

5.0 MITIGATION MEASURES

This chapter presents the mitigation measures that address significant impacts identified in Chapter 4.0, Environmental Setting and Impacts. The mitigation measures either reduce or eliminate significant environmental impacts. The mitigation measures may be required by the Planning Commission as part of Plan adoption or may be imposed on individual projects as they are approved under the proposed Market Octavia Neighborhood Plan. Implementation of some of these mitigation measures may be the responsibility of other city departments or of other public agencies outside the jurisdiction of the City and County of San Francisco.

There are several items required by law that would serve to mitigate potential significant impacts; they are summarized here for informational purposes. These measures include, but are not limited to: no use of mirrored glass on the building to reduce glare, as per City Planning Commission Resolution 9212; limitation of construction-related noise levels, pursuant to the San Francisco Noise Ordinance (Article 19 of the San Francisco Police Code, 1972); compliance with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint; and observance of State and federal OSHA safety requirements related to handling and disposal of other hazardous material, such as asbestos.

Measures that are not required by existing laws or regulations but would serve to mitigate significant environmental impacts appear below. All of the following measures will be required, as applicable, of all projects proposed for implementation in the Project Area under the City of San Francisco jurisdiction.

The chapter is structured to follow the order of the environmental topics in Chapter 4.0.

5.1 Plans and Policies

The determination as to consistency with the *General Plan* and other Planning Department policies would be made by the Planning Commission.

5.2 Land use and Zoning

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.3 Population, Housing, and Employment

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.4 Urban Design and Visual Quality

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.5 Shadow and Wind

5.5.A Shadow Mitigation Measures

5.5.A1 Parks and Open Space Subject to Section 295

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.5.A2 Shadow Mitigation Measure - Parks and Open Space not Subject to Section 295

New buildings and additions to existing buildings in the Project Area where the building height exceeds 50 feet shall be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295 of the *Planning Code*.

In determining the impact of shadows, the following factors shall be taken into account: the amount of area shaded, the duration of the shadow, and the importance of sunlight to the type of open space being shaded.

Implementation of this mitigation measure would reduce but may not eliminate potentially significant shadow impacts. The potential for a significant and unavoidable impact would still exist.

5.5.B Wind Mitigation Measure

Wind impacts are directly related to building design and articulation and the surrounding site conditions. A project level wind analysis shall be conducted for each new development that has the potential to result in significant wind impacts.

5.5.B1 Wind Mitigation Measure - Buildings in Excess of 85 feet in Height

To minimize adverse wind impacts related to new development, the following design guidelines shall be required as part of the proposed Plan for buildings in excess of 85 feet in height:

- Where possible, align long axis or faces of the buildings along a west-east alignment to reduce exposure of the wide faces of the building to westerly winds. Utilize wind shelter offered by existing upwind structures as much as possible. Avoid continuous western building faces.
- Articulate and modulate southwest, west and northwest building faces through the use of architectural techniques such as surface articulation, variation of planes, wall surfaces and heights, as well as the placement of stepbacks and other features. Substantial setbacks in west-facing facades (at lower levels) are an effective means of reducing the amount of ground-level wind induced by a building.
- Utilize properly located landscaping to mitigate winds in all pedestrian open spaces. Porous materials (vegetation, hedges, screens, latticework, perforated or expanded metal) offer superior wind shelter compared to a solid surface.
- Avoid narrow gaps between buildings, which may accelerate westerly winds.
- Avoid “breezeways” or notches at the upwind corners of the building, which may focus wind energy at pedestrian levels.

5.5.B2 Wind Mitigation Measure - All New Construction

The following standards for reduction of ground-level wind currents shall be applied to all new construction in the Project Area:

- New building and additions to existing buildings shall be shaped, or other wind baffling measures shall be adopted, so that the development will not cause year-round ground-level wind currents to exceed, more than 10 percent of the time between 7:00 AM and 6:00 PM, the comfort level of 11 mph equivalent wind speed in areas of pedestrian use and seven mph equivalent wind speed in public seating areas. When pre-existing ambient wind speeds exceed the comfort levels specified above, the building shall be designed to reduce the ambient wind speeds in efforts to meet the goals of this requirement.
- An exception to this requirement may be permitted, but only if and to the extent that the project sponsor demonstrates that the building or addition cannot be shaped or wind

baffling measures cannot be adopted without unduly restricting the development potential of the building site in question.

- The exception may permit the building or addition to increase the time that the comfort level is exceeded, but only to the extent necessary to avoid undue restriction of the development potential of the site.
- Notwithstanding the above, no exception shall be allowed and no building or addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year.
- For the purpose of this Section, the term “equivalent wind speed” shall mean an hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

Implementation of these guidelines, together with current City and County of San Francisco requirements for wind tunnel testing of proposed building designs for wind impacts, would generally reduce Plan, project, and cumulative wind impacts to a less than significant level.

5.6 Historical Resources

5.6.A Archaeological Mitigation Measures

The Plan could have four types of effects on archaeological resources based on the level of analysis of the Plan component in the EIR (program- or project-level), potential of component to have an effect, and the relative sensitivity of expected archaeological resources to soil disturbing activities. The four Archaeological Mitigation Measures are:

5.6.A1 Archaeological Mitigation Measure – Soil Disturbing Activities in Archaeologically Documented Properties

This measure shall apply to those properties within the Project Area for which a final Archaeological Research Design/Treatment Plan (ARD/TP) is on file in the Northwest Information Center and the Planning Department. Properties subject to this Mitigation Measure include all lots within the following Assessor’s Blocks: 817, 831, 832, 838, 839, 853, 855, 3502, 3503, 3507, 3513, and 3514, which also include the Central Freeway Parcels: A, C, H, K, L, M, N, O, P, Q, R, S, T, U, and V.

Any soils-disturbing activities proposed within this area shall be required to submit an addendum to the respective ARD/TP prepared by a qualified archaeological consultant with expertise in California prehistoric and urban historical archaeology to the Environmental Review Officer (ERO) for review and approval. The addendum to the ARD/TP shall evaluate the potential effects of the project on legally-significant archaeological resources with respect to the site- and project-specific

information absent in the ARD/TP. The addendum report to the ARD/TP shall have the following content:

1. Summary: Description of subsurface effect of the proposed project and of previous soils-disturbing activities;
2. Historical Development: If demographic data for the project site is absent in the discussion in the ARD/TP, the addendum shall include new demographic data regarding former site occupants;
3. Identification of potential archaeological resources: Discussion of any identified potential prehistoric or historical archaeological resources;
4. Integrity and Significance: Eligibility of identified expected resources for listing to the California Register of Historical Resources (CRHR); Identification of Applicable Research Themes/Questions (in the ARD/TP) that would be addressed by the expected archaeological resources that are identified;
5. Impacts of Proposed Project;
6. Potential Soils Hazards: Update discussion for proposed project;
7. Archaeological Testing Plan (if archaeological testing is determined warranted): the Archaeological Testing Plan (ATP) shall include:
 - A. Proposed archaeological testing strategies and their justification
 - B. Expected archaeological resources
 - C. For historic archaeological resources
 - 1) Historic address or other location identification
 - 2) Archaeological property type
 - D. For all archaeological resources
 - 1) Estimate depth below the surface
 - 2) Expected integrity
 - 3) Preliminary assessment of eligibility to the CRHR
 - E. ATP Map
 - 1) Location of expected archaeological resources
 - 2) Location of expected project sub-grade impacts
 - 3) Areas of prior soils disturbance
 - 4) Archaeological testing locations by type of testing
 - 5) Base map: 1886/7 Sanborn Fire Insurance Company map

5.6.A2 Archaeological Mitigation Measure – General Soil Disturbing Activities

This measure shall apply to any project involving any soils-disturbing activities including excavation, installation of foundations or utilities or soils remediation beyond a depth of four feet and located within those properties within the Project Area for which no archaeological assessment report has been prepared, including by a qualified MEA staff. This mitigation measure shall also apply to projects within the Mission Dolores Archaeological District (MDAD) involving only minor soils disturbance (three feet or less below the existing surface).

For projects to which this mitigation measure applies, a Preliminary Archaeological Sensitivity Study (PASS) shall be prepared by an archaeological consultant with expertise in California prehistoric and urban historical archaeology. The PASS shall contain the following:

1. The historical uses of the project site based on any previous archaeological documentation and Sanborn maps;
2. Types of archaeological resources/properties that may have been located within the project site and whether the archaeological resources/property types would potentially be eligible for listing in the California Register of Historical Resources (CRHR);
3. If 19th or 20th century soils-disturbing activities may adversely affect the identified potential archaeological resources;
4. Assessment of potential project effects in relation to the depth of any identified potential archaeological resource;
5. Assessment of whether any CRHR-eligible archaeological resources could be adversely affected by the proposed project and, as warranted, appropriate action.

Based on the PASS, the Environmental Review Officer (ERO) shall determine if an Archaeological Research Design/Treatment Plan (ARD/TP) shall be required to more definitively identify the potential for CRHR-eligible archaeological resources and determine the appropriate action necessary to reduce the potential effect of the project on archaeological resources to a less than significant level. The scope of the ARD/TP shall be determined in consultation with the ERO and consistent with the standards for archaeological documentation established by the State Office of Historic Preservation for purposes of compliance with CEQA.¹

¹ California Office of Historic Preservation, *Preservation Planning Bulletin* No. 5

5.6.A3 Archaeological Mitigation Measure – Soil Disturbing Activities in Public Street and Open Space Improvements

This measure shall apply to the proposed public street and open space improvement projects proposed in the Plan involving soils disturbance in excess of four feet in depth.

The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. 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 ERO, 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 *CEQA Guidelines* §15064.5 (a)(c).

Archaeological Monitoring Program (AMP)

The archaeological monitoring program shall, at a minimum, include the following provisions:

1. The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the Archaeological Monitoring Program (AMP) reasonably prior to any project-related soils disturbing activities commencing. The ERO, in consultation with the project archaeologist, shall determine what project activities shall be archaeologically monitored.
2. The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
3. The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;
4. The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
5. If an intact archaeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect potentially damaging activity until the deposit is evaluated. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall, after making a reasonable effort to assess the identity,

integrity, and significance of the encountered archaeological deposit, present the findings of this assessment to the ERO.

If the ERO, in consultation with the archaeological consultant, determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- The proposed project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accord with an Archaeological Data Recovery Plan (ADRP). The project archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, shall be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains, Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Public Resources Code* §5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (*CEQA Guidelines* §15064.5(d)). The agreement shall take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archaeological Resources Report.

The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive two copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

5.6.A4 Archaeological Mitigation Measure – Soil Disturbing Activities in the Mission Dolores Archaeological District

This measure applies to any project within the Mission Dolores Archaeological District (MDAD) involving installation of foundations, construction of a subgrade or partial subgrade structure including garage, basement, etc, grading, soils remediation, installation of utilities, or any other activities resulting in substantial soils disturbance.

The project sponsor shall retain the services of a qualified archaeological consultant having expertise in California prehistoric and urban historical archaeology. The archaeological consultant shall undertake an archaeological testing program as specified herein. In addition, the consultant shall be available to conduct an archaeological monitoring and/or data recovery program if required pursuant to this measure. The archaeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. 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 ERO, 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 *CEQA Guidelines* §15064.5 (a)(c).

Archaeological Testing Program

The archaeological consultant shall prepare and submit, as determined by the ERO, either an Archaeological Research Design/Testing Plan (ARD/TP) or an Archaeological Testing Plan (ATP) to the ERO for review and approval. The archaeological testing program shall be conducted in accordance with the approved ARD/TP or ATP. The ARD/TP or ATP shall identify the property types of the expected archaeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archaeological testing program will be to determine to the extent possible the presence or absence of archaeological resources and to identify and to evaluate whether any archaeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archaeological testing program, the archaeological consultant shall submit a written report of the findings to the ERO. If based on the archaeological testing program the archaeological consultant finds that significant archaeological resources may be present, the ERO in

consultation with the archaeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archaeological testing, archaeological monitoring, and/or an archaeological data recovery program. If the ERO determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

1. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archaeological resource; or
2. A data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archaeological Monitoring Program

If the ERO, in consultation with the archaeological consultant, determines that an archaeological monitoring program shall be implemented, the archaeological monitoring program shall minimally include the following provisions:

1. The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils-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 risk these activities pose to potential archaeological resources and to their depositional context;
2. The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
3. The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;
4. The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
5. If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile driving activity may affect an

archaeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archaeological resources are encountered, the archaeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archaeological Data Recovery Program

The archaeological data recovery program shall be conducted in accord with an archaeological data recovery plan (ADRP). The archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archaeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Associated or Unassociated Funerary Objects

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (*Public Resources Code* §5097.98). The archaeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (*CEQA Guidelines* §15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If non-Native American human remains are encountered, the archaeological consultant, the ERO, and the Office of the Coroner shall consult on the development of a plan for appropriate analysis and recordation of the remains and associated burial items since human remains, both Native American and non-Native American, associated with the Mission Dolores complex (1776-1850s) are of significant archaeological research value and would be eligible to the CRHR.

Final Archaeological Resources Report

The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the final report.

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Implementation of these mitigation measures would reduce the archaeological impacts to a less than significant level at a program level and at a project level for soils disturbing activities in archaeological documented properties or for public street and open space improvements. Further evaluation of archaeological resources may be required for soils disturbing activities in areas where no archaeological assessment report has been prepared or in the Mission Dolores Archaeological District.

5.6.B Architectural Mitigation Measures

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.7 Transportation

5.7.A Traffic Mitigation Measure for Hayes and Gough Streets Intersection (LOS C to LOS F PM peak hour)

To mitigate the 2025 with Plan and 2025 with Central Freeway Parcel/Near-Term Transportation Improvements intersection operating conditions at the intersections of Hayes and Gough Streets, an additional westbound travel lane would be required. With the reestablished westbound travel lane (and no eastbound lanes), 2025 with Plan conditions at this intersection would improve to LOS C.

This mitigation measure would effectively eliminate the Plan's proposed changes along Hayes Street (which would provide an eastbound lane on Hayes Street between Gough Street and Van Ness Avenue by eliminating a westbound lane). As such, in order to maintain acceptable intersection level of service operations, the Plan could not be implemented on Hayes Street.

Unless the existing street configuration is maintained, implementation of the Plan would result in a significant and unavoidable impact.

5.7.B. Traffic Mitigation Measure for Hayes and Franklin Streets Intersection (LOS D to LOS F PM peak hour)

To mitigate the 2025 with Plan and 2025 with Central Freeway Parcel/Near-Term Transportation Improvements intersection operating conditions at the intersections of Hayes and Franklin Streets, an additional westbound travel lane would be required. With the reestablished westbound travel lane (and no eastbound lanes), 2025 with Plan conditions at this intersection would improve to LOS D.

This mitigation measure would effectively eliminate the Plan's proposed changes along Hayes Street (which would provide an eastbound lane on Hayes Street between Gough Street and Van Ness Avenue by eliminating a westbound lane). As such, in order to maintain acceptable intersection levels of service operations, the Plan could not be implemented on Hayes Street.

Unless the existing street configuration is maintained, implementation of the Plan would result in a significant and unavoidable impact.

5.7.C Traffic Mitigation Measure for Laguna/Market/Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak hour)

To improve operating conditions to acceptable levels and mitigate impacts, new protected left-turns could be provided for northbound Guerrero Street and southwest-bound Market Street. At both locations, the left-turn movements already have pockets; as such, new signals would be required to provide the protected left-turn phases. Implementation of signal timing changes would be dependent upon an assessment of transit and traffic coordination along Market Street to ensure that the changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

As the feasibility of the signal timing changes has not been fully assessed, the potential for a significant and unavoidable impact would still exist.

5.7.D Traffic Mitigation Measure for Market/Sanchez/Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour)

Minor changes to the signal timing at the intersection of Market/Sanchez/Fifteenth Streets to allow more time for impacted movements may improve intersection conditions. Implementation of signal timing changes would be dependent upon an assessment of transit and traffic coordination along Market Street to ensure that the changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

The addition of a right-turn pocket on the westbound approach on Fifteenth Street, in conjunction with the signal retiming, would improve intersection operations to LOS D.

Impacts could be mitigated to a less than significant level if the right-turn pocket was implemented in conjunction with the signal retiming. As the feasibility of the signal timing changes has not been fully assessed, the potential for a significant and unavoidable impact would still exist.

5.7.E Traffic Mitigation Measure for Market/Church/Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour)

Minor changes to the signal timing at the intersection of Market/Church/Fourteenth Streets to allow more time for impacted movements may improve intersection conditions. Implementation of signal timing changes would be dependent upon an assessment of transit and traffic coordination along Market Street to ensure that the changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

As the feasibility of the signal timing changes has not been fully assessed, the potential for a significant and unavoidable impact would still exist.

5.7.F Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour)

Minor changes to the signal timing at the intersection of Mission Street/Otis Street/South Van Ness Avenue to allow more time for impacted movements may improve intersection conditions. Implementation of signal timing changes would be dependent upon an assessment of transit and traffic coordination along South Van Ness Avenue and Mission Street to ensure that the changes would not substantially affect Muni bus operations, signal progressions, pedestrian minimum green time requirements, and programming limitations of signals.

It may be possible to add right-turn pockets to the southbound approach on Mission Street and the northbound approach on South Van Ness Avenue in conjunction with the signal timing changes. Under 2025 with Plan conditions, with this change, the level of service would be LOS F with less delay than under 2025 without Plan conditions.

As the feasibility of the signal timing changes has not been fully assessed, the potential for a significant and unavoidable impact would still exist.

5.7.G Traffic Mitigation Measure for Hayes Street/Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour)

At the intersection of Hayes Street and Van Ness Avenue, under 2025 without Plan conditions the intersection would operate at LOS F. Under 2025 with Plan conditions, delay would increase due to configurations changes and as the Plan would add vehicles to impacted movements (northbound and southbound through on Van Ness Avenue). In order to improve operating conditions to

acceptable conditions and mitigate impacts, two alternative mitigation measures are possible. Each of these mitigation measures would be made in conjunction with mitigations at the Hayes Street intersections with Franklin and Gough Streets.

5.7.G1 Mitigation Measure

The westbound travel lane could be reestablished, which would eliminate the Plan's proposed changes to Hayes Street. With the reestablished westbound travel lane (and no eastbound lanes), 2025 with Plan conditions would improve the level of service at the intersections of Hayes Street with Van Ness Avenue, Franklin Street, and Gough Street to 2025 without Plan conditions.

This mitigation measure would effectively eliminate the Plan's proposed changes along Hayes Street (which would provide an eastbound lane on Hayes Street between Gough Street and Van Ness Avenue by eliminating a westbound lane). As such, this mitigation measure would lessen delay and congestion at the intersection of Hayes Street/Van Ness Avenue ~~in order to maintain acceptable intersection levels of service operations, the Plan could not be implemented on Hayes Street.~~

Unless the existing street configuration is maintained, implementation of the Plan would result in a significant and unavoidable impact.

5.7.G2 Mitigation Measure

Changes could be made to traffic patterns. The Plan calls for Hayes Street to be converted from one-way to two-way operations with the elimination of one westbound lane and the creation of one eastbound lane between Van Ness Avenue and Gough Street. This change would enhance local circulation but would substantially affect conditions in the corridor. To improve the situation, vehicles traveling westbound at the Hayes Street/Van Ness Avenue intersection and destined for westbound Fell Street would need to be redistributed to other east-west streets. Westbound vehicles on Fell Street could be re-distributed from Hayes Street to Fell Street via southbound Van Ness Avenue. As such, these vehicles would not travel through the impacted intersections of Hayes Street at Franklin and Gough Streets, thereby mitigating the significant impacts.

