness Avenue between Mission and North Point streets through the implementation of operational improvements and physical improvements. The project will construct transit-only lanes in each direction of Van Ness Avenue within a median right-of-way. Other physical improvements will include high-quality and well-lit bus stations to improve passenger safety and comfort and streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. Operational improvements will include adjusting traffic signals to give buses more green-light time at intersections and providing real-time bus arrival and departure information to passengers to allow them to manage their time more efficiently. Construction of the project within the Van Ness Avenue right-of-way is currently underway; the current travel lane configuration during construction (i.e., two mixed-flow travel lanes in each direction, reduced from three mixed-flow travel lanes in each direction pre-construction) is consistent with the final number of mixed-flow travel lanes. The project also includes eliminating all left turns on Van Ness Avenue, except for the northbound left turn at Lombard Street and the southbound left turn at Broadway. To date, all planned left-turn restrictions have been implemented. Following completion of construction in 2019, bus service will be relocated to the median transit-only lanes, and the existing curbside bus stops on Van Ness Avenue at Market Street will be discontinued. New BRT stations in the southbound and northbound directions of Van Ness Avenue will be located at Market Street. The project received CEQA clearance in 2013 and began construction in 2017. Construction of the project is estimated to be complete in 2021.</p>

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N/A	Geary Rapid Project/Geary Boulevard Improvement Project	The Geary Rapid Project will provide transit and pedestrian infrastructure improvements along the corridor from Market Street to 34 <sup>th</sup> Avenue, including improvements similar to those proposed under the Van Ness BRT Project. Phase 1 of Geary Rapid construction began in summer 2018, which will extend transit and pedestrian improvements from Market Street west to Stanyan Street, including enhanced bus stops, side-running bus-only lanes, and related streetscape improvements. Construction of Phase 1 improvements is expected to be complete by 2021.
N/A	Vision Zero	The City adopted Vision Zero in 2014. Vision Zero is a road safety policy that focuses on eliminating traffic deaths in San Francisco by 2024. To commence, SFMTA, in collaboration with other City agencies, prioritized more than 24 street engineering projects, which are to be completed within the first two years of adopting the policy; pedestrian improvements at more than 170 locations (identified through the WalkFirst pedestrian safety planning process) along high-injury corridors; and bicycle-related safety improvement projects. The key Vision Zero projects applicable to the proposed project include signals at the following alleyway locations: Mission and Ecker streets, Mission and Mint streets, Sixth and Stevenson streets, and Sixth and Jessie streets.



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N/A	Central Subway Project	<p>The Central Subway Project is the second phase of the Third Street light rail line (i.e., T Third), which opened in 2007. Construction is currently under way. The Central Subway will extend the T Third line northward from its current terminus at Fourth and King streets to a surface station south of Bryant Street, then go underground through a portal at I-80. From there, it will continue north to stations at Moscone Center (i.e., on the west side of Fourth Street between Folsom and Clementina streets); Union Square, providing passenger connections to Powell Street Station and BART; and Chinatown, with the line terminating at Stockton and Clay streets. Construction associated with utility relocation and tunneling has been completed. Work is under way to outfit the alignment with an overhead contact system, rails, telecommunications, signaling, and stations. Construction of the Central Subway is scheduled to be complete in 2019; revenue service is scheduled for 2019.</p>
N/A	San Francisco Bicycle Plan	<p>The San Francisco Bicycle Plan includes planned short-term improvements to Fifth Street, including class II bicycle lanes and class III bicycle routes in both directions between Market and Townsend streets. San Francisco Bicycle Plan improvements on Fifth Street would reduce the number of travel lanes and prohibit northbound and southbound left turns; other minor changes to lane geometry and on-street parking would be implemented. The project received CEQA clearance in 2009 and is currently being implemented.</p>
N/A	San Francisco Bicycle Strategy	<p>The SFMTA 2013–2018 Bicycle Strategy sets new directions and policy targets to make bicycling a part of everyday life in San Francisco. The key actions are designed to meet the SFMTA 2013–2018 Strategic Plan’s mode share goal (i.e., 50 percent of all trips made using sustainable modes [walking, bicycle, public transit, vehicle sharing]).</p>
N/A	Ford GoBike	<p>In May 2015, Ford GoBike announced an expansion of the existing pilot system in San Francisco. New bike share stations were rolled out in phases through 2017, throughout SoMa and north of Market Street. Further expansion is planned in several locations, including Upper and Lower Haight, Japantown, North Beach, Westwood Highlands, the Marina District, Excelsior and Outer Mission, and farther west.</p>