To determine a redistribution plan, an origin-destination study would need to be conducted of the current routing of vehicles. This study would determine the best way to re-route vehicles from Van Ness Avenue and Franklin, Hayes, and Fell Streets and the effects of re-routing to all streets in the immediate vicinity. It is likely that in addition to a re-routing plan, some intersection improvements would be needed, including:

- Geometric changes, such as a southbound right-turn pocket at Van Ness Avenue/Fell Street, an eastbound left-turn pocket at Franklin/Fell Streets, and a westbound left-turn pocket at Fell/Gough Streets.
- Signal timing changes may be necessary to provide additional time for east-west movements.

As a result of the combination of these improvements, it may be possible to mitigate the Plan's significant impacts at the intersections of Hayes Street/Van Ness Avenue, Hayes/Franklin Streets, and Hayes/Gough Streets.

As the feasibility of the signal timing changes has not been fully assessed, the potential for a significant and unavoidable impact would still exist if this Mitigation Measure were implemented.

5.7.H Transit Mitigation Measure for degradation to transit service as a result of increase in delays at Hayes Street intersections at Van Ness Avenue (LOS F to LOS F with increased delays); Franklin Street (LOS D to LOS F); and Gough Street (LOS C to LOS F) PM peak hour

Changes could be made to the street configuration and traffic patterns, as presented above in the traffic mitigation measures 5.7.A., 5.7.B., and 5.7.G.

Instead of rerouting vehicles from westbound Hayes Street to southbound Van Ness Avenue and westbound Fell Street, similar measures could be taken to reroute the Hayes-21 bus along the same path. With this plan, the 21-Hayes would continue westbound on Fell Street to Laguna Street, where it would turn northbound and return to Hayes Street westbound. By avoiding the intersections of Hayes/Franklin Streets and Hayes/Gough Streets, the 21-Hayes would not be impacted by the Plan. To implement this measure, an assessment of transit coordination would need to be conducted by Muni to ensure that these changes would not substantially affect Muni vehicles operations. The 21-Hayes vehicles are trolley coaches and in order to re-route this service it would be necessary to add overhead wires to the new route. There would be other issues with this mitigation, including possible operating delays and costs, and confusion for transit riders expecting the 21-Hayes to remain on Hayes Street.

As the feasibility of the signal timing changes and rerouting of the transit line have not been fully assessed, the potential for a significant and unavoidable impact would still exist.

5.8 Air Quality

5.8.A Construction Mitigation Measure for Particulate Emissions

Program or project level construction activities in the Project Area shall be required to implement particulate emission mitigations recommended by the BAAQMD. These measures include:

- Water all active construction areas at least twice daily. To meet the City's Ordinance 175-91 requirements for the use of non-potable water for dust control, established May 6, 1991, contractors shall be required to obtain reclaimed water from the Clean Water Program for this purpose.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.
- Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.
- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install windbreaks, or plant trees/vegetative windbreaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.

Implementation of these mitigation measures would reduce impacts to a less than significant level.

5.8.B Construction Mitigation Measure for Short-Term Exhaust Emissions

To reduce program or project level short-term exhaust emissions from construction equipment, the following mitigation measures shall be implemented for construction activities in the Project Area:

- Confine idle time of combustion engine construction equipment at construction sites to five minutes.
- Maintain and properly tune construction equipment in accordance to manufacturer's specifications.
- Use alternative fueled or electrical construction equipment at the project site when feasible.
- Use the minimum practical engine size for construction equipment.
- Equip gasoline-powered construction equipment with catalytic converters when feasible.

Implementation of the mitigation measure would reduce impacts to a less than significant level.

5.9 Noise

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.10 Hazardous Materials

5.10.A Hazardous Materials Mitigation Measure

Program or project level mitigation measures would vary depending upon the type and extent of contamination associated with each individual project. Mitigation measures to protect the community generally shall include:

- Airborne particulates shall be minimized by wetting exposed soils, as appropriate, containing runoff, and tarping over-night and weekends.
- Storage stockpiles shall be minimized, where practical, and properly labeled and secured.
- Vehicle speeds across unpaved areas shall not exceed 15 mph to reduce dust emissions.
- Activities shall be conducted so as not to track contaminants beyond the regulated area.
- Misting, fogging, or periodic dampening shall be utilized to minimize fugitive dust, as appropriate.
- Containments and regulated areas shall be properly maintained.

Implementation of the mitigation measure would reduce impacts to a less than significant level.

5.11 Geology, Soils, and Seismicity

5.11.A Construction Related Soils Mitigation Measure

Program or project level temporary construction related impacts would be mitigated through the implementation of the following measures:

Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy:

- Protect disturbed areas through minimization and duration of exposure.
- Control surface runoff and maintain low runoff velocities.
- Trap sediment on-site.
- Minimize length and steepness of slopes.

Implementation of the mitigation measure would reduce impacts to a less than significant level.

5.12 Public Facilities, Services, and Utilities

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.13 Other Topics Considered

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

5.14 Growth Inducement

No mitigation measures have been included because no significant impacts have been identified at the program or project level.

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6.0 OTHER CEQA CONSIDERATIONS

In accordance with Section 21067 of the *California Environmental Quality Act* (CEQA) and with Sections 15126.2 and 15126.4 of the *State CEQA Guidelines*, the purpose of this chapter is to: 1) identify impacts that could not be eliminated or reduced to an insignificant level by mitigations measures described in the Chapter 5.0, Mitigation Measures, pages 5-1 to 5-21, and 2) identify significant irreversible changes associated with implementation of the Plan or individual projects. This chapter is subject to final determination by the Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

6.1 Significant Environmental Effects that Cannot be Avoided if the Proposed Project is Implemented

With the implementation of the mitigation measures outlined in Chapter 5.0, pages 5-1 to 5-21, most potential significant impacts associated with the implementation of the Plan or the specific individual projects would be reduced to less than significant levels. There are potential shadow impacts and several transportation impacts that would be significant and unavoidable if the Plan is implemented.

- Shadow impacts on War Memorial Open Space and United Nations Plaza may be potentially significant.
- The intersection of Hayes and Gough Streets would degrade from LOS C to LOS F in the PM peak hour in 2025 with Plan condition. This impact would also occur at a project level if the Central Freeway parcels were developed and the near-term public street improvements were implemented.
- The intersection of Hayes and Franklin Streets would degrade from LOS D to LOS F in the PM peak hour in 2025 with Plan condition. This impact would also occur at a project level if the Central Freeway parcels were developed and the near-term public street and open space improvements were implemented.
- The intersection of Laguna/Market/Hermann/Guerrero Streets intersection would degrade from LOS D to LOS E in the PM peak hour.
- The intersection of Market/Sanchez/Fifteenth Streets would remain at LOS E but would experience increased delays in the PM peak hour.

- The intersection of Market/Church/Fourteenth Streets would remain at LOS E but would experience increased delays in the PM peak hour.
- The intersection of Mission Street/Otis Street/South Van Ness Avenue would remain at LOS F but would experience increased delays in the PM peak hour.
- The intersection of Hayes Street/Van Ness Avenue would remain at LOS F but would experience increased delays in the PM peak hour.
- Degradation of transit service would occur as a result of increase in delays at Hayes Street intersections at Van Ness Avenue (LOS F with increased delays), Franklin Streets (LOS D to LOS F) and Gough Street (LOS C to LOS F) in the PM peak hour.

6.2 Significant Irreversible Environmental Changes Which Would be Involved in the Proposed Action Should it be Implemented

A Draft EIR must identify significant irreversible environmental changes associated with the implementation of the project if the following would occur:

- The project would involve a large commitment of non-renewable resources;
- the primary and secondary impacts of a project would generally commit future generations to similar uses (e.g., a highway provides access to a previously remote area);
- the project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- the project would wastefully consume resources, such as energy.

The implementation of the Plan, as discussed in this EIR, would intensify the development of a range of land uses, particularly residential development, in the Project Area. This development would be consistent with development in an urban area. The principles of the Plan are designed to focus development in an area of the city that is transit and pedestrian accessible to minimize the impact of that development and conserve natural resources to the greatest extent possible within an urban environment. Development of the Central Freeway parcels and the public street and open space improvements outlined in the Chapter 3.0, Project Description, would commit currently vacant land to residential and mixed-use development. Although this specific development, and the more intense development allowed by the Plan, would not be irreversible, the commitment would be difficult to change in the short-run.

Implementation of the Plan and the near-term projects would result in an irreversible commitment of energy resources, primarily in the form of fossil fuels, including fuel oil, natural gas, and gasoline or diesel fuel for automobiles and construction equipment during construction and from on-going activity in the Project Area. The consumption or destruction of other non-renewable or slowly

renewable resource would also result during construction, occupancy, and use of the Project Area. These resources include, but are not limited to: lumber, concrete, sand and gravel, asphalt, masonry, metals, water, and those related to water and solid waste disposal.

Irreversible damage could occur in the Project Area as a result of increased development in an area that is subject to seismic hazards. More intense development of residences and businesses in the Project Area would expose larger numbers of people to death and injury in the event of a major earthquake in the Bay Area. New construction would be required to comply with the *2001 San Francisco Building Code*, which is consistent with the *1997 Uniform Building Code* and the *2001 California Building Code*, or the most up-to-date code at the time to reduce seismic risks to a less-than-significant level.

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7.0 ALTERNATIVES TO THE PROPOSED PROJECT

7.0 ALTERNATIVES TO THE PROPOSED PROJECT

This chapter describes the alternatives to the *Market and Octavia Neighborhood Plan* and discusses the environmental impacts associated with each alternative.

The primary purpose of an alternatives evaluation, as stated in Section 15126.6(a) of the *CEQA Guidelines*, is to “describe a range of reasonable alternatives to the project or the location of the project, which would feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The *CEQA Guidelines* also state that “the discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.” (*CEQA Guidelines*, Section 15126.6(b))

CEQA Guidelines also require analysis of a No Project Alternative. By describing and analyzing the No Project Alternative, decision-makers are able to compare the impacts of the project against the impacts that might occur without the implementation of the project. According to *CEQA Guidelines*, Section 15126.6 (e)(3)(A), “when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the ‘no project’ alternative will be the continuation of the existing plan, policy or operation into the future. Typically this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.”

7.1 No Project Alternative

The No Project Alternative assumes that the Planning Department would not adopt and implement the Plan. Development within the Project Area would take place under the existing zoning regulations and the regulations of the *Western Addition A-2 Redevelopment Plan*, which apply to an area in the northern portion of the Project Area, and would remain in place through 2009. In addition, development would continue in other parts of San Francisco contributing to some changes in the Project Area.

Land Use and Zoning

Existing zoning regulations would remain in place in the Project Area and mixed-use development would occur as allowed by current zoning regulations. In 2025 without Plan conditions, the number of households would increase by 1,520 units from current conditions, approximately 4,440 fewer residential units than projected under the proposed Plan.

Residential uses would remain concentrated in the Hayes Valley, Duboce Triangle, and Inner Mission Neighborhoods. Residential development would occur in these areas, but at a lower density than permitted under the proposed Plan. Neighborhood commercial uses would remain concentrated in the northern portion of the Project Area along Hayes Street, Octavia Boulevard, Gough Street, and Franklins Street and also along Upper Market Street. Mixed-use development with retail commercial uses on the ground-floors and residential development above the lower floors would continue to occur in these areas, including on the Central Freeway parcels, however, fewer residential units would be expected under the existing zoning regulations. Height limits would be more restrictive under the existing zoning for Octavia Boulevard and the Upper Market Street areas, but taller buildings would be allowed on the northern segments of Gough and Franklin Streets and on Hayes Street under existing zoning.

Commercial and residential uses permitted around the intersections of Market Street/Van Ness Avenue/South Van Ness Avenue and Mission Street/Otis Street/South Van Ness Avenue could expand under the existing zoning, but the lower heights would not spur change as would the rezoning and height increases proposed in the Plan.

Development in the SoMa West area would be the most distinct from the proposed Plan under the existing zoning regulations. The heavy commercial zoning in this area would result in continued commercial development interspersed with pockets of residential as allowed by the limited RM-1 (Residential Low Density) zone and the C-M (Heavy Commercial) zone (through conditional use). However, the intensification of this area for residential uses, as proposed in the Plan may occur to some degree. Recent projects constructed under existing zoning include high density residential development such as 1655 Mission Street. While intensification of development around the Market Street/Van Ness Avenue/South Van Ness Avenue intersection could occur, the buildings would not be as tall as those allowed under the proposed Plan and would include fewer residential uses.

The land use impacts under the No Project Alternative would be less than significant as under the proposed Plan.

Population, Housing, and Employment

Population and employment growth would occur in the Project Area under the current zoning regulations, but fewer residential units would be created than under the proposed Plan and there would be less emphasis on the production of transit-oriented residential uses. Population would increase by 2,255 residents in 2025 from the current conditions. This is 7,620 fewer people than are projected to reside in the Project Area under the proposed Plan. The number of residential units, as stated above, would be 4,440 fewer than under the proposed Plan.

The number of jobs would increase by 4,230 between the existing conditions and the 2025 without Plan conditions. This would account for most of the job growth that is projected in the Project Area by 2025; the proposed Plan would add approximately 60 additional jobs in the Project Area. Under the No Project Alternative, growth in jobs would be nearly double the number of households produced as the existing zoning regulations do not place such a heavy emphasis on the production of housing in the Project Area. The Plan, in emphasizing housing production, attempts to move toward a jobs/housing balance in the Plan area as well as citywide.

The socioeconomic impacts under the No Project Alternative would be less than significant as under the proposed Plan.

Urban Design and Visual Quality

In the Hayes Valley Neighborhood, development of the Central Freeway parcels vacated by the removal of the elevated Central Freeway would occur. The existing pattern of mixed-used moderate density development would likely continue into the future. This would improve the neighborhood cohesion as development on the vacant swath created by the freeway removal would begin to integrate the neighborhood that was previously divided by the freeway. Other than this primary change, the visual character and development pattern of the residential neighborhoods, including Duboce Triangle and the Inner Mission, would be similar to what exists today. Some increase in heights could occur in the residential areas as reduction of residential heights proposed in the Plan for these residential areas would not occur.

Upper Market Street could see some intensification of uses; as taller buildings could be developed under the existing zoning controls. However, the increase in heights would be limited to 40 to 85 feet under the existing zoning and would increase to 65 to 85 feet under the proposed Plan. Therefore, the No Project Alternative may not spur the same amount of change along this segment of Market Street.

In the SoMa West area, an intensification of commercial and residential uses would likely result in taller buildings and greater utilization of lot areas than currently exists. Although development would occur, the buildings allowed under the No Project Alternative would generally not be as tall as those allowed under the proposed Plan.

Under the No Project Alternative, the greatest potential for change in views would occur along Market Street as redevelopment and intensification of uses could occur in this corridor independent of the proposed Plan. The introduction of towers in the vicinity of the Market Street/Van Ness Avenue/South Van Ness Avenue intersection could intensify views and create a distinctive edge to the Mid-Market area at this location. New high-rise buildings in this area, however, would be limited to a 320-foot maximum height rather than the 400-foot maximum height under the proposed Plan. While the buildings would be slightly shorter than under the Plan, the existing bulk regulations would allow bulkier buildings similar to the existing highrises in the area, rather than the more slender towers proposed in the Plan. These new buildings would block views of the existing towers and other buildings along Market Street, as would occur under the proposed Plan.

The intensification of uses in the SoMa West area would also alter the views. Development of high-rise towers along the South Van Ness Avenue corridor and in the area directly to the west, could disrupt views along the north-south streets. The towers developed under the No Project Alternative along the South Van Ness corridor would be lower than those allowed in the Plan, but more intense development would be allowed in the block bounded by Market, Twelfth, Otis, and Gough Streets.

The urban design and visual quality impacts under the No Project Alternative would be less than significant as under the proposed Plan.

Shadows and Wind

The potential for additional shading of open space would exist under the No Project Alternative as development would occur even without implementation of the Plan. No additional shadows would be expected on parks and open spaces governed by Section 295 as development would not be permitted if it created a significant shadow impact on these spaces. The potential shadows cast on the War Memorial Open Space would not be appreciably different than those that would occur under the proposed Plan as the heights along Franklin Street are proposed to remain at the existing 65-foot limit. At United Nations Plaza, the lower height limits of the existing zoning regulations along Market Street would reduce the potential shadow impacts when compared to the proposed Plan, however new development under existing zoning could potentially result in significant shadow

impacts. Without the Plan, Octavia Plaza, McCoppin Square, and Brady Park would not be created and therefore would not be subject to potential shadow impacts in the future.

Under the No Project Alternative, the development of buildings in excess of 85 feet is likely to occur along the Franklin Street corridor, along lower Van Ness Avenue, around the Market Street/Van Ness Avenue/South Van Ness Avenue intersection, and around the Mission Street/Otis Street/South Van Ness Avenue intersection. The development of buildings taller than about 85 feet in height in the future has the potential for creating wind related impacts. Development occurring in the C-3 Districts would be subject to the code regulations governing ground-level wind currents, however, development occurring outside of these areas would have the potential for creating significant wind impacts and would be subject to the existing development process. The additional wind controls recommended by the proposed Plan would not be in place.

Shadow and wind impacts under the No Project Alternative could be potentially significant under the No Project Alternative. Individual development projects would be subject to existing regulations and review and implementation measures proposed at the approval phase could reduce the impacts to a less than significant level.

Historical Resources

The No Project Alternative would differ from the proposed Plan in that less intense development would likely occur under this alternative, thereby reducing the potential for disruption to historical resources. Less pressure for redevelopment of existing land uses would result in less construction activity in general and therefore result in less of an opportunity for disruption to potentially significant archaeological resources or to identified architectural resources. Less excavation would also be expected under the No Project Alternative as subsurface parking is not a requirement of existing zoning and the lower intensity of uses would likely require less subsurface disruption for pile driving and foundation work. Individual development projects would be subject to existing regulations and review and implementation measures proposed at the approval phase could reduce the impacts to a less than significant level.

As a result of reduced development, the No Project Alternative is likely to result in fewer potential impacts to historical resources. No significant impacts to historical resources would be expected to occur under the No Project Alternative, however, the impacts to archaeological resources would remain potentially significant as under the proposed Plan.

Transportation

As development occurs in the Project Area, congestion would increase over time with or without the proposed Plan. The lower amount and density of development associated with the No Project Alternative and the maintenance of one-way operations as currently exists on Hayes Street, however, would result in fewer intersections operating at unacceptable levels of service in 2025 than under the proposed Plan. The Hayes Street/Gough Street, Hayes Street/Franklin Street, and Laguna Street/Market Street/Hermann Street/Guerrero Street intersections would operate at LOS C or D under the No Project Alternative, rather than LOS E or F under the proposed Plan, thereby reducing the significant impacts. The other nine intersections that operate at LOS F under the Plan, would remain at LOS F. Congestion at these intersections would also affect transit operations, slowing the movement of buses through the neighborhood.

The No Project Alternative, which retains existing residential parking requirements, would require that all new residential development provide accessory parking. As a result, assuming the higher levels of parking demand for residential units, the projected parking supply would likely be closer to the projected parking demand, resulting in less of a shortfall than projected under the proposed Plan. The number of transit trips under the No Project Alternative would be less than under the proposed Plan, neither condition would result in significant transit impacts.

There would be potentially significant and unavoidable transportation impacts with the No Project Alternative as under the proposed Plan.

Air Quality

The No Project Alternative would continue development in the Project Area under the existing zoning regulations, though the amount of development would be less than under the proposed Plan. Increasing street congestion and construction activity associated with this growth would have the potential for air quality impacts.

Carbon monoxide concentrations at five intersections in the Project Area that currently exceed state and federal standards would improve in 2025 under the No Project Alternative due to projected general reductions in vehicle emissions. While nine intersections in the Project Area would operate at unacceptable levels of service under the No Project Alternative, there would be no significant air quality impacts associated with intersection operations.

Construction activity in the Project Area would contribute in the short-term to increased particulate emissions. There would be a significant air quality impact associated with this construction activity as under the proposed Plan.

Noise

The No Project Alternative would continue development in the Project Area under the existing zoning regulations, though the amount of development would be less than under the proposed Plan. Noise levels are projected to increase in the Project Area as a result of increased levels of activity and traffic. The noise levels in the Project Area would not substantially differ with the No Project Alternative than with the proposed Plan.

The noise impacts under the No Project Alternative would be less than significant as under the proposed Plan.

Hazardous Materials

Development would continue to occur in the Project Area under the existing controls and regulations with the No Project Alternative. The number of businesses that would be involved in the use, handling, and storage of hazardous materials under the No Project Alternative would be the same as under the proposed Plan. Compliance with existing regulations would minimize risk for accidents involving the handling or release of hazardous materials or wastes.

The lower levels of residential development that would be expected to occur under the No Project Alternative would result in less displacement of existing uses and therefore a lower potential for disturbance of hazardous materials commensurate with the reduced construction activity. While the handling, transport, and disposal of hazardous materials are heavily regulated, the potential for short-term construction related emissions exists.

Under the No Project Alternative, there would be potentially significant hazardous materials impact associated with construction activity as under the proposed Plan.

Geology, Seismic, and Soils

Impacts associated with seismic events and soil hazards would be similar under the No Project Alternative as with the proposed Plan. To the extent, however, that the No Project Alternative would result in a smaller population in the Project Area, fewer people would be exposed to these potential impacts. New development would be required to comply with existing standards governing structural safety and soil conditions. With less redevelopment of structures in the Project

Area, however, the overall seismic safety would not be improved to the same degree it would under the proposed Plan.

Geology, seismic, and soils short-term impacts associated with construction would be potentially significant under the No Project Alternative as under the proposed Plan. These impacts could be mitigated through the use of Best Management Practices for construction.

Public Services, Facilities, and Utilities

The No Project Alternative would generate less overall residential development than under the proposed Plan. As a result the No Project Alternative would generate less demand for public services and utilities than the Plan.

The No Project Alternative impacts related to public services, facilities, and utilities would be less than significant as under the proposed Plan.

Hydrology

The No Project Alternative would continue development under the existing zoning controls resulting in fewer residential units. The Project Area has no surface water features nor would it be subject to flooding. To the extent that disruption to groundwater supply could occur during construction, the potential impacts would be less than those identified for the proposed Plan as a result of the lower level of development.

The hydrology impacts under the No Project Alternative would be less than significant as under the proposed Plan.

Biology

As the Project Area is an intensely developed urban area, no impacts to Biological Resources were identified for the Project Area under the proposed Plan.

The impacts under the No Project Alternative would be the same as under the proposed Plan.

Growth Inducement

The No Project Alternative would result in approximately 4,440 fewer residential units than under the proposed Plan. The refocusing of some San Francisco growth to the Market and Octavia Neighborhood as proposed in the Plan would not occur under the No Project Alternative, however, the growth would be expected to occur in other areas of San Francisco.

The growth inducement impacts under the No Project Alternative would be less than significant as under the proposed Plan.

7.2 Reduced Height/Reduced Density Alternative

The Reduced Height/Reduced Density Alternative focuses on reducing the significant transportation and shadow impacts that would occur with the implementation of the proposed *Market and Octavia Neighborhood Plan*. The Reduced Height/Reduced Density Alternative would differ from the proposed project in the following two areas:

- Hayes Street, which is recommended for conversion to two-way operation between Van Ness Avenue and Octavia Boulevard in the Plan, would remain as a one-way street with the current operations.
- Height increases proposed under the Plan would be reduced in the area around the Market Street/Van Ness Avenue/South Van Ness Avenue intersection under the Reduced Height/Reduced Density Alternative (see Figure 7-1 for the boundaries of the area that is proposed to be changed). The heights would be reduced to the existing height limits where the Plan proposed increases in heights greater than five feet. On lots where the height limits in the Plan were proposed to remain the same as existing heights or were proposed for height limit increases of five feet, the proposed height limits from the Plan would remain the same.

All other, policies and recommendations in the Reduced Height/Density Alternative would remain the same as those proposed in the Plan. The impacts associated with the Reduced Height/Density Alternative are summarized below.

Land Use and Zoning

Under the Reduced Height/Density Alternative, the land use development patterns would be the same as those occurring under the Plan, with the exception of the area around the Market Street/Van Ness Avenue/South Van Ness Avenue intersection. While land use changes and height reductions and increases up to five feet that were proposed in the Plan would be implemented; height limits would remain the same as they are today for the remaining parcels. In essence, the opportunity for creating more intense residential high-rise towers would be more restricted under this scenario. As a result, the number of new residential units in the Project Area would be reduced by approximately 215 units.

The land use impacts under the Reduced Height/Density Alternative would be less than significant as under the proposed Plan.



Figure 7-1
Reduced Height/Density
Alternative

Population, Housing, and Employment

The Reduced Height/Density Alternative would result in approximately 215 fewer residential units than proposed in the Plan, as a result of the lower heights that would be allowed in the Market Street/Van Ness Avenue/South Van Ness Avenue intersection. This would equate to approximately 400 fewer residents in the Project Area. The employment under the Reduced Height/Density Alternative would be the same as under the proposed Plan.

The socioeconomic impacts under the Reduced Height/Density Alternative would be less than significant as under the proposed Plan.

Urban Design and Visual Quality

The urban design and visual quality impacts associated with the Reduced Height/Density Alternative would be the same as those in the Plan, with the exception of the impacts in the area around the Market Street/Van Ness Avenue/South Van Ness Avenue intersection. In this area, the potential height would be limited to the current limit of 320 feet. This difference in heights would not substantially alter the urban design and visual impacts outlined for the proposed Project.

The urban design and visual quality impacts under the Reduced Height/Density Alternative would be less than significant as under the proposed Plan.

Shadows and Wind

Under the Reduced Height/Density Alternative, the reduced height of buildings proposed in the vicinity of the Market Street/Van Ness Avenue/South Van Ness Avenue intersection and the Mission Street/Otis Street/South Van Ness Avenue intersection would result in reduced shadow and wind impacts. While there would be no significant impact on Prop K properties, the potential for significant shadow impacts would still exist at United Nations Plaza; the shadow impact would be less at War Memorial Open Space and United Nations Plaza than under the proposed Plan due to the reduced heights along Market Street. The potential for wind impacts would be less along the Market Street and Van Ness Avenue corridors as the heights in these areas would be lower than those proposed in the Plan, however, this alternative would still include provisions for controlling the ground-level wind currents as proposed in the Plan.

Shadow and wind impacts would be potentially significant under the Reduced Height/Density Alternative as under the proposed Plan. Mitigation measures similar to those proposed under the Plan could reduce these impacts to a less than significant level.

Historical Resources

The Reduced Height/Density Alternative would differ from the proposed Plan in that building heights would be lowered in the vicinity of the Market Street/Van Ness Avenue/South Van Ness Avenue intersection. This change would not appreciably reduce the potential for disruption to historical resources.

As under the proposed Plan, no significant impacts to historical resources would be expected to occur under the Reduced Height/Density Alternative, however, the impacts to archaeological resources would remain potentially significant as under the proposed Plan. Implementation of the mitigation measures proposed under the Plan would mitigate these impacts to a less than significant level.

Transportation

The transportation impacts under the Reduced Height/Density Alternative would not be significantly different than those identified for the proposed Plan. The primary difference would be the improvement of traffic operations at two intersections as a result of the retention of one-way operations on Hayes Street: Hayes Street/Gough Street and Hayes Street/Franklin Street would improve from LOS F to LOS C and D, respectively. This is the same as the 2025 without Plan condition. The other nine intersections that operate at LOS F under the Plan, would remain at LOS F. This improvement would also improve bus operations in the Project Area.

Even with these improvements, there would still be potentially significant and unavoidable transportation impacts with the Reduced Height/Density Alternative as under the proposed Plan.

Air Quality

The Reduced Height/Density Alternative would result in similar levels of development as under the proposed Plan. Increasing street congestion and construction activity associated with this development would have the potential for air quality impacts. Even with these increases in congestion, no long-term air quality impacts are projected to occur.

Construction activity in the Project Area would contribute in the short-term to air particulate emissions. There would be a significant air quality impact associated with this construction activity as under the proposed Plan. Implementation of the construction mitigation measure outlined in the plan would mitigate these impacts to a less than significant level.

Noise

The Reduced Height/Density Alternative would result in slightly less development than under the proposed Plan. Increased noise levels in the Project Area would be slightly less or the same as those for identified for the proposed Plan.

The noise impacts for the Reduced Height/Density Alternative would be less than significant as under the proposed Plan.

Hazardous Materials

The levels of development in the Project Area under the Reduced Height/Density Alternative would be marginally lower than under the proposed Plan. The number of businesses that would be involved in the use, handling, and storage of hazardous materials under the No Project Alternative would be the same as under the proposed Plan. Compliance with existing regulations would minimize risk for accidents involving the handling or release of hazardous materials or wastes.

The lower heights proposed for development in the vicinity of the Market Street/Van Ness Avenue intersection could result in marginally less displacement of existing uses and therefore a slightly lower potential for disturbance of hazardous materials commensurate with the reduced construction activity. While the handling, transport, and disposal of hazardous materials are heavily regulated, the potential for short-term construction related emissions impacts exists.

There would be potentially significant hazardous materials impacts associated with construction activity as under the proposed Plan. Implementation of construction mitigation measures as proposed under the Plan would reduce these impacts to a less than significant level.

Geology, Seismic, and Soils

Impacts associated with seismic events and soil hazards would be similar under the Reduced Height/Density Alternative as with the proposed Plan. The reduction in heights in the vicinity of the Market Street/Van Ness Avenue intersection would not result in an appreciable change to geologic, seismic, or soils impacts. New development would be required to comply with existing standards governing structural safety and soil conditions.

Geology, seismic, and soils short-term impacts associated with construction would be potentially significant under the Reduced Height/Density Alternative as under the proposed Plan. These impacts could be mitigated through the use of Best Management Practices for construction.

Public Services, Facilities, and Utilities

The Reduced Height/Density Alternative would generate less overall residential development than under the proposed Plan. As a result the No Project Alternative would generate less demand for public services and utilities than the Plan.

The impacts related to public services, facilities, and utilities would be less than significant as under the proposed Plan.

Hydrology

Under the Reduced Height/Density Alternative, there would be 215 fewer residential units. The Project Area has no surface water features nor would it be subject to flooding. To the extent that disruption to groundwater supply could occur during construction, the potential impacts would be less than those identified for the proposed Plan as a result of the slightly lower level of development.

The hydrology impacts under the Reduced Height/Density Alternative would be less than significant as under the proposed Plan.

Biology

As the Project Area is an intensely developed urban area, no impacts to Biological Resources were identified for the Project Area under the proposed Plan.

The impacts under the Reduced Height/Density Alternative would be the same as under the proposed Plan.

Growth Inducement

The Reduced Height/Density Alternative would result in approximately 215 fewer residential units than under the proposed Plan. Under this Reduced Height/Density Alternative, the refocusing of some San Francisco growth to the Market and Octavia Neighborhood would occur as anticipated in the Plan, but slightly less development would occur in the vicinity of the Market Street/Van Ness Avenue. The growth inducement impacts would be less than significant as under the proposed Plan.

8.0 DRAFT EIR DISTRIBUTION LIST

8.0 DRAFT EIR DISTRUBTION LIST

8.1 Draft EIR Recipients

The following agencies, organizations, and individuals received copies of the EIR.

Agencies and Organizations

Northwest Information Center
Attn Leigh Jordan Coordinator
Sonoma State University
1303 Maurice Avenue
Rohnert Park CA 94928

State Office of Intergovernmental
Management
State Clearing house (15 copies)
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

California Department of
Fish and Game
Central Coast Region
Habitat Conservation
Post Office Box 47
Yountville CA 94599

California Department of
Transportation
Attn: Tim Sable, IGR CEQA Branch
Office of Transportation Planning - B
PO Box 23660
Oakland CA 94623-0660

Office of Historic Preservation
Attn Dr Knox Mellon SHPO
California Department
of Parks and Recreation
P.O. Box 942896

U.S. Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

California Integrated Waste Mgt Board
Attn: Reinhard Hohlwein
Sue O'Leary – CEQA
Permitting & Inspection Branch MS#15
1001 "I" Street – PO Box 4025
Sacramento CA 95812-4025

Association of Bay Area
Governments
Attn Suzan Ryder
P.O. Box 2050
Oakland CA 94604-2050

Supervisor Ross Mirkarimi
Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA
94102-4689

Regional Water Quality Control Board
Attn Judy Huang
San Francisco Bay Region
1515 Clay St Suite 1400
Oakland CA 94612

Bay Area Air Quality
Management District
Attn Joseph Steinberger
939 Ellis Street
San Francisco CA 94109

Metropolitan Transportation
Commission
Attn Craig Goldblatt
101 8th Street
Oakland CA 94607

Mr Alan Zahradnik
Director of Planning and Policy Analysis
Golden Gate Bridge Highway and
Transportation District
1011 Andersen Drive
San Rafael CA 94901

Dennis Baker Chief of Operations
City of Daly City
Wastewater Treatment Plant
153 Lake Merced Blvd
Daly City CA 94015

Svetlana Karasyova, Park Planner
San Francisco Recreation and Park
Department
McLaren Lodge
501 Stanyan Street
San Francisco, CA 94117-1898

Department of Building Inspection (19)
Attn Frank Chiu Superintendent
1660 Mission Street
San Francisco CA 94103

Mayor's Office of Community
Development
Attn Pamela David, Director
25 Van Ness Ave Suite 700
San Francisco CA 94102

Bureau of Energy Conservation
Hetch Hetchy Water & Power
Attn John Deakin Director
1155 Market Street 4th Floor
San Francisco CA 94103

The Planning Department
Major Environmental Analysis
(Two copies to MEA EIR Library)
ATTN: Maria Oropeza-Singh
30 Van Ness Avenue, Suite 4150
San Francisco, CA 94102-6028

Police Department (38)
Planning Division Hall of Justice
Attn: Capt. Albert Pardini
850 Bryant Street, Room 500
San Francisco CA 94103

San Francisco Department of
Traffic Parking & (36)
Traffic Engineering Division
Attn Bond M. Yee
25 Van Ness Avenue
San Francisco CA 94102

Service Planning Department
San Francisco MUNI (35)
Attn Peter Straus
1145 Market Street Suite 402
San Francisco CA 94103

Clerk of the Board
Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA
94102-4689

Public Utilities Commission (40)
Attn: Anson B. Moran
General Manager
1155 Market Street
San Francisco CA 94102

San Francisco Planning Commission (29)
1660 Mission Street
San Francisco CA 94103
Attn Linda Avery, Sue Lee,
Dwight S. Alexander,
Rev. Edgar E. Boyd
Lisa M. Feldstein

San Francisco Fire Department
Division of Support Services (31)
Attn Paul D. Jones Asst Deputy Chief
698 Second Street Room 305
San Francisco CA 94107-2015

San Francisco Municipal Railway
(MUNI) 35
Attn Steve Nickerson,
Principal Administrative Analyst
875 Stevenson Street Room 260
San Francisco CA 94103

Supervisor Chris Daly
Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA
94102-4689

LANDMARKS PRESERVATION
ADVISORY BOARD
Attn Andrea Green (29)
1660 Mission Street
San Francisco CA 94103

San Francisco Department of Public
Works
Bureau of Street Use and Mapping
Attn Barbara Moy
875 Stevenson Street Room 465
San Francisco CA 94103

Mario S Ballard, Captain (31)
Bureau of Fire Prevention &
Investigation
1660 Mission Street 2nd Floor
San Francisco CA 94103

San Francisco Real Estate
Department (71)
Attn Steve Legnitto, Director of
Property
25 Van Ness Avenue 4th floor
San Francisco CA 94102

Supervisor Bevan Dufty
Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA
94102-4689

Groups and Individuals

James W. Haas Chairman
Civic Pride!
555 Montgomery Street Suite 850
San Francisco CA 94110

AIA
San Francisco Chapter
Attn Bob Jacobvitz
130 Sutter Street
San Francisco CA 94104

Richard Mayer
NRG Energy Center
410 Jessie Street Suite 702
San Francisco CA 94103

John Bardis
Sunset Action Committee
1501 Lincoln Way #503
San Francisco CA 94122

Bay Area Council
200 Pine Street Suite 300
San Francisco CA 94104-2702

Peter Bosselman
Environmental Simulation
Laboratory
119 Wurster Hall
University of California
Berkeley CA 94720

Georgia Brittan
San Franciscans for
Reasonable Growth
460 Duncan Street
San Francisco CA 94131

Chicago Title
Attn Carol Lester
388 Market Street 13th Floor
San Francisco CA 94111

Chinatown Resource Center
1525 Grant Avenue
San Francisco CA 94133

Coalition for San Francisco
Neighborhoods
P.O. Box 320098
San Francisco CA 94132 - 0098

Coldwell Banker
Finance Department
Attn: Doug Longyear,
Tony Blaczek
1699 Van Ness Avenue
San Francisco CA 94109

Cushman & Wakefield
of California Inc.
Attn John Vaughan
1 Maritime Plaza Suite 900
San Francisco CA 94111

Greenwood Press, Inc.
Attn Gerry Katz
P.O. Box 5007
Westport, Conn 06881-5007

Philip Fukuda
TRI Commercial
1 California Street Suite 1200
San Francisco CA 94111

Yerba Buena Consortium
Attn John Elberling
182 Howard Street #519
San Francisco CA 94105

Sue Hestor
Attorney at Law
870 Market Street Room 1128
San Francisco CA 94102

National Lawyers Guild
Attn Regina Sneed
558 Capp Street
San Francisco CA 94110

Mary Anne Miller
San Francisco Tomorrow
1239 42nd Avenue
San Francisco CA 94122

Mrs. G. Bland Platt
362 Ewing Terrace
San Francisco CA 94118

San Francisco Beautiful
Attn Dee Dee Workman,
Exec. Director
41 Sutter Street #709
San Francisco CA 94104

San Francisco Building &
Trades Council Construction
Attn Stanley Warren
150 Executive Park Blvd
Ste 4700
San Francisco CA 94134-3341

San Francisco
Chamber of Commerce
235 Montgomery Street 12th Floor
San Francisco CA 94104-2902

San Francisco Convention &
Visitors Bureau
Attn: Dale Hess,
Executive Director
201 - 3rd Street Suite 900
San Francisco CA 94103

Capital Planning Department
UCSF
Attn Bob Rhine
145 Irving Street
San Francisco CA 94122

San Francisco Planning & Urban
Research Association
Attn James Chappell
Executive Director
312 Sutter Street
San Francisco CA 94108

San Francisco Tomorrow
Attn: Jennifer Cleary, President
P.O. Box 1579
San Francisco CA 94104

John Sanger, Esq.
1 Embarcadero Center
12th Floor
San Francisco CA 94111

San Francisco Group
Sierra Club
85 2nd Street Floor 2
San Francisco CA 94105-3441

Tenants and Owners
Development Corp.
Attn John Elberling
230 - Fourth Street
San Francisco CA 94103

San Francisco Labor Council
Attn Walter Johnson
1188 Franklin Street #203
San Francisco CA 94109