Case Number	Address/Project Name	Project Summary <sup>a</sup>
N/A	Upper Market Street Safety Project	<p>The Upper Market Street Safety Project is a substantial, multi-phased effort to improve the safety and comfort of Market Street between Octavia Boulevard and Castro Street for all roadway users. The project is based on a data-driven approach to identifying collision hot spots and factors, and includes engineering recommendations for the corridor's complex 6-legged intersections, dedicated bike lane upgrades, and public realm improvements to enhance safety and comfort for people walking, driving, and bicycling. Project goals are to improve safety and comfort for all users by reducing the potential for conflict and by making travel along the corridor more predictable and intuitive. Implementation of near-term improvements was initiated in 2015 and is anticipated to be complete by 2020.</p>
N/A	SFMTA Mission Street/South Van Ness Avenue/Otis Street Intersection Improvements	<p>SFMTA Mission Street/South Van Ness Avenue/Otis Street Intersection Improvements<sup>b</sup> – The SFMTA is planning implementation of various improvements at the intersection of Mission/South Van Ness/Otis as well as along Otis and Mission Street in the vicinity of this intersection. This would be constructed by the Van Ness BRT Project. Key improvements would include:</p> <ul style="list-style-type: none"> <li>• Extending and/or creating a bulb out at the northeast corner of the intersection by up to 25 feet into the roadway to shorten the northern crosswalk, and potentially include landscaping/sidewalk furniture and bicycle racks and benches;</li> <li>• Conversion of the existing class III route (sharrows) along westbound (outbound) Mission Street to a class II bicycle route located adjacent to the planned right-turn only lane;</li> <li>• Redesign of the existing median on the east edge of the intersection of South Van Ness Avenue and Mission Street and relocate the median to the south to accommodate the westbound (outbound) right-turn only lane, the planned westbound (outbound) class II bicycle lane and allow for two-stage pedestrian crossing along the east crosswalk with a new pedestrian refuge island;</li> </ul>

Case Number	Address/Project Name	Project Summary <sup>a</sup>
		<ul style="list-style-type: none"> <li>• Extending the sidewalk (or bulb out) on the west side of the intersection between westbound (outbound) Otis Street and eastbound (inbound) Mission Street north into the roadway up to 12 feet to shorten the crossing distance between this sidewalk and the northwest corner of the intersection;</li> <li>• Widen the north sidewalk along westbound (outbound) Otis Street by five feet, from 10 feet to 15 feet wide. The sidewalk widening would extend from South Van Ness Avenue to Brady Street;</li> <li>• Installation of an eight-foot-wide transit island that would be five to six feet from the widened sidewalk on the north side of Otis Street and the transit island would be approximately 120 feet long; and</li> <li>• Relocating the existing parking on the north side of Otis Street from approximately 200 feet east of Brady Street to Gough Street from the curb to 9 to 12 feet south of the curb to allow for a parking-separated bikeway.</li> </ul>
2007.0558E; 2008.0789E	Transbay Terminal and Transit Center District Plan	The project would include road diets, transit facilities, and bike facilities consistent with the Transit Center District Plan. The project received CEQA clearance in 2012. The SF Transit Center was completed in 2018. At time of publication of this EIR, Transbay bus routes are being routed to the Temporary Transbay Terminal rather than the SF Transit Center.
N/A	Second Street Improvement Project	Second Street Improvement Project includes a road diet from two to one through lane with right-turn pockets in each direction, cycle tracks in each direction, and new protected right-turn phases on Second Street. Construction is expected to be completed in 2019.
N/A	Sixth Street Road Diet Project	The Sixth Street Road Diet Project would reduce the number of vehicle lanes in each direction from two to one; it would also provide wider sidewalks, corner bulb-outs, new traffic signals, and new crosswalks at targeted intersections. Construction is anticipated to begin in winter 2019.