Robert S Tandler
3490 California Street
San Francisco CA 94118-1837

Joel Ventresca
1278 - 44th Avenue
San Francisco CA 94122

Stephen Weicker
899 Pine Street #1610
San Francisco CA 94108

Calvin Welch Council of Community Housing Organizations 409 Clayton Street San Francisco CA 94117	William Rostov Communities for a Better Environment 1611 Telegraph Avenue, Suite 450 Oakland, CA 94612	Eunice Willette 1323 Gilman Avenue San Francisco CA 94124
Bethea Wilson & Associates Art In Architecture 2028 Scott Suite 204 San Francisco CA 94115	Ruben Santiago P.O. Box 56631 Hayward, CA 94545	Randy Zebell President Yerba Buena Chapter California Native Plant Society 2471 15 th Avenue San Francisco CA 94116
Paul Kollerer/Tom Balestri Cahill Construction Services 1599 Custer Avenue San Francisco CA 94124-1414	Robert Passmore 1388 Sutter Street, Ste. 805 San Francisco, CA 94109	Diane Wong UCSF Campus Planning 3333 California Street Suite 11 San Francisco CA 94143-0286
Norm Rolfe 2233 Larkin Street # 4 San Francisco, CA 94109	Associated Press <u>Attn</u> Bill Shiffman 303 2nd Street #680 North San Francisco CA 94107-1366	David Prowler 605 Market Street, Suite 1107 San Francisco, CA 94105
Leland S. Meyerzone KPOO - FM PO Box 6149 San Francisco CA 94101	San Francisco Bay Guardian <u>Attn</u> Gabe Roth City Editor 135 Mississippi Street San Francisco CA 94107	San Francisco Business Times 275 Battery Street Suite 940 San Francisco CA 94111
Patrick Hoge City Hall Bureau San Francisco Chronicle 901 Mission Street San Francisco CA 94103	San Francisco Chronicle <u>Attn</u> Gerald Adams 901 Mission Street San Francisco CA 94103	The Sun Reporter 1791 Bancroft Avenue San Francisco CA 94124-2644
San Francisco Independent <u>Attn</u> City Desk 1201 Evans Avenue San Francisco CA 94124	Government Information Services (41) (3 Copies) San Francisco Main Library Civic Center 100 Larkin Street San Francisco CA 94102	Stanford University Libraries Jonsson Library of Government Documents State & Local Documents Division Stanford CA 94305
Government Publications Department San Francisco State University Library 1630 Holloway Avenue San Francisco CA 94132	Hastings College of the Law – Library 200 McAllister Street San Francisco CA 94102-4978	Institute of Government Studies 109 Moses Hall University of California Berkeley CA 94720

Marlo Paraiso
Liaison to District 6
Mayor's Office of Neighborhoods
City Hall Room 160
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Suany Chough
Capital Planning & External Affairs
San Francisco Municipal Railway
1145 Market Street, 3rd Floor
San Francisco, CA 94103-1547

Marvin Yee
415 Ivy Street
San Francisco, CA 94102

Roger Boas
3329 Washington Street
San Francisco, CA 94118

Bill Boggs
10 South Van Ness
San Francisco, CA 94103

John Boas
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Chris Boas
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Berkeley, CA 94707

Brian O'Flynn
P.O. 470156
San Francisco, CA 94147

Lucian Blazej
50 Laidley Street
San Francisco, CA 94131-27333

Mary Miles
364 Page Street, Apt 36
San Francisco, CA 94102

Tuija Catalano
Rubin & Junius
235 Pine Street, Suite 1600
San Francisco, CA 94104

Rob Anderson
1516 McAllister Street
San Francisco, CA 94115

Bill Kadem
101 Lombard Street, #502W
San Francisco, CA 94111-1190

8.2 Recipients of the Draft EIR Notice of Availability

A Notice of Availability was emailed and mailed or delivered to recipients. The recipients include federal, state, and regional agencies; City and County of San Francisco boards, commissions, and departments; interested persons, groups, and organizations; media outlets; libraries; and project area property owners and occupants. Due to the unusually large size of the Draft EIR Notice of Availability distribution list for this project, the entire list is not included in the EIR. The Draft EIR Notice of Availability distribution list, however, is available for review by appointment at the San Francisco Planning Department, 1660 Mission Street, Suite 500, as part of Case File No. 2003.03475.

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9.0 APPENDICES

- APPENDIX A: Notice of Preparation/EIR Requirements
- APPENDIX B: Project Description
- APPENDIX C: Transportation
- APPENDIX D: Air Quality
- APPENDIX E: Noise
- APPENDIX F: Geology, Soils, and Seismicity

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APPENDIX A:

NOTICE OF PREPARATION/EIR REQUIREMENTS

Notice of Public Scoping Meeting	9.A-2
Notice of Preparation	9.A-3

Notice of Public Scoping Meeting



PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

MAIN NUMBER
(415) 558-6378

DIRECTOR'S OFFICE
PHONE: 558-6411
4TH FLOOR
FAX: 558-6426

ZONING ADMINISTRATOR
PHONE: 558-6350
5TH FLOOR
FAX: 558-6409

PLANNING INFORMATION
PHONE: 558-6377
MAJOR ENVIRONMENTAL
FAX: 558-5991

COMMISSION CALENDAR
INFO: 558-6422
INTERNET WEB SITE
WWW.SFGOV.ORG/PLANNING

November 4, 2003

NOTICE OF PUBLIC SCOPING MEETING

MEETING DATE: Tuesday November 18, 2003

TIME: 6:30 p.m.

PLACE: First Baptist Church Basement, 22 Waller Street, Waller and Octavia

Project Title: 2003.0347E– Market and Octavia Neighborhood Plan

The Planning Department is holding a PUBLIC SCOPING MEETING concerning the Environmental Impact Report (EIR) for the Market & Octavia Neighborhood Plan on the date and location noted above. This meeting will satisfy the criteria of the State of California Public Resources Code Section 21083.9 and the California Environmental Quality Act (CEQA) Guidelines Section 15206. Public participation is an essential part of the CEQA process. Comments on the potential effects of the project on the environment are welcome.

Project Description

The proposed Market and Octavia Neighborhood Plan ("the plan") is the product of a three-year community planning process under the Planning Department's Better Neighborhoods Program. The plan encompasses an area in the central city neighborhoods of about two to three blocks along Market Street from about 9th Street to the east to Noe Street to the west, north along the former Central Freeway alignment to Turk Street, between Laguna and Franklin Streets, and south along Howard and Sixteenth Streets (see Figure 1).

The plan proposes a comprehensive set of land use controls, urban design guidelines, public streets and transportation system improvements aimed at encouraging new housing developments and enhancing urban neighborhoods. The plan was developed based on these concepts:

- Encouraging well designed infill housing and new neighborhood-serving retail and other commercial services, with a special focus on development opportunities on the vacant Central Freeway parcels and a new neighborhood centered around South Van Ness Avenue from Market Street to Howard Street called SoMa West (see Figure 2).
- Improving the area's public streets and open spaces, including extensive traffic calming strategies, street tree planting, creation of new parks, and streetscape improvements (see Figure 3).
- Improvements in the operation and convenience of all transportation modes, with a special focus on transit, bicycle, and pedestrian movements (see Figures 4 to 6).

Proposed Plan Components

Use and Height Districts

The existing zoning districts within the plan area include Mixed Residential (RM) Districts generally north and south of Market Street and west of Gough Street; Neighborhood Commercial Districts (NCDs) along Market Street, Hayes and Gough Streets, and portions of the Upper Market and Valencia Streets; and Downtown General Commercial (C -3-G) Districts near the Market Street and Van Ness Avenue intersection (see Figure 2).

The plan would generally reclassify properties in the area, would create three new zoning districts, and would amend the Hayes -Gough, Valencia, and Upper Market NCDs. Generally, RM Districts would be replaced by Residential, Transit Oriented (RTO) Districts, NCDs would be revised to corresponding Neighborhood Commercial Transit (NCT) Districts, and some C -3 Districts would be replaced by a Downtown Residential (DTR) District.

The proposed zoning changes would generally replace limits on residential densities and would refine height and bulk controls and urban design guidelines that preserve mid-block open spaces and sunlight to streets, and would establish appropriate relationships between buildings.

The height reclassification proposed for the area would generally permit taller heights at Van Ness Avenue and Market Street and in the Civic Center area (up to a maximum 400 feet at highest points versus the existing 320 feet limit), adjust heights along various commercial streets (increase or decrease heights by 5 to 10 feet to 45 to 55 feet) to encourage more generous ground floor ceiling heights, and reduce heights along alleys in residential areas (from 40 and 50 feet to 30 to 40 feet) to preserve sunlight access and small -scale character. Height and bulk district revisions would also require narrower towers and proposed urban design guidelines would allow varying building widths and massing according to the area scale.

Overall, the proposed zoning and height reclassifications would increase the potential for residential development in the area. This potential would generally be smaller in existing residential districts, and more concentrated near Van Ness, Market and Mission Streets in the SoMa West area, and along major commercial streets such as Market and Mission Streets.

Minimum parking requirements would be replaced by caps on the maximum amount of parking that could be permitted in new development, providing flexibility to build for less than one -to-one parking requirements for the residential developments in areas with easy walking access to transit and services. Maximum residential parking ratios would generally be capped at 0.75, 0.5, and 0.25 spaces per unit, in the RTO, NCT, and DTR Districts, respectively, with an additional 0.25 spaces per unit possible with approval of a conditional use. Minimum parking requirements for commercial uses would likewise be generally replaced by maximum parking caps of about one parking space per 2,500 square feet of commercial use in the NCT Districts and about one space per 4,500 square feet of commercial use in the DTR District.

Public Space Improvements

The plan proposes extensive traffic calming strategies on residential streets and alleys, street tree plantings, sidewalk widenings, and new medians and pedestrian refuges (see Figure 3). Several new public spaces would be created including a plaza on Market Street adjacent to a new Central Freeway touchdown, a plaza in the McCoppin Street right-of-way west of Valencia Street, a small park at the center of the "Brady" block (along Brady Street), and dramatically widened sidewalk open spaces on

McCoppin Street between Valencia and Otis Streets and the portion of Hayes Street between Franklin and Laguna Streets.

Streets in the SoMa West area would be reconfigured to include narrow pedestrian crossings and create new pedestrian spaces around the South Van Ness and Mission Street intersections, including a boulevard treatment for South Van Ness from Mission to Division Streets.

Transit Improvements

Improvements to transit operations and reliability would be implemented for all Muni services on Market, Mission, Church, Duboce and Haight Streets (see Figure 4). These improvements would include dedicated transit lanes, signal preemption, improved transit lane enforcement, and better platforms and waiting areas.

Bicycle Improvements

Improvements to the area's bicycle network would include traffic circles on Page Street (with two-way stops for crossing streets), new bike lanes on Market Street, and special treatments at South Van Ness Avenue and Division Street and at the new Central Freeway touchdown at Market Street (see Figure 5).

Traffic Improvements

With the completion of the approved Octavia Boulevard and the new Central Freeway touchdown at Market Street, regional traffic flow to and from the Fell/Oak and Franklin/Gough Street couplets would be expedited. Proposed traffic calming strategies along adjacent streets under the proposed plan would minimize cut-through traffic and improve pedestrian crossings at major traffic streets. Selected streets would be returned to two-way traffic, including: Hayes Street east of Van Ness Avenue, Fell Street from Van Ness Avenue to Octavia Boulevard, and Haight Street between Market and Octavia Streets for MUNI buses only (see Figure 6).

For more information about the plan, please visit the Market and Octavia Neighborhood Plan pages on the Better Neighborhoods Program website at: "www.betterneighborhoods.org". If you have any questions or comments concerning the environmental impacts or review for the plan please contact **Rana Ahmadi**, at (415) 588-5966. Written comments on the potential environmental effects of the project can be sent to Paul Maltzer, Environmental Review Officer, Planning Department, 1660 Mission Street 5th Floor, San Francisco, CA 94103.

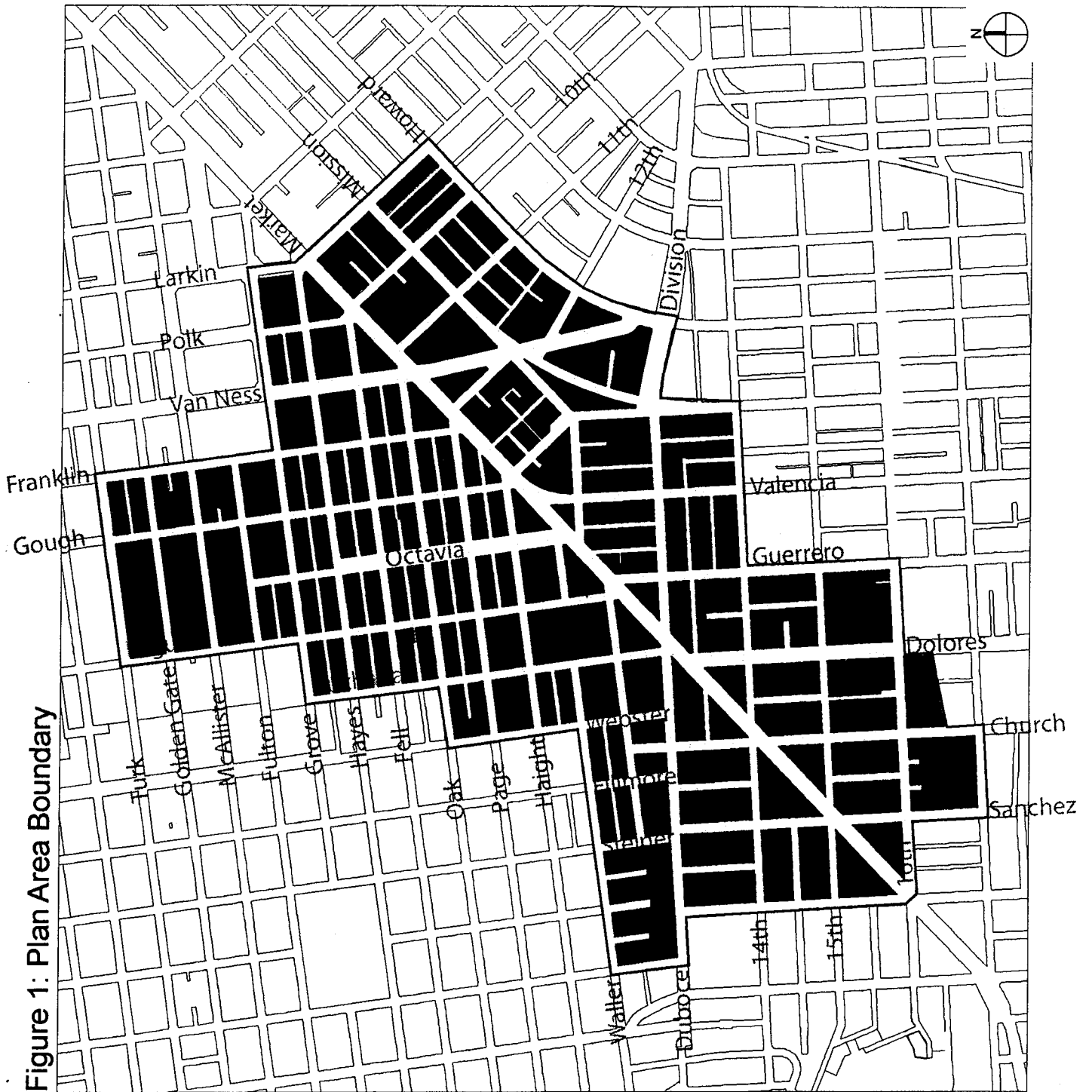


Figure 1: Plan Area Boundary

Figure 2: Proposed Zoning Districts

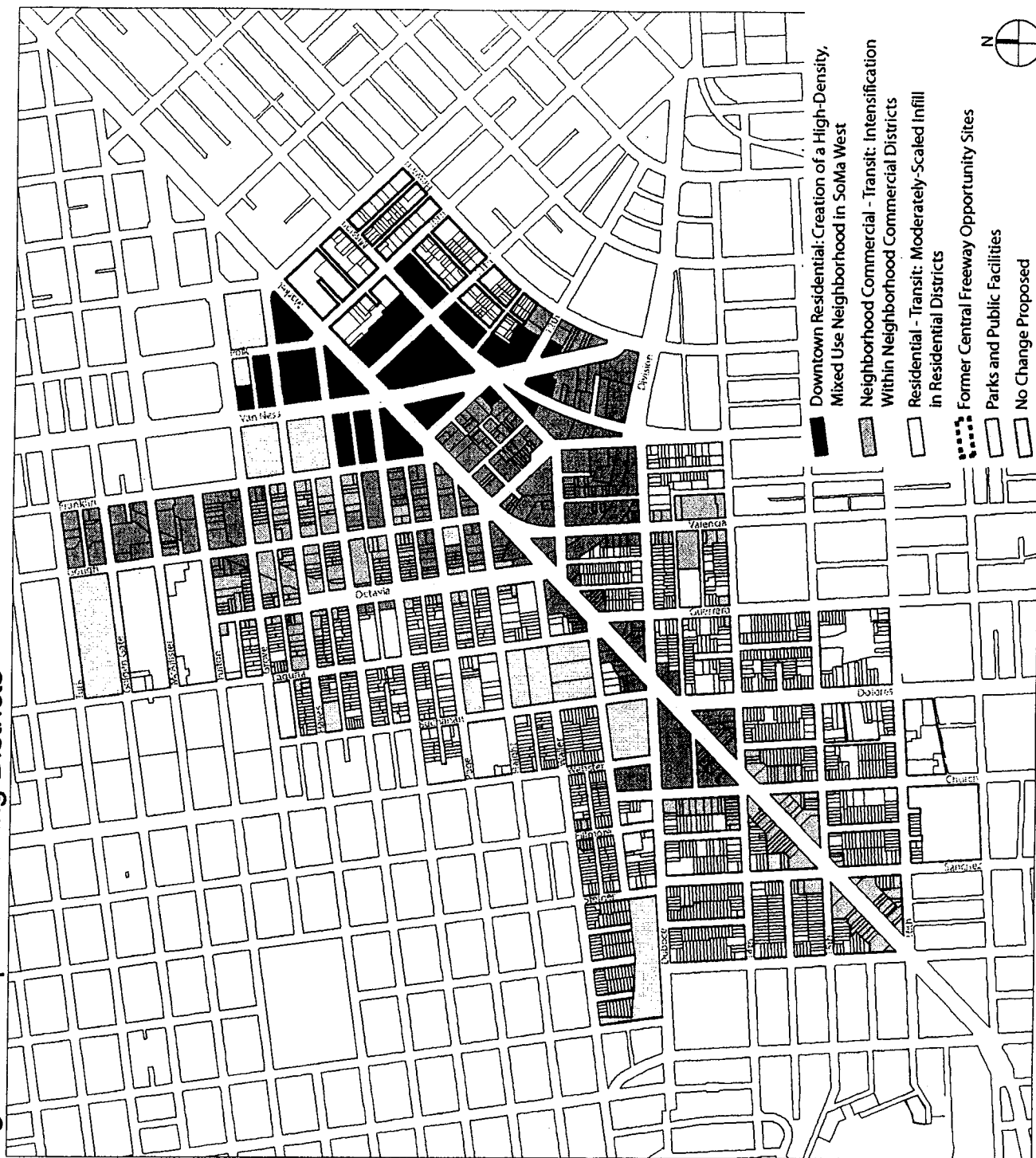


Figure 3: Proposed Pedestrian and Open Space Improvements



Figure 4: Proposed Transit Improvements

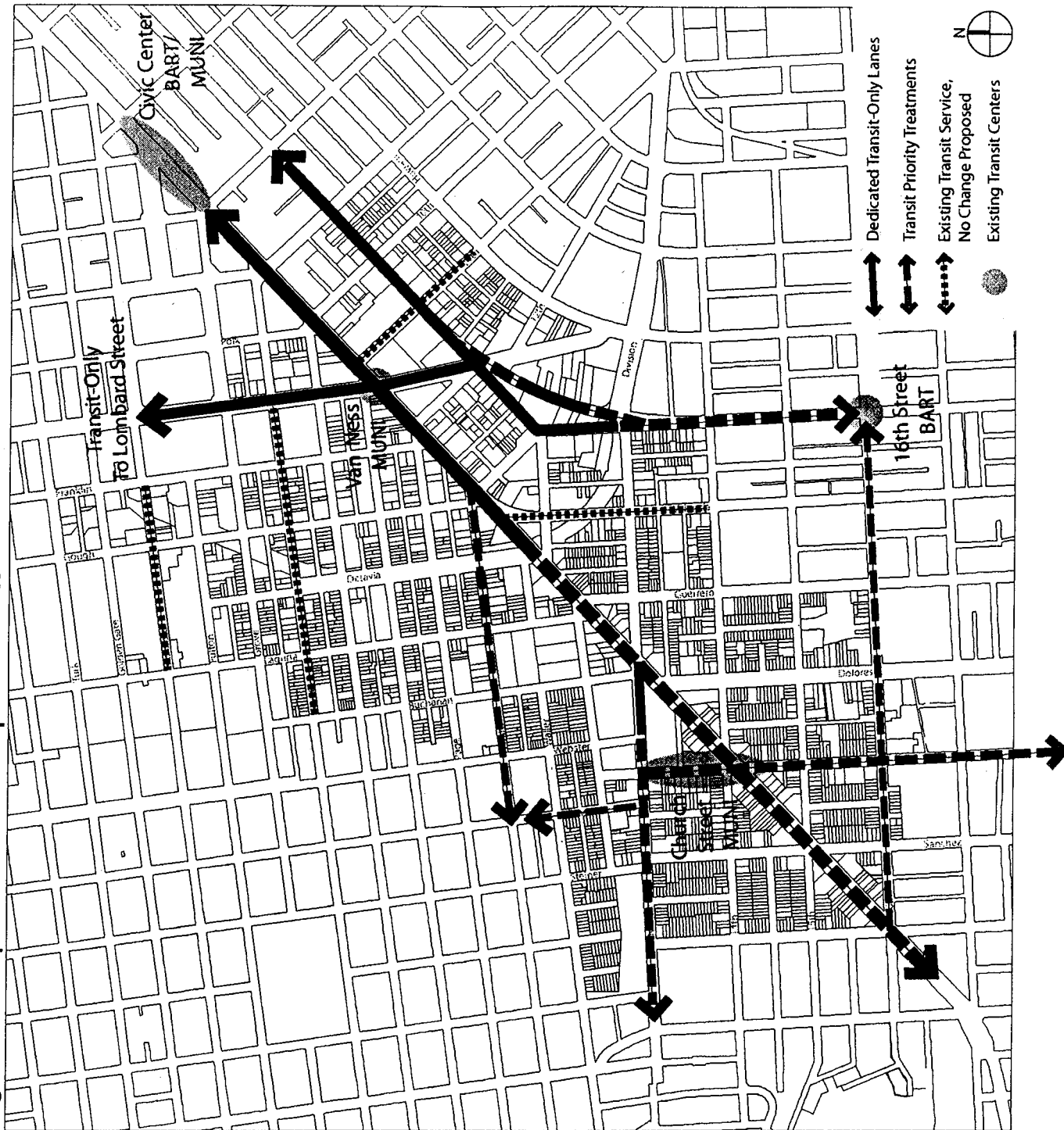


Figure 5: Proposed Bicycle Improvements

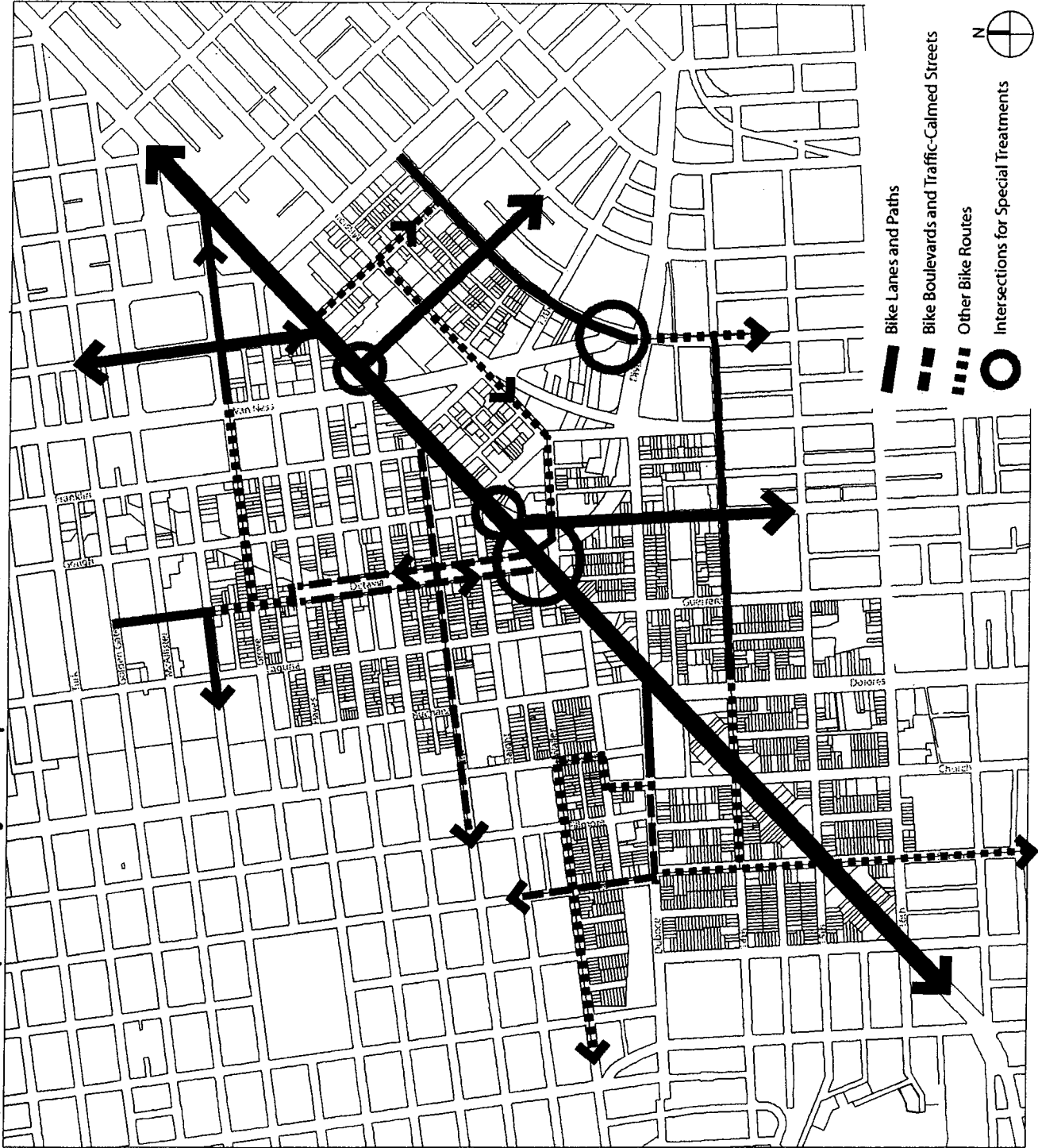
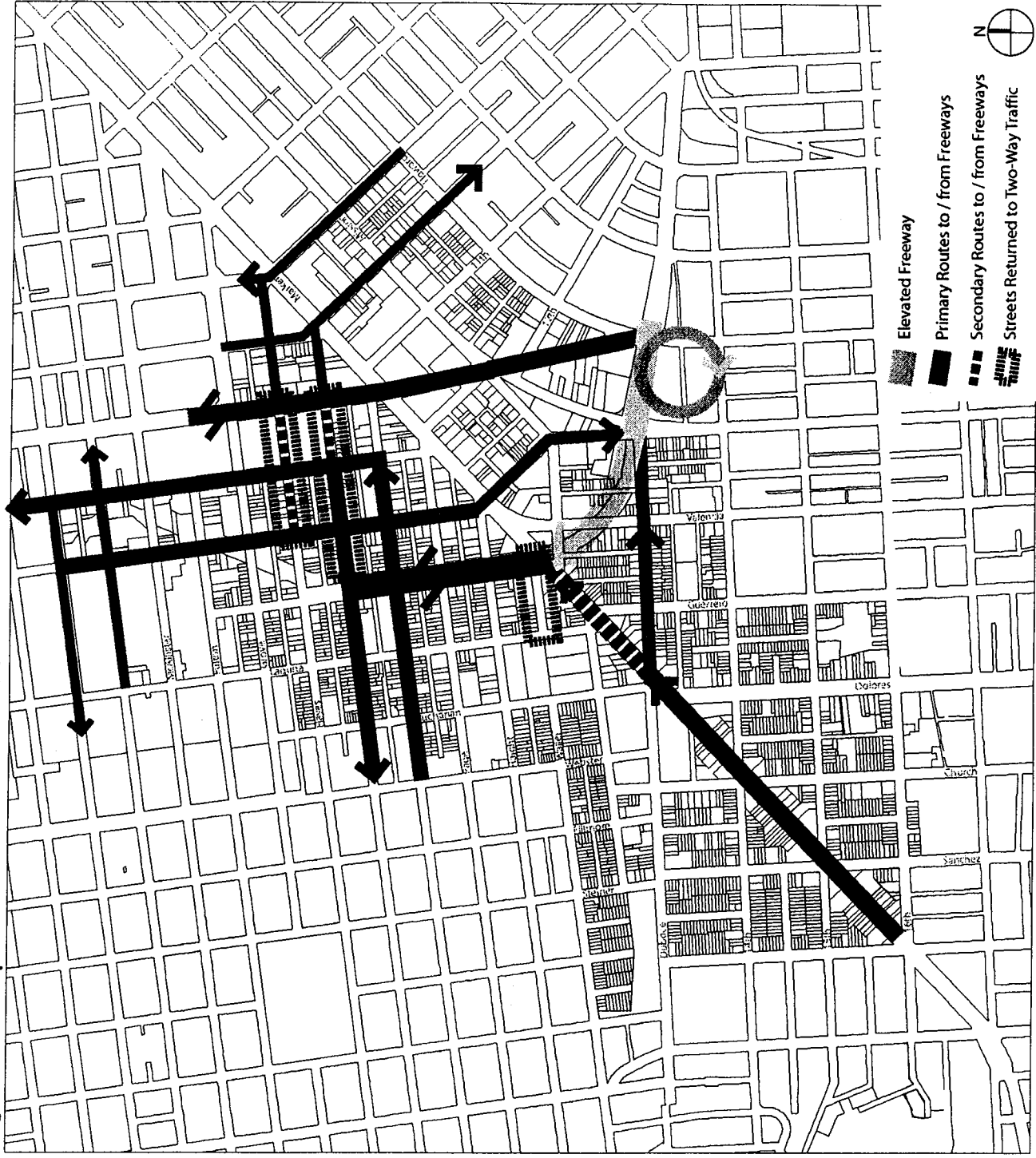


Figure 6: Proposed Traffic Circulation



Notice of Preparation



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: January 23, 2004

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103-2414

Agency Contact Person: Rana Ahmadi **Telephone:** 415-558-5966

Project Title: 2003.0347E, Market & Octavia Neighborhood Plan

Project Sponsor: City & County of San Francisco, Planning Department

Project Contact Person: John Billovits **Telephone:** 415-558-6390


Project Address: The project area is located in the central city neighborhoods along Market Street from about 10th Street to the east to Noe Street to the west, north along the former Central Freeway alignment at Turk Street, and south along Howard and Sixteenth Streets. The project site encompasses about 85 city blocks.

City and County: San Francisco

Project Description:

See Attached

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance).


Paul E. Maltzer
Environmental Review Officer



PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378

PLANNING COMMISSION
FAX: 558-6409

ADMINISTRATION
FAX: 558-6426

CURRENT PLANNING/ZONING
FAX: 558-6409

LONG RANGE PLANNING
FAX: 558-6426

January 24, 2004

RE: Market & Octavia Neighborhood Plan, Case # 2003.0347E
Notice of Preparation of an Environmental Impact Report

To: Responsible Agencies, Trustee Agencies, and Interested Parties:

A Notice of Preparation of an Environmental Impact Report (EIR) for the above-referenced project is being sent to you because you have expressed an interest in the proposed project or the project area, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of this document will be printed in a newspaper of general circulation on the day following the day that this was mailed to you.

As stated in the Notice, the Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project.

Please note that preparation of an EIR does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Comments concerning the environmental effects of this project are welcomed. In order for your concerns to be fully considered throughout the environmental review process, we would appreciate receiving your comments you may have about the issues to be addressed in the Environmental Impact Report by February 23, 2004. If you have any questions concerning the attached materials and the process, or if you wish to receive a copy of the Draft EIR directly when it is available, please contact Rana Ahmad at 415-558-5966.

Sincerely,

A handwritten signature in cursive script, appearing to read "Paul E. Maltzer for".

Paul E. Maltzer
Environmental Review Officer

MARKET & OCTAVIA NEIGHBORHOOD PLAN
CASE #: 2003.0346E
PROJECT DESCRIPTION

The proposed Market and Octavia Neighborhood Plan ("the plan") is the product of a three-year community planning process under the Planning Department's Better Neighborhoods Program. The plan encompasses an area in the central city neighborhoods of about two to three blocks along Market Street from about 10th Street to the east to Noe Street to the west, north along the former Central Freeway alignment to Turk Street, between Laguna and Franklin Streets, and south along Howard and Sixteenth Streets (see Figure 1).

The plan proposes a comprehensive set of land use controls, urban design guidelines, public streets, and transportation system improvements aimed at encouraging new housing developments and enhancing urban neighborhoods. The plan was developed based on these concepts:

- Encouraging well-designed infill housing and new neighborhood-serving retail and other commercial services, with a special focus on development opportunities on the vacant Central Freeway parcels and a new neighborhood centered around South Van Ness Avenue from Market Street to Howard Street called SoMa West (see Figure 2).
- Improving the area's public streets and open spaces, including extensive traffic calming strategies, street tree planting, creation of new parks, and streetscape improvements (see Figure 3).
- Improvements in the operation and convenience of all transportation modes, with a special focus on transit, bicycle, and pedestrian movements (see Figures 4 to 6).

Proposed Plan Components

Use and Height Districts

The existing zoning districts within the plan area include Mixed Residential (RM) Districts generally north and south of Market Street and west of Gough Street; Neighborhood Commercial Districts (NCDs) along Market Street, Hayes and Gough Streets, and portions of the Upper Market and Valencia Streets; and Downtown General Commercial (C-3-G) Districts near the Market Street and Van Ness Avenue intersection (see Figure 2).

The plan would generally reclassify properties in the area, would create three new zoning districts, and would amend the Hayes-Gough, Valencia, and Upper Market NCDs. Generally, RM Districts would be replaced by Residential, Transit Oriented (RTC) Districts, NCDs would be revised to corresponding Neighborhood Commercial Transit (NCT) Districts, and some C-3 Districts would be replaced by a Downtown Residential (DTR) District.

The proposed zoning changes would generally replace limits on residential densities and would refine height and bulk controls and urban design guidelines that preserve mid-block open spaces and sunlight to streets, and would establish appropriate relationships between buildings.

The height reclassification proposed for the area would generally permit taller heights at Van Ness Avenue and Market Street and in the Civic Center area (up to a maximum 400 feet at highest points versus the existing 320-foot limit), adjust heights along various commercial streets (increase or decrease heights by 5 to 10 feet to 45 to 55 feet) to encourage more generous ground-floor ceiling heights, and reduce heights along alleys in residential areas (from 40 and 50 feet to 30 to 40 feet) to preserve sunlight access and small-scale character. Height and bulk district revisions would also require narrower towers and proposed urban design guidelines would allow varying building widths and massing according to the area scale.

Overall, the proposed zoning and height reclassifications would increase the potential for residential development in the area. This potential would generally be smaller in existing residential districts, and more concentrated at the Van Ness/Market/Mission area, in the SoMa West area, and along major commercial streets such as Market and Mission Streets.

Minimum parking requirements would be replaced by caps on the maximum amount of parking that could be permitted in new development (generally 0.75, 0.5, and 0.25 spaces per unit, for the RTO, NCT, and DTR Districts, respectively), providing flexibility to build for less than one-to-one parking requirements for the residential developments in areas with easy walking access to transit and services. Minimum parking requirements for commercial uses would likewise be generally replaced by maximum parking caps of about one parking space per 2,500 square feet of commercial use in the NCT Districts and about one space per 4,500 square feet of commercial use in the RTO District.

Public Space Improvements

The plan proposes extensive traffic calming strategies on residential streets and alleys, street tree plantings, sidewalk widenings, and new medians and pedestrian refuges (see Figure 3). Several new public spaces would be created including a plaza on Market Street adjacent to a new Central Freeway touchdown, a plaza in the McCoppin Street right-of-way west of Valencia Street, a small park at the center of the "Brady" block (along Brady Street), and dramatically widened sidewalk open spaces on McCoppin Street between Valencia and Otis Streets and the portion of Hayes Street between Franklin and Laguna Streets.

Streets in the SoMa West area would be reconfigured to include narrow pedestrian crossings and create new pedestrian spaces around the South Van Ness and Mission Street intersections, including a boulevard treatment for South Van Ness from Mission to Division Streets.

Transit Improvements

Improvements to transit operations and reliability would be implemented for all Muni services on Market, Mission, Church, Duboce, and Haight Streets (see Figure 4). These improvements would include dedicated transit lanes, signal preemption, improved transit lane enforcement, and better platforms and waiting areas.

Bicycle Improvements

Improvements to the area's bicycle network would include traffic circles on Page Street (with two-way stops for crossing streets), new bike lanes on Market Street, and special treatments at South Van Ness Avenue and Division Street and at the new Central Freeway touchdown at Market Street (see Figure 5).

Traffic Improvements

With the completion of the approved Octavia Boulevard and the new Central Freeway touchdown at Market Street, regional traffic flow to and from the Fell/Oak and Franklin/Gough Street couplets would be expedited. Proposed traffic calming strategies along adjacent streets under the proposed plan would minimize cut-through traffic and improve pedestrian crossings at major traffic streets. Selected streets would be returned to two-way traffic, including: Hayes Street east of Van Ness Avenue, Fell Street from Van Ness Avenue to Octavia Boulevard, and Haight Street between Market and Octavia Streets for MUNI buses only (see Figure 6).

For more information about the plan, please visit the Market and Octavia Neighborhood Plan Website at: "www.betterneighborhoods.org", click on "Market and Octavia".