Case Number	Address/Project Name	Project Summary <sup>a</sup>
N/A	BART Market Street Canopies and Escalators Modernization Project	The project would include the installation of canopy covers over 22 of the Downtown San Francisco BART/Muni station entrances/exits along Market Street leading to the underground Embarcadero, Montgomery Street, Powell Street, and Civic Center/UN Plaza station concourses, as well as replacement and refurbishment of existing street-level escalators. The project is currently under detailed design review, with construction expected to commence in 2019 and be completed in 2025.
NA	Safer Taylor Street	The project would identify streetscape improvements on the section of Taylor Street between Market and Sutter streets to improve transportation safety and livability for all users of this corridor. Preliminary design options have been developed for Taylor Street, which include sidewalk widening, travel lane reductions, traffic signal modifications, and improved loading zones. The project is in the engineering and design phase.
NA	Turk Street Safety Project	The project identified transportation network improvements on the section of Turk Street between Market and Gough streets to provide a safer and more comfortable walking and bicycling environment as well as a more predictable and safer driving environment. As part of the project, the bicycle lane network on Turk Street was completed. The project has been implemented between Taylor and Polk streets and is coordinating with local City and development projects for other blocks.
NA	Powell Streetscape Project	The project would design and construct a new permanent streetscape layout for Powell Street between Geary and Ellis streets to enhance the quality and use of the public realm, improve safety for all street users, improve cable car safety and performance, and renew transportation infrastructure. Changes could include wider sidewalks, restrictions to vehicle access, and improved loading for businesses and hotels. The project is currently in the engineering and design phase.

Case Number	Address/Project Name	Project Summary <sup>a</sup>
NA	The Embarcadero Enhancement Project	<p>The project would develop and implement improvements along The Embarcadero between Townsend and North Point streets. The project would focus on providing a physically protected two-way waterside bikeway to reduce conflicts with other modes, including shorter, more accessible pedestrian crossings; more efficient traffic signals and intersections; improved loading zones; and enhancements to streetcar operations. The project is completing the planning and conceptual design phase, which will be followed by environmental review and preliminary engineering. Improvements that could be implemented in the near term (e.g., removal of peak-period tow-away restrictions, implementation of a full-time green bike lane, crosswalk upgrades) were implemented in December 2018.</p>
NA	27 Bryant Transit Reliability Project	<p>The project would identify improvements to enhance the reliability of the 27 Bryant bus route, particularly north of Market Street, as well as improvements to the transportation network for people walking and bicycling. The project was recently initiated and is currently in the planning phase.</p>
2018-014251ENV	Bike Lane Pilot on Valencia Street from Market Street to 15 <sup>th</sup> Street	<p>The project would include changes in parking and loading as well as other pedestrian safety improvements. The purpose of the project is to improve safety for cyclists and pedestrians. The project is a pilot program in that data would be collected as part of a study leading to the development of a long-term streetscape project along the corridor. Extensive evaluation of the pilot would help inform long-term streetscape changes. The project would include a parking-protected bike lane on Valencia from Market to 15<sup>th</sup> streets. Left turns off Valencia Street to Duboce Avenue would be restricted to accommodate separated signal phasing for right turns and through bicycles; eastbound left turns off Clinton Park would be restricted during school hours. Concrete parking buffers/accessible paths for portions of the corridor with school loading would be included. The project is currently in the construction phase.</p>

Case Number	Address/Project Name	Project Summary <sup>a</sup>
Notes:		
a. Project summaries are based on the best available information as of January 2019.		
b. SFMTA – Mission Street/South Van Ness Avenue/Otis Street Certificate of Determination Exemption from Environmental Review. A copy of this report is available for review at the San Francisco Planning Department, 1650 Mission Street Suite 400, San Francisco as part of Case File No. 2014.002258ENV.		
Source: San Francisco Planning Department 2019.		