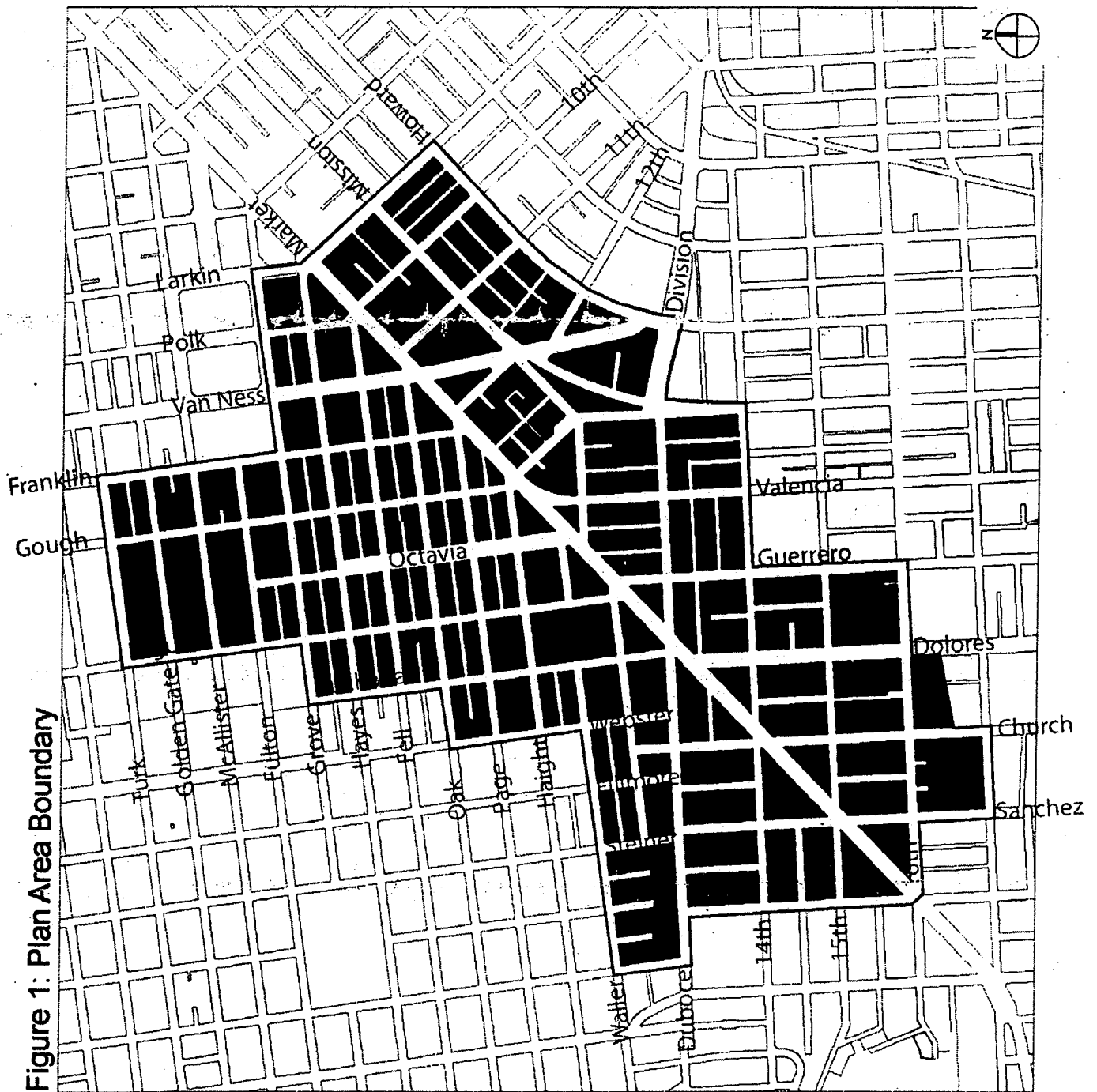


Figure 1: Plan Area Boundary

Figure 2: Proposed Zoning Districts



Figure 3: Proposed Pedestrian and Open Space Improvements

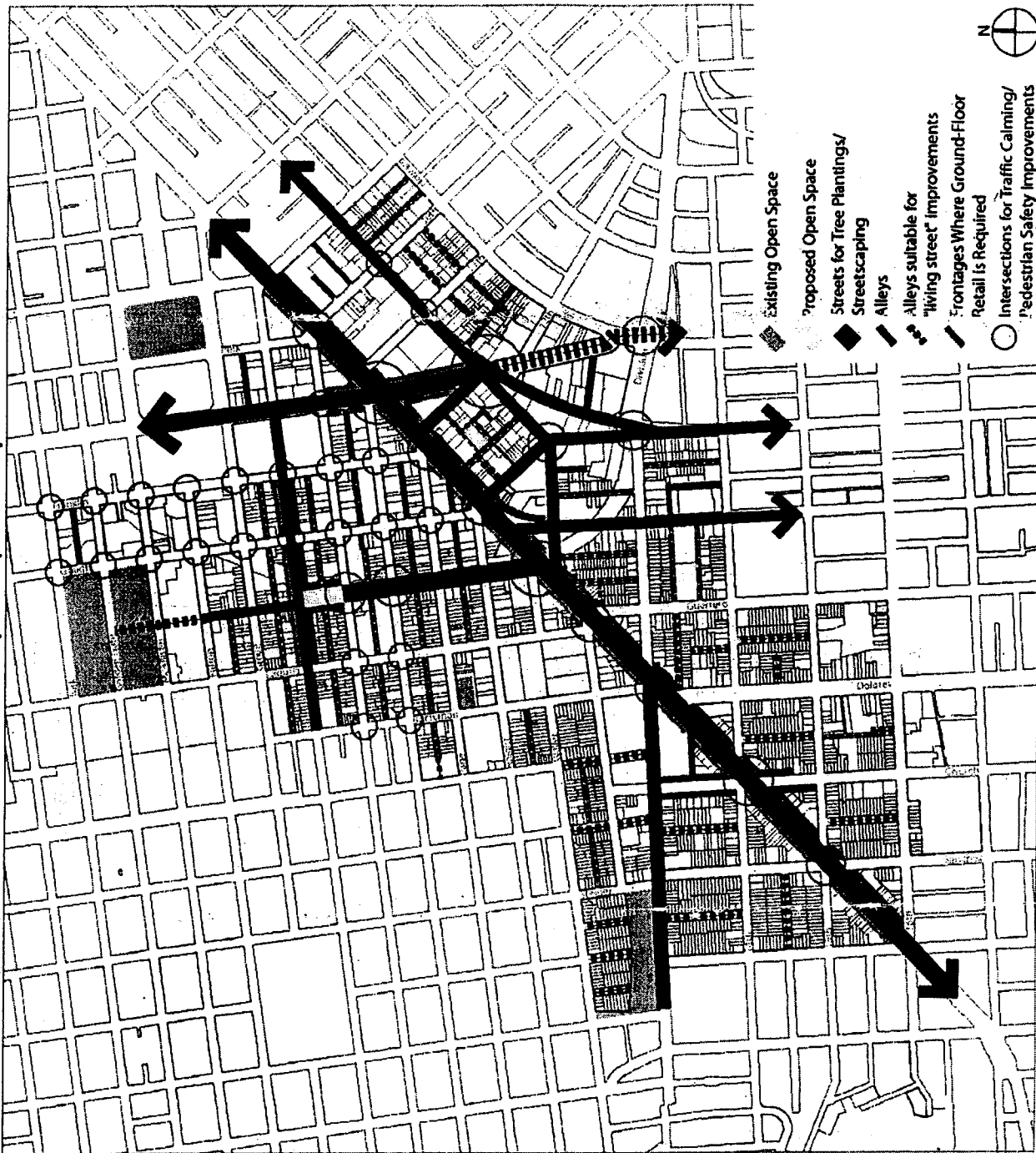


Figure 4: Proposed Transit Improvements

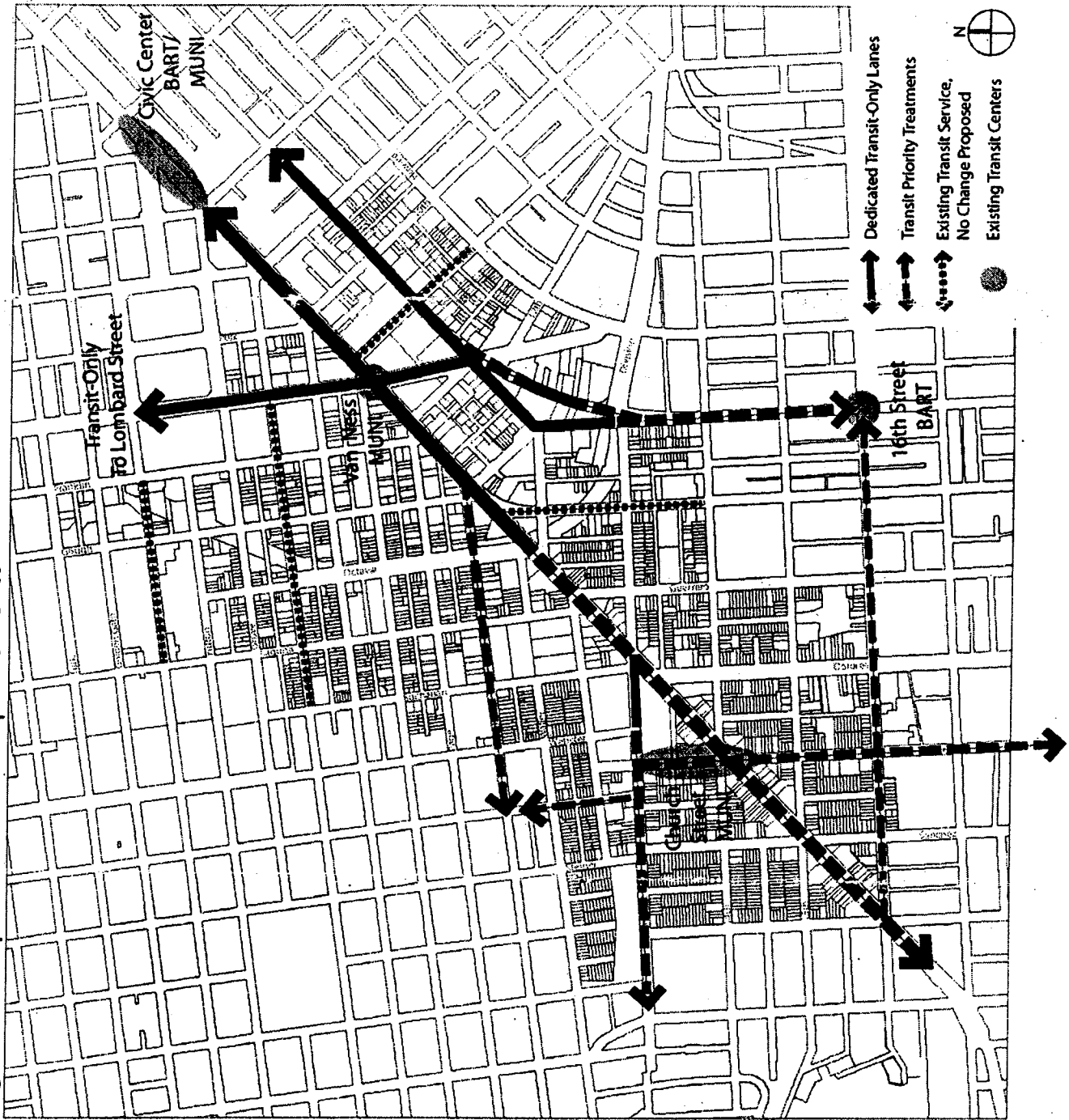


Figure 5: Proposed Bicycle Improvements

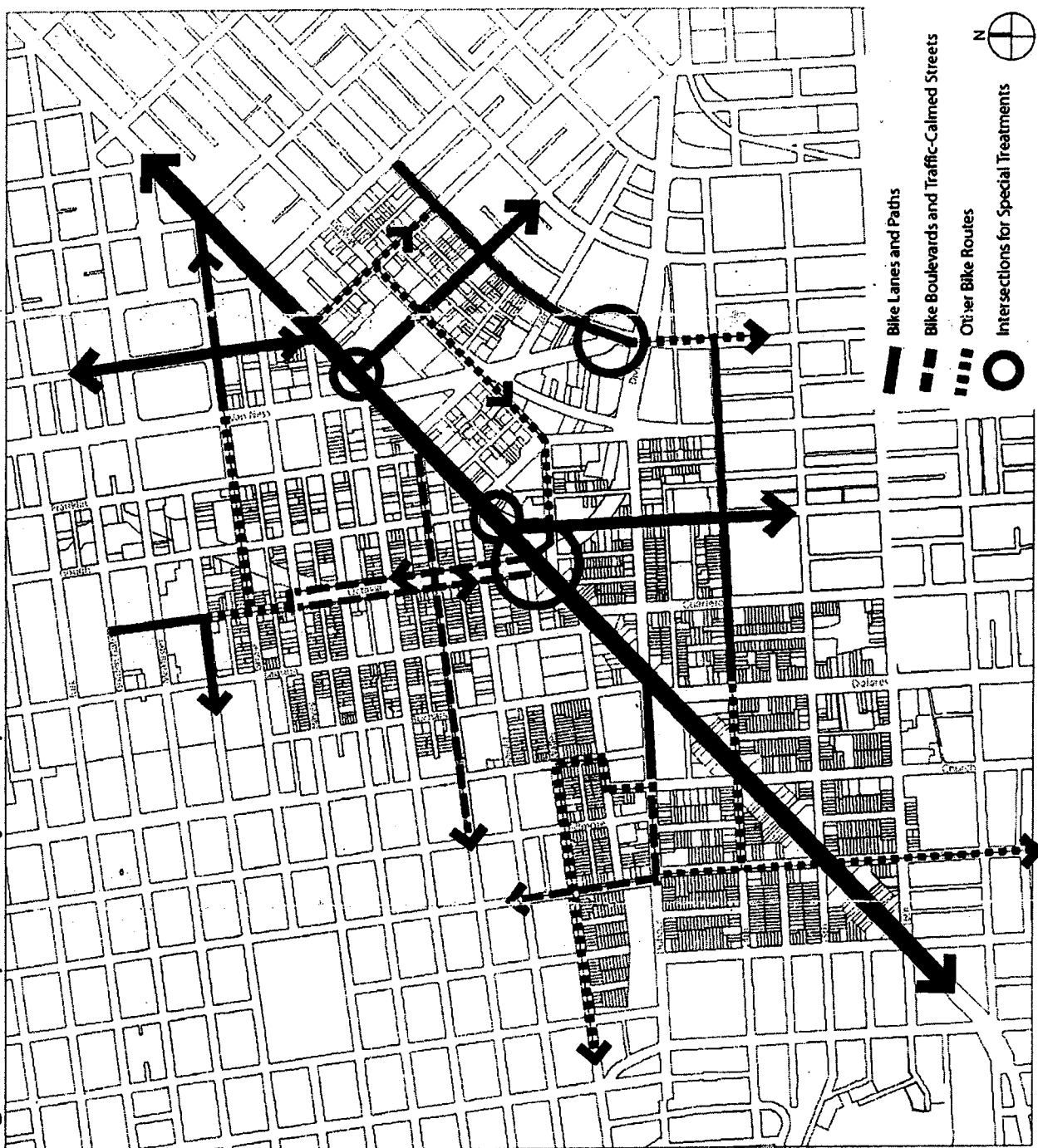
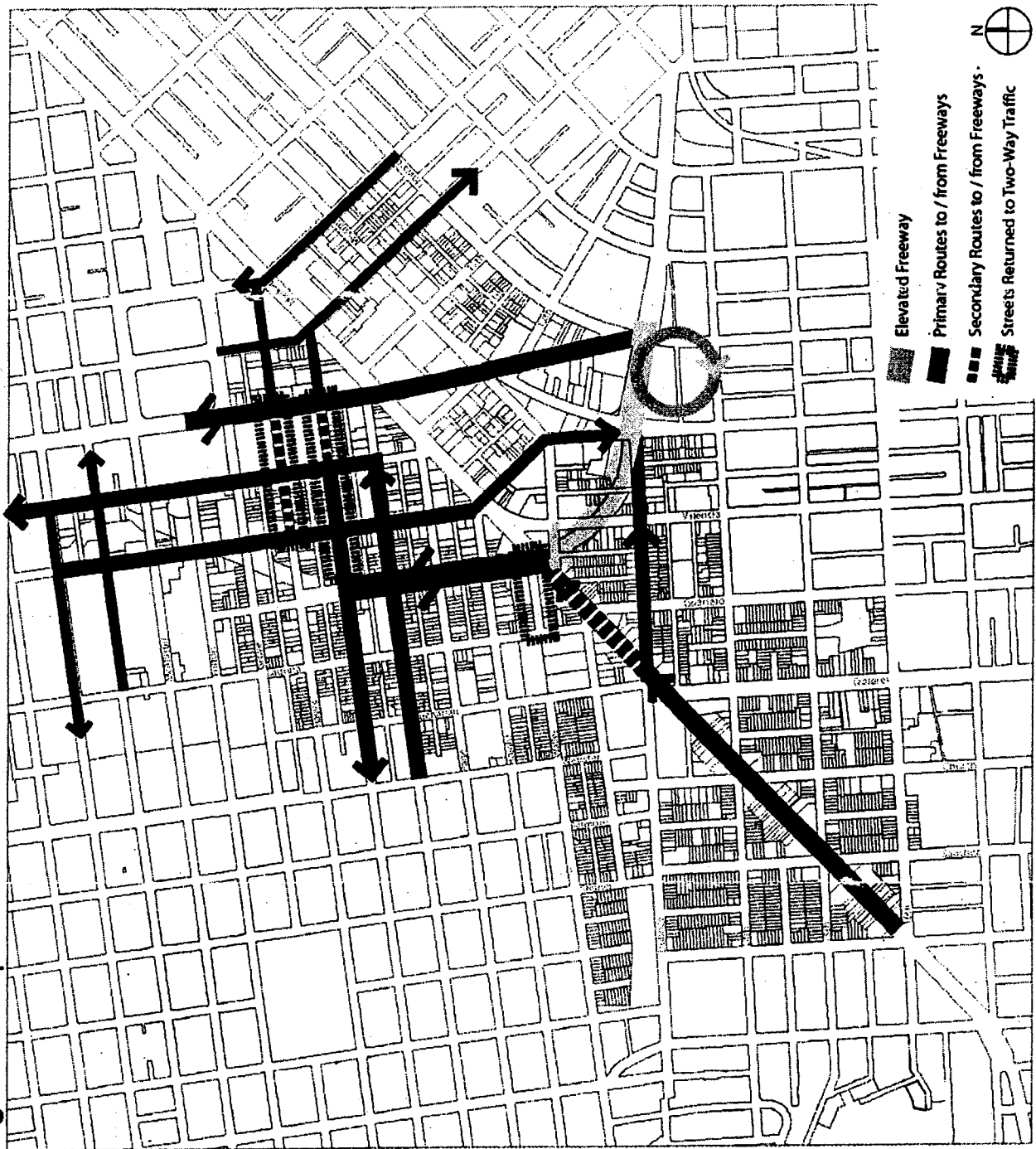


Figure 6: Proposed Traffic Circulation



APPENDIX B

PROJECT DESCRIPTION

Table B-1: Recommended Plan Policies for Land Use Improvements	9.B-2
Table B-2: Market and Octavia Neighborhood Plan Transportation Project List	9.B-15

Table B-1

RECOMMENDED PLAN POLICIES FOR LAND USE IMPROVEMENTS

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
Land Use and Urban Form			
Encourage mixed-use infill on former Central freeway lands.	x		1-2 years: Revise <i>Planning Code</i> ; 1 - 10 years: MOED, SFRA, private developers
Concentrate more intense uses and activities in those areas best served by transit and most accessible on foot.	x		1-2 years: Revise <i>Planning Code</i> ; long-term development
Encourage housing and retail infill in Hayes-Gough, Upper Market, and Valencia Neighborhood Commercial Districts.	x		1-2 years: Revise <i>Planning Code</i> ; long-term development
Encourage development of neighborhood-serving uses in South of Market (SoMa) West to support an increasing residential population.	x		1-2 years: Revise <i>Planning Code</i> ; long-term development
Reinforce the importance of Market Street as the City’s cultural and ceremonial spine.	x		Long-term plan implementation
Preserve and enhance the role of cultural and educational institutions.		x	Long-term plan implementation
The Civic Center will retain its role as an important city and regional destination.			
Reinforce continuous retail activities on Market, Church, and Hayes Streets, and Van Ness Ave. where indicated by the plan.	x		Long-term plan implementation
Allow small-scale neighborhood-serving retail and other community- serving uses on corner lots at intersections in residential districts.	x		1-2 years: Revise <i>Planning Code</i> ; long-term development
Preserve landmarks and other buildings of historic value.		x	Support existing <i>Planning Code</i>
Support future landmark and historic building preservation efforts.		x	Long-term plan implementation
Relate the prevailing height of building to street widths by providing building roughly as tall as the streets are wide.	x		1 to 2 years: Revise <i>Planning Code</i> ; long-term development
Maximize housing opportunities, encourage high-quality commercial spaces on ground floor by	x		1 to 2 years: Revise <i>Planning Code</i> ; Market/Octavia Plan long-term

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<p>increasing the retail frontage heights.</p> <ul style="list-style-type: none"> Adjust heights in neighborhood commercial district to maximize housing potential. Provide housing above ground- floor commercial space along neighborhood commercial streets. 			implementation
Preserve intimate scale and character of alleys by lowering building heights in some instances to provide adequate sunlight.	x		1 to 2 years: Revise <i>Planning Code</i> ; long-term development
Encourage building of same height along each side of major streets by adjusting boundaries of height districts.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term development
Mark intersection of Van Ness Ave. and Market St. as a landmark point in city by increasing heights at intersection, then tapering down.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Mark the block of Market Street from Buchanan Street to Church Street as a gateway to the Castro through inclusion of special architectural features.	x		Long-term plan implementation
Encourage new mixed-use infill on Market Street of a scale and stature appropriate for varying conditions along its length by varying height limits along the street.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
The height and scale of new development along Market Street should add to its prominence in the sky			1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Encourage development of slender residential towers above the base height in SoMa West along South Van Ness Ave. between Market and Mission Streets, and along Market St. corridor, by providing separate bulk controls for building area above street wall height.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
The plan contains bulk and separation controls for towers.			1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Where traditional pattern of individual buildings on small lots exists, discourage land assembly by limiting total area that a single building may occupy on each lot.	x		1 to 2 years: Revise <i>Planning Code</i> ; long-term development
Housing People			
<p>Develop Central Freeway parcels with mixed-use, mixed income housing.</p> <ul style="list-style-type: none"> Require housing with greatest possible affordability; 	x		1-10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> Adhere to urban design guidelines. 			
Eliminate housing density maximum throughout plan area.	x		1 to 2 years: Revise <i>Planning Code</i>
Introduce a minimum residential-to-commercial use ratio of 2:1 in the DTR District.	x		1 to 2 years: Revise <i>Planning Code</i>
Prescribe controls for height, bulk, and use.	x		1 to 2 years: Revise <i>Planning Code</i>
Eliminate residential parking requirements.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term implementation
Introduce maximum parking cap.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term implementation
Encourage new housing above ground-floor commercial uses	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Encourage addition of accessory units to existing residential buildings.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Encourage garage conversions to housing units and restore on-street parking spaces.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
No discretionary review for substantial new housing that meets land use, height, transportation, and urban design policies of plan.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Establish standards for review of projects that meet land use, height, transportation, and urban design policies of plan	x		1 to 2 years: Revise <i>Planning Code</i>
Avoid conditional use requirement in new zoning districts.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
New <i>Planning Code</i> controls that require housing replacement from 1 to 4 for each lost unit.	x		1 to 2 years: Revise <i>Planning Code</i>
Require CU for dwelling unit mergers, except when housing added to offset merger.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Separate cost of parking from cost of housing.		x	Long-term plan implementation
Make residential parking available for public lease.	x		1 to 2 years: Revise <i>Planning Code</i>
Encourage carsharing in new buildings.		x	1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Share public lots with residential uses. (Also in Transportation?)	x		Beyond Purview of Plan
Highlight Market/Octavia as “location-efficient” as part of LEM program.		x	Long-term plan implementation

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
Encourage innovative programs to increase housing opportunities.	x		Long-term plan implementation
Buildings With a Sense of Place			
The bulk of new buildings shall be built to all property lines facing public rights-of-way.	x		Long-term plan implementation
Taller buildings shall include a clearly defined base, middle, and top.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Building façades shall include three-dimensional detailing such as bay windows, cornices, belt courses, window moldings, reveals.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Building façades that face the public realm should be articulate with a strong rhythm of regular vertical elements.	x		Long-term plan implementation
Buildings on sloping sites shall step up to accentuate the City's natural topography and maintain a relationship to the street.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Use special building elements and architectural expressions such as towers and special entries strategically at intersections and near important public spaces.	x		Long-term plan implementation
Use high-quality building materials on all visible façades and include stone, masonry, ceramic tile, wood, precast concrete, and high-grade traditional "hard coat" stucco.	x		Long-term plan implementation
Towers: <ul style="list-style-type: none"> ▪ Require horizontal articulating at street wall height. ▪ Require change in vertical plane. ▪ Provide a minimum amount of pedestrian comfort from wind. ▪ Integrate stair, elevator, and mechanical penthouses that may not exceed allowable height into body of tower. ▪ Towers should be light in color. 	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Ground floor <ul style="list-style-type: none"> ▪ Surface parking is not permitted between street-facing property line and building fronts. ▪ Devote not more than 30 percent of ground floor width to garage entries or blank walls, except in no 	x		1 to 2 years: Revise <i>Planning Code</i> ; Implement existing <i>Planning Code</i> requirements

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<p>case shall garage entries be limited to less than 10 feet wide. No façade may feature garage entries that together total greater than 20 feet in width.</p> <ul style="list-style-type: none"> Setback building entries from the street-facing property line no more than 5 feet from that façade; and if set back, should be no wider than 15 feet of property line. New buildings must meet signage requirements of Article 6 of the <i>Planning Code</i>. 			
<p>Neighborhood Commercial Streets</p> <ul style="list-style-type: none"> Retail frontages must be no less than 60 percent fenestrated and 75 percent transparent. Directly access ground floor retail uses accessible from the street at the grade of the sidewalk onto which it fronts. Ground-floor retail spaces should have at a minimum a 12-foot clear ceiling height. Access any off-street parking via side streets or alleys. No curb cuts on Market, Church, and Hayes Streets or Van Ness Ave. Any off-street parking at or above grade must be at least 25 feet from the street-facing property line, including parking above the ground floor. Require horizontal articulation between the ground floor and second story. 	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Ground floor retail spaces on Market Street must have minimum 15-foot clear ceiling height.	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
<p>Alleys</p> <ul style="list-style-type: none"> Parking and garage doors may occupy no more than 40 percent of a parcel's total alley frontage at ground level, up to 20 feet maximum, except in no case limit to less than 10 feet wide. Encourage residential uses on the ground floor. 	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
<p>Open Space</p> <ul style="list-style-type: none"> Locate three- and four-bedroom units within three stories of common open space, accessible via stairs. Provide street furniture and other public improvements in project vicinity. Encourage rooftop gardens as a form of common open space. 	x		1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
Open Space			
Include public art in the design of streets and public spaces.	x		1 to 5 years: DPW, MTA/Dept. of Parking & Traffic
Construct Hayes Green at northern end of Octavia Boulevard.	x		Long-term plan implementation
Corner plazas on designated streets would provide extra space for pedestrians and reduce the length of the street crossings.			Long-term plan implementation
The plan identifies priority streets for tree plantings.			1 to 5 years: ongoing DPW program, 5 to 10 years for Market Street infill – DPW;10 to 15 years: ongoing DPW program
The plan contains a concept for the McCoppin Street public space.			Long-term plan implementation
Balancing Transportation Choices			
Infill Development on Key Sites			
Central Freeway Parcels A and A-1 <ul style="list-style-type: none">Land Use District: NCTHeight District: 85 feetNo parking required, 0.5 space parking cap, 0.75 with CUNormalize parcels.Encourage active ground floor uses at cornerOrient common residential entries to Jefferson Square and corner.Access any parking from Elm Alley and front it with other uses.No curb cuts on Turk or GoughProvide street trees along building frontages	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
Central Freeway Parcel B <ul style="list-style-type: none">Land Use District: NCTNo parking required, 0.5 space parking cap, 0.75 with CUNo parking required, 0.5 space parking capEncourage active ground floor uses.	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> Allow parking and loading access only from Elm Alley. Encourage separate smaller floorplate buildings fronting on Golden Gate Avenue. No curb cuts along Golden Gate. Provide street trees along building frontages. 			
<p>Central Freeway Parcel C</p> <ul style="list-style-type: none"> Land Use District: NCT Height District: 50-120 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground floor uses. Allow parking and loading access only from Redwood Alley. Concentrate building massing along Franklin Street and Golden Gate Avenue, stepping down in height and stepped back from schoolyard. Mark the corners of Franklins Street and Golden Gate Avenue with architectural features and entries. Concentrate tallest portion of the building along Franklin Street. Provide street trees along building frontages. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
<p>Central Freeway Parcel D</p> <ul style="list-style-type: none"> Land Use District: NCT Height District: 50-85 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground floor uses. Allow parking and loading access only from Redwood Alley. Encourage separate smaller floorplate buildings. Concentrate building massing at corner of Franklin and McAllister Streets, stepping down in height and stepped back from schoolyard. Orient ground floor activities to the corner Franklin and McAllister Streets. Mark the corners of Franklin Street and McAllister 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
Streets with architectural features and entries <ul style="list-style-type: none"> Provide street trees along building frontages. 			
Central Freeway Parcels E and E-st <ul style="list-style-type: none"> Land Use District: NCT Height District: 50 feet No parking required, 0.5 space parking cap, 0.75 with CU Allow parking and loading access only from Ash Street. Encourage separate smaller footprint buildings. Encourage residential entries to individual units on the ground floor along and McAllister and Ash Streets with architectural features and entries. Provide street trees along building frontages. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
Central Freeway Parcels F and G <ul style="list-style-type: none"> Land Use District: NCT Height District: 65-50 feet No parking required, 0.5 space parking cap, 0.75 with CU Normalize parcels. Encourage active ground floor uses at corner. Access any parking from Ash Street for Parcel F and from Gough Street for Parcel G. Encourage separate smaller floorplate buildings. Concentrate tallest portion of building at intersection of Fulton and Gough Streets. Orient ground floor activities to corner of Gough/Fulton Sts. Coordinate design of overall façade between new buildings on the parcels. Encourage residential entries to individual units on the ground floor along and Fulton, Gough, and Ash Streets. Consider opportunities to develop liner housing fronting Gough Street. Provide street trees along building frontages 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
Central Freeway Parcel H <ul style="list-style-type: none"> Land Use District: NCT 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private

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Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> Height District: 40-50 feet No parking required, 0.5 space parking cap, 0.75 with CU Normalize parcels. Encourage active ground floor uses at corner. Encourage interior structures. Provide parking and loading access underground and fronted by other uses. Encourage separate smaller floorplate buildings. Mark the corner of Gough and Grove Streets with architectural features and entries. Provide street trees along building frontages. 			developers
<p>Central Freeway Parcel I</p> <ul style="list-style-type: none"> Land Use District: Hayes-Gough NCT Height District: 50 and 40 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground floor uses at corner. Provide parking and loading access from Ivy Alley. Encourage separate smaller floorplate buildings. Mark the corner of Gough and Grove Streets with architectural features and entries. Encourage residential entries to individual units on the ground floors. Provide street trees along building frontages. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
<p>Central Freeway Parcel J</p> <ul style="list-style-type: none"> Land Use District: Hayes-Gough NCT Height District: 45 & 30/40 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground-floor uses at corner. Include a strong rhythm of vertical articulation in buildings. Encourage separate smaller floorplate buildings. Provide parking and loading access from Ivy Alley only. No curb cuts on Hayes Street. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> Require residential entries to individual units on ground floor. Provide street trees along building frontages. 			
<p>Central Freeway Parcel K</p> <ul style="list-style-type: none"> Land Use District: Hayes-Gough NCT Height District: 55, 45 & 40 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground floor uses at corner. Mark the corner of Hayes Street, Octavia Boulevard with architectural features and entries. Include a strong rhythm of vertical articulation in buildings Encourage separate smaller floorplate buildings. Provide parking and loading access from Linden Alley only. No curb cuts on Hayes Street or Octavia Boulevard. Encourage residential entries to individual units on the ground floors. Provide street trees according to the planting plan. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
<p>Central Freeway Parcel L</p> <ul style="list-style-type: none"> Land Use District: Hayes-Gough NCT Height District: 55 & 30/40 feet No parking required, 0.5 space parking cap, 0.75 with CU Encourage active ground floor uses along Octavia Boulevard. Include a strong rhythm of vertical articulation in buildings. Encourage separate smaller floorplate buildings. Discourage parking and loading access. Permit flexibility in meeting rear-yard requirements. Provide street trees according to the planting plan. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
<p>Central Freeway Parcels M, N, R, S</p> <ul style="list-style-type: none"> Land Use District: Hayes-Gough NCT 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> ▪ Height District: 50 feet ▪ No parking required, 0.5 space parking cap, 0.75 with CU ▪ Encourage active ground floor along Octavia Boulevard. ▪ Allow parking by Conditional Use only. ▪ Permit flexibility in meeting rear-yard requirements. ▪ Encourage separate smaller floorplate buildings. ▪ Maximize height and front new buildings onto Octavia Boulevard. ▪ Provide street trees according to the planting plan. 			
<p>Central Freeway Parcels O and P</p> <ul style="list-style-type: none"> ▪ Land Use District: Hayes-Gough NCT and RTO ▪ Height District: 50, 40, 30/40 ft. ▪ No parking required, 0.5 space parking cap, 0.75 with CU ▪ Subdivide block into narrow lots. ▪ Establish Hickory Alley as public right-of-way. ▪ Buffer new residential from traffic flows. ▪ Develop residential buildings on narrow lots with vertical façade articulation. ▪ Encourage active ground floor along Octavia Boulevard. ▪ Mark Fell/Oak/Octavia with prominent entries. ▪ Provide ground floor residential entries to individual units. ▪ Concentrate tallest portions of building along street. ▪ Provide street trees according to the planting plan. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
<p>Central Freeway Parcel Q</p> <ul style="list-style-type: none"> ▪ Land Use District: Hayes-Gough NCT ▪ Height District: 50 feet ▪ No parking required, 0.5 space parking cap, 0.75 with CU ▪ Provide active ground floor uses along Octavia. ▪ Concentrate tallest portions of building at Oak and Octavia. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
<ul style="list-style-type: none"> Encourage individual entries to ground floor uses. Provide street trees according to the planting plan. 			
Central Freeway Parcels T, U, V <ul style="list-style-type: none"> Land Use District: NCT Height District: 50 - 85 feet Parking up to 0.75 with CU Encourage active ground floor uses along Octavia with minimum 12-foot ceilings. Highly discourage parking. Permit flexibility in meeting rear yard requirements. Encourage separate smaller footplate buildings on Octavia with effective vertical façade articulation. Provide street trees according to the planting plan. (Additional guidelines for Parcel V.) <ul style="list-style-type: none"> Encourage active ground floor uses, with retail on corner. 15-foot Market Street ceilings. Mark the corner of Market and Octavia with height, architectural features and entries. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
Market Street Safeway Site <ul style="list-style-type: none"> Build to street wall along Market and Church Streets. Integrate the supermarket into a mixed-use program for the site. 	x		1 to 2 years: Revise <i>Planning Code</i> ; 1 to 10 years: MOED, SFRA, private developers
New Neighborhood in SoMa West			
Implement the proposed land use plan for SoMa West which includes maintaining a preference for housing.	x		Long-term plan implementation
Encourage residential towers on selected sites.			1 to 2 years: Revise <i>Planning Code</i> ; Long-term plan implementation
Redesign Van Ness Avenue from Mission Street to Division Street as a surface boulevard with proposed street improvements.			Long-term plan implementation
Redesign Mission Street and Otis Streets from South Van Ness Avenue to Duboce Street as a surface boulevard with widened sidewalks and new transit preferential improvements.			Long-term plan implementation
Redesign Gough Street between Otis and Markets			Long-term plan implementation

Appendix B: Project Description

Market and Octavia Neighborhood Plan Policies for Land Use Improvements	Physical Change		Project Schedule
	Yes	No	
Streets with widened sidewalks and a community-gathering place.			
Redesign McCoppin Place as a linear green street with a new open space west of Valencia Street.			Long-term plan implementation
Make pedestrian improvements within the block bounded by Market Twelfth, Otis, and Gough Streets (“Brady Block”) creating a new park and street spaces for public use.			Long-term plan implementation
Redesign Twelfth Street between Market and Mission Streets to recapture space for pedestrian use.			Long-term plan implementation
Reconfigure major intersections to make them safer, to facilitate movement, and to create open spaces.			Long-term plan implementation
Make housing a required use for all building area above the streetwall height.	x		1 to 2 years: Revise <i>Planning Code</i>
Adopt special controls for residential towers to ensure slender profile.	x		1 to 2 years: Revise <i>Planning Code</i>

Table B-2
Market and Octavia Neighborhood Plan
Transportation Project List

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
BASELINE ANALYSIS			
These projects are being implemented by other agencies independent of the Market/Octavia Plan			
Construct Octavia Blvd. as approved	x		FHWA funding
Create Hayes Green	x		1 to 2 years DPW as part of the Octavia Blvd. project
Design freeway touchdown south of Market to minimize surface impacts; keep traffic lane width to minimum	x		FHWA funding; Caltrans design touches down south of Market with 11' lanes
PLAN ELEMENTS ANALYZED AT A PROGRAM LEVEL			
These long-term transportation projects listed in the Draft Market and Octavia Neighborhood Plan were analyzed at a Program Level in this EIR. They may require additional environmental review prior to implementation.			
Transit			
South of Market, Church Street streetcar platforms receive special Market Street urban design treatment	x		Funding Source not Identified; Depends on scope of change
Transform extra ROW at Duboce Avenue Muni platform to streetcar museum	x		Funding Source not Identified; level of additional environmental analysis required depends on nature of museum
Redesign Muni Metro/BART entrances for sense of identity and less intrusive	x		Funding Source not Identified, System wide improvement
Use colored asphalt overlay to distinguish transit lanes on Market Street	x		Funding Source not Identified
Parking			
In the proposed DTR zoning district, all parking must be provided below grade	x		Planning Code Amendment proposed as part of the Plan
Costs for parking must be assessed independently of unit costs		x	Implementation Strategy TBD
Disallow curb cuts where they would not result in the net addition of two or more off-street spaces		x	Planning Code Amendment proposed as part of the Plan
Car sharing must be accommodated at locations where it is feasible and desirable		x	Planning Code Amendment proposed as part of the Plan

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
Eliminate requirement for all parking spaces to be independently accessible and limit parking space dimensions to those specified in Planning Code Sect. 154		x	Planning Code Amendment proposed as part of the Plan
Enforce existing laws forbidding subsidizing employee parking on land leased from third parties		x	Implementation Strategy TBD
Adopt a parking fee structure that benefits short-term parkers in all project area city-owned garages, including the elimination of discounts at Civic Center and Performing Arts garages		x	Planning Code Amendment proposed as part of the Plan
Discourage new parking structures in Market/Octavia area		x	Planning Code Amendment proposed as part of the Plan
Revise provisions of the Residential Parking Permit program		x	City Code Revisions
Reserve adequate public parking for the disabled		x	Planning Code Amendment proposed as part of the Plan
Maintain sufficient short-term public parking spaces		x	Requires Code Amendment
Maintain sufficient parking for institutions in the area and price it at downtown rates that are visibly posted		x	Implementation Strategy TBD
Make access and safety improvements to Civic Center Garage, including new security personnel	x		Implementation Strategy TBD
Provide residential parking along the curb		x	Implementation Strategy TBD
Discourage commuter parking but price that which is provided at downtown rates		x	Requires Code Amendment
Phase out subsidies at public garages serving institutions in the study area		x	Implementation Strategy TBD
Relocate and reduce reserved on-street parking around City Hall		x	Implementation Strategy TBD
Implement parking management strategies at public garages, including real-time		x	Implementation Strategy TBD

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
availability, evening valet at Civic Center, parking shuttle from Civic Center			
Bicycle			
Lighting and access improvements on Duboce Avenue bikeway to improve security and maintenance	x		Funding Source not Identified - Long Term Improvement
Provide adequate bicycle parking in activity centers on Hayes and Market Streets and Octavia Blvd. (based on existing DPT program)	x		Funding Source not Identified - Long Term Improvement
Require minimum amount of bicycle parking for new development		x	Planning Code Amendment proposed as part of the Plan
Require shower and locker facilities for commercial development over threshold size		x	Planning Code Amendment proposed as part of the Plan
Pedestrian			
Street tree planting within existing ROW	x		1 to 5 years – ongoing DPW program 5 to 10 years for Market Street infill – DPW; 10 to 15 years – ongoing DPW program
Introduce traffic-calming for residential alleys	x		1 to 5 years – DPW, MTA, DPT
MARKET/OCTAVIA PROJECT LEVEL ANALYSIS			
These proposed near-term transportation improvements are analyzed in the EIR at a project level.			
Traffic			
Restripe Fell Street between Van Ness & Octavia to two-way with, two lanes westbound and one lane eastbound from Octavia to Franklin.		x	Funding Source not Identified; DPT plans to maintain signing to Van Ness
On Otis Street, separate regional from local traffic and transit through use of a planted median	x		Funding Source not Identified
Redesign Gough Street between Otis and Market with three southbound lanes, tree-lined median, and a northbound lane with parking	x		Funding Source not Identified
Convert Hayes to two-way operation from Van Ness to Octavia with one lane eastbound and three lanes westbound, Van Ness to Franklin, and two lanes westbound and one lane		x	Funding Source not Identified

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
eastbound, Franklin to Octavia			
Transit			
Disallow curb cuts on transit preferential streets indicated in plan.		x	Policy Directive; Specific impacts evaluated at project level
Bicycles			
Construct a bike path on the east side of the touchdown ramp to link Valencia with Octavia bike lanes (including a protected bicycle left-turn lane from the Valencia Street median)	x		1 to 5 years, DPW, MTA, DPT, Change to Central Freeway Project
Install bicycle lanes on both sides of Howard to 14 th Street in Plan Area	x		1 to 5 years - DPW, MTA, DPT
Pedestrian			
Pedestrian improvements on the block bounded by Market, 12th, Otis and Gough (Brady Block)	x		Funding Source not Identified
Redesign McCoppin Street as a linear green street (two lane, two-way traffic) with open space at Valencia Street	x		Funding Source not Identified
Create pedestrian plaza at touchdown at Market and McCoppin	x		Funding Source not Identified
OTHER LONG-TERM PLAN ELEMENTS NOT ANALYZED IN THIS EIR			
The following long-term transportation improvements were recommended elements in the <i>Draft Market and Octavia Neighborhood Plan</i> , but are not currently proposed for approval or for implementation and are therefore not analyzed in this EIR. These long-term transportation improvements would be subject to additional environmental review when specific plans have been developed for each improvement.			
Traffic			
Eliminate right turn lane from touchdown onto Market without disrupting the Octavia Blvd, project.	x		Would require change to the Central Freeway/Octavia Blvd project
Permanently remove the Central Freeway west of Bryant Street and rebuild Division Street as an extension of Octavia Blvd.	X		Funding Source not Identified
Reduce Hayes Street to one lane in each direction west of Franklin with a bus contra-flow lane between Van Ness and Polk		X	This would occur following the Octavia Blvd. project implementation
Create a Muni contra-flow lane on Haight between Market and		X	Funding source not identified

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
Octavia			
Redesign South Van Ness Ave. From Mission Street to Division as a surface boulevard for regional and local traffic, including four lanes of through traffic and side access roads with parking for local traffic	x		Funding source not identified
Widen sidewalks and reduce number of traffic lanes on Mission street between South Van Ness and Division with an enhanced transit platform at Division/Duboce intersection	x		Funding source not identified
Transit			
Install transit pre-emption at 10 th Street and Mission Street in the Plan area.		x	Funding Source not Identified, Operational improvement that could result in traffic impacts
Redesign Church Street, north of Market, as a pedestrian-oriented transit boulevard with enhanced streetcar platform	x		Funding source not identified
Retime signals at 8 th , 9 th , and 10 th on Market Street to give transit priority within plan area		x	Funding Source not Identified; Operational change that may result in traffic impacts
Implement transit only lanes on Market Street east of Haight Street within the Plan Area.	x		Funding Source not Identified
Stripe Mission Street with bus-only lanes from 14th Street to 10 th Street and install bulb-outs at transit stops	x		Funding Source not Identified
Introduce transit only phase at Market and Haight Street signal to allow two-way transit on Haight		x	Funding Source not Identified
Restrict southbound left turn movements on Church Street at 16 th Street	x		Funding Source not Identified
Bus Rapid Transit with dedicated bus lanes on South Van Ness/Van Ness Ave. from Mission Street to Lombard	x		SFCTA Expenditure Plan
Muni Metro Automatic Train Control System (ATCS) improvements		x	Funding Source not Identified, System wide improvement; Operational Improvement
Add additional transit capacity by expanded Castro Shuttle 'S' trains.		x	Funding Source not Identified, Operational Improvement
Expand the TIDF program to		x	Policy Directive

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
the study area			
Expand real time information systems and proof-of-payment policies to expedite boarding		x	Operational Improvement
Redirect motorists off Market Street to Mission by signage, to improve transit flow		x	Funding Source not Identified; Operational change that may result in traffic impacts
Traffic diversion from Haight Street by signage to improve transit flow		x	Funding Source not Identified; Operational change that may result in traffic impacts
Replace stop signs with signals and provide transit prioritization at all traffic signals on Haight/Page, Hayes, Fillmore/Church, and Mission Streets	x		Funding Source not Identified; Operational change that may result in traffic impacts
Provide all street cars with exclusive right-of-way throughout system	x		Funding Source not Identified, System wide improvement
Install transit pre-emption and transit preferential treatments at all streetcar signals throughout the system and along the length of Haight and Mission Streets (J, K, L, M, N and Line 22).		x	Funding Source not Identified, System wide improvement; Operational improvement that could result in traffic impacts
Stripe Mission Street with bus-only lanes from 10 th -14 th Street and install bulb-outs at all transit stops to the Embarcadero	x		Funding Source not Identified; Confirm section that already had diamond lanes.
Introduce all day express bus service from the Sunset and Richmond and a new dedicated bus way on Geary Blvd.	x		Geary bus way partially funded through SFCTA Expenditure Plan, Express Bus Funding Source not Identified, System wide improvement,
Ban auto left turns and replace stop signs with transit operated signal at Church/Duboce	x		Funding Source not identified: Operational change that may result in traffic impacts
Create a transit-only lane on the first block of Duboce Ave. just west of Church	x		Funding Source not Identified
Create transit signal preemptions the length of Church Street in Plan area.		x	Funding Source not Identified; Operational Improvements that could result in traffic impacts
Create transit-only lanes along the four-lane segment of Church Street between Duboce Avenue and 16 th Street	x		Funding Source not Identified

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
Enhance transit shelters, lighting, and passenger amenities at South Van Ness/Mission.	x		Funding Source not Identified
Introduce and post penalty for driving in transit lanes on Market and Mission Streets		x	Funding Source not Identified, System wide enforcement
Video enforcement techniques along Market and Mission Streets		x	Funding Source not Identified, System wide enforcement
Increased enforcement against double-parking on Haight Street to improve transit flow		x	Funding Source not Identified, System wide enforcement
Parking			
Establish a curb cut fee program based on the long-term value of the street space		x	Beyond Purview of Plan
Establish an impact fee for residential and commercial parking as part of the alternative transportation fund (car share spaces exempt)		x	Beyond Purview of Plan
Optimize the city vehicle fleet or contract out with car share program		x	Beyond Purview of Plan
Establish a residential fee program to fund alternative transportation improvements in project area		x	Policy Directive
Require annual review of two-year term temporary use permits for surface parking		x	Requires Code Amendment
Bicycle			
On Market Street between Octavia Blvd. and 8 th Street, establish a bike lane in each direction (would require parking removal eastbound Market from Gough to 12 th Street and westbound from Gough to Octavia)	x		1 to 5 years, DPW, MTA, DPT
Bike-only phase at Market/11th	x		Funding Source not Identified; Long Term Improvement
Evaluate bicycles on BART during peak hours including all bicycle cars or permitting folding bicycles		x	Beyond Purview of Plan
Provide secure, convenient, bicycle storage at regional transit stations	x		Beyond Purview of Plan

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
Move the Eastbound F-Line platform between Valencia and Gough Streets on Market to accommodate a bike lane	x		Long Term Improvement
Provide bicycle queue jump lanes and/or colored bicycle lanes at South Van Ness and Division Street and improve pedestrian safety	x		Long Term Improvement
Treat Page Street as a bicycle boulevard including the removal of stop signs where practicable and replacement with traffic circles or roundabouts	x		5 to 10 years – DPW, MTA, DPT
Encourage regional transit providers to provide bicycle racks on buses		x	Beyond Purview of Plan
Permit bicycles or allow bicycle racks on all Muni vehicles		x	Beyond Purview of Plan
Pedestrian			
Reintroduce Octavia Blvd. as a public way for pedestrian access only between Fulton and Golden Gate	x		Funding Source not Identified
Widen sidewalks/shorten pedestrian crossings with corner plazas and boldly marked crosswalks (if excess capacity)	x		1 to 5 years, DPW, MTA, DPT for key intersections on Fell, Oak, Gough, and Franklin
Extend the areas alley network: a. Purchase east end of Plum Alley b. Extend Stevenson from Gough to McCoppin	x	x	Long term improvement
Paint zebra crossings along Octavia Blvd.	x		Long term improvement
Widen north side sidewalk on Hayes between Franklin and Laguna (in conjunction with return to 2-way traffic)	x		1 to 5 years, DPW, MTA, DPT
More consistent street tree planting, reduced sidewalk clutter, & new pedestrian amenities on Market St.	x		1 to 5 years, DPW, MTA, DPT
Streetscape improvements at Market/Van Ness, Market/Octavia, and Market/Dolores	x		Long term improvement

Appendix B: Project Description

Improvements Recommended in Plan	Physical Change		Project Implementation
	Yes	No	
Redesign 12 th Street between Market and Mission a two-way, two-lane street with widened sidewalks	x		Long term improvement
Reconfigure the South Van Ness/Mission/Otis Street intersection to enhance pedestrian space	x		Long Term Improvements – DPW, MTA, DPT

Source: San Francisco Planning Department, July 2004, as revised on November 11, 2004, December 1, 2004, and January 25, 2005.

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APPENDIX C

TRANSPORTATION

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Table C-1a
Level of Service Criteria and Definitions for Signalized Intersections

Level of Service	Stopped Delay (seconds/vehicle)	Typical Traffic Condition
A	≤ 10.0	Very Low Delays: Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
B	> 10.0 and ≤ 20.0	Minimal Delays: Generally good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay. Drivers begin to feel restricted.
C	> 20.0 and ≤ 35.0	Acceptable Delays: Fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear, though many still pass through the intersection without stopping. Most drivers feel somewhat restricted.
D	> 35.0 and ≤ 55.0	Tolerable Delays: The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. Queues may develop but dissipate rapidly, without excessive delays.
E	> 55.0 and ≤ 80.0	Significant Delays: Considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences. Vehicles may wait through several signal cycles and long queues of vehicles form upstream.
F	> 80.0	Excessive Delays: Considered to be unacceptable to most drivers. Often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels. Queues may block upstream intersections.

Source: Highway Capacity Manual2000, Transportation Research Board, 2000.

Table C-1b
Level of Service Criteria for All-way STOP-controlled Intersections

Level of Service	Average Total Delay (seconds/vehicle)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Source: Highway Capacity Manual2000, Transportation Research Board, 2000.

Table C-2
Intersection Level of Service – Weekday PM Peak Hour
Existing Year Conditions

Intersection	Control	Delay	LOS
1. Hayes/Gough	Signal	21.4	C
2. Hayes/Franklin	Signal	23.6	C
3. Hayes/Van Ness	Signal	76.7	E
4. Market/Octavia/McCoppin	Signal	42.0	D
5. Market/Valencia	Signal	13.2	B
6. Market/Gough/Haight	Signal	29.3	C
7. Market/Franklin/Page	Signal	31.4	C
8. Fell/Octavia	Signal	17.2	B
9. Fell/Gough	Signal	15.1	B
10. Fell/Franklin	Signal	9.3	A
11. Fell/Van Ness	Signal	34.5	C
12. Oak/Octavia	Signal	9.7	A
13. Oak/Gough	Signal	22.5	C
14. Oak/Franklin	Signal	9.4	A
15. Duboce/Church	STOP	14.4	B
16. Market/Sanchez/15th	Signal	47.9	D
17. Market/Church/14th	Signal	53.7	D
18. Market/Dolores/Clinton	Signal	7.9	A
19. Market/Buchanan/Duboce	Signal	17.3	B
20. Laguna/Market/Hermann/Guerrero	Signal	40.1	D
21. Market/Van Ness	Signal	21.8	C
22. Market/Polk/10th/Fell	Signal	19.6	B
23. Market/Larkin/9th/Hayes	Signal	>80	F
24. Otis/Gough/McCoppin	Signal	32.4	C
25. Mission/Otis/Van Ness	Signal	70.3	E
26. Mission/11th	Signal	14.6	B
27. Mission/10th	Signal	11.4	B
28. Duboce/Guerrero	Signal	41.6	D
29. Duboce/Valencia	Signal	26.3	C
30. Duboce/Otis/Mission	Signal	49.9	D
31. Duboce/US 101/South Van Ness	Signal	>80	F
32. 16th/Church	Signal	13.9	B

Source: Wilbur Smith Associates – September 2004

Notes:

Delay presented in seconds per vehicle. Unsignalized intersections: delay and LOS presented for worst approach.

Table C-3
Muni Lines Operating in Project Area

Line	General Route in Project Area	Type	Weekday Hours of Operation	Typical Headway in Minutes					Avg Daily Ridership ⁽¹⁾
				Weekday			Sat	Sun	
				Peak	Base	Eve	Base	Base	
F-Market	Market Street	Radial	5:47-2:38 am	6	8	15	8	8	20,057
J-Church	Portal @ Church (under Market St)	Radial	5:08-12:15 am	9	10	12	15	18	18,321
K-Ingleside	(under Market St)	Radial	5:06-12:15 am	9	10	15	12	15	16,217
L-Taraval	(under Market St)	Radial	24 hour service	8	10	15	10	12	31,692
M-Ocean View	(under Market St)	Radial	5:40-12:32 am	9	10	15	12	15	31,227
N-Judah	Portal @ Church (under Market St)	Radial	24 hour service	8	10	12	8	10	41,628
S-Castro Shuttle	(under Market St)	Radial	7:10-9:31 am, 3:00-6:38 pm	10	-	-	-	-	N/a
5-Fulton	McAllister	Radial	24 hour service	4	8	15	10	9	11,956
6-Parnassus	Market/ Haight	Radial	6:20-12:22 am	10	12	20	12	20	8,515
7-Haight	Market/ Haight	Radial	6:01 am-6:19 pm	10	12	-	12	20	5,962
9-San Bruno	Market/11th	Radial	5:35-12:18 am	8	10	15	10	10	6,988
14-Mission	Mission	Radial	24 hour service	6	6	10	8	8	36,651
14L-Mission	Mission	Radial	8:40am-3:51 pm		20	-	15	-	n/a
16AX- Noriega A	Gough/ Franklin/ Fell/Oak	Radial Peak dir	6:26-8:22 am, 4:02-6:10 pm	10	-	-	-	-	n/a
16BX -Noriega B	Gough/ Franklin/ Fell/Oak	Radial Peak dir	6:30-8:30 am, 4:00-6:05 pm	10	-	-	-	-	n/a
21-Hayes	Hayes	Radial	5:36-12:44 am	6	12	20	12	12	14,329
22-Fillmore	Church/ 16th	Cross	24 hour service	6	8	15	8	8	21,038
26-Valencia	Mission	Radial	6:04-12:32 am	15	20	20	20	20	5,049
37-Corbett	14th/Market	Feeder	6:15-12:30 am	15	30	30	30	30	1,559
47-Van Ness	Van Ness/ SOMA	Cross	6:01-12:56 am	7	8	15	8	8	13,917
49-Van Ness	Van Ness/Mission	Cross	5:37-1:03 am	7	8	15	8	8	29,174
66-Quintara	Market/Haight	Radial	5:42 am-1:42 pm	18		30			1,086
71Haight / Noriega	Market/Haight	Radial	6:13-12:23 am	10	12	20	12	20	10,626
71-L Haight/ Noriega Lmt.	Market/Haight	Radial, pk-dir	6:42-8:06 am 3:58-6:11 pm	10	-	-	-	-	2,059

Source: San Francisco Municipal Railway (Muni), Nelson/Nygaard – September 2004

(1) Average Daily Ridership based on Muni Monitoring Data for FY 2002-2003.

Table C-4 Regional Operators and Access to the Project Area			
Operator	Access from	Access Points	Transit Route to Project Area
BART	East Bay	Downtown BART stations	Muni Metro and surface lines on Market Street
	South San Francisco and San Mateo County	16th & Mission or Civic Center BART	Muni Metro and surface lines on Market, Lines 14, 14L, 22, 49 from 16th
AC Transit	East Bay	Transbay Terminal	Muni Metro (1 block) or Muni lines 5, 6, 14, 14L
Golden Gate Transit	Marin/Sonoma	Financial District	Muni Metro
Caltrain	San Mateo County	Caltrain Terminal, 4th & Townsend	Muni Metro N, Muni line 47
SamTrans	San Mateo County	Transbay Terminal	Muni Metro and surface lines on Market Street
Ferries	North Bay, East Bay	Ferry Building, Fisherman's Wharf	F Market, Muni Metro Embarcadero

Source: Nelson/Nygaard – September 2004

Table C-5		
Existing Year Publicly-Available Off-Street Parking Supply⁽¹⁾		
#	Name/Location	Spaces Supplied
1	750 Golden Gate (at Gough – SE corner)	50
2	659 Franklin (at Golden Gate – SW corner)	85
3	400 Grove (at Gough – NW corner)	33
4	360 Grove (Performing Arts Garage)	519
5	401 Grove (at Gough – SW corner)	67
6	101 Polk (at Hayes – NW corner)	60
7	475 Hayes (at Octavia – SE corner)	84
8	309 Hayes (at Franklin – SW corner)	35
9	101 Hayes (at Polk – SW corner)	53
10	399 Fell (at Octavia – SE corner)	29
11	101 Fell (at Van Ness – SW corner)	48
12	25 Polk (at Polk – SW corner)	66
13	1355 Fell (at Larkin – SW corner)	200 ⁽²⁾
14	298 Oak (at Octavia – SW corner)	27
15	110 Franklin (at Oak – NE corner)	43
16	50 Ninth Street (at Mission – NW corner)	160 ⁽³⁾
17	301 Oak (at Octavia – SW corner)	11
18	299 Oak (at Octavia – SE corner)	28
19	98 Franklin (at Oak – SE corner)	78
20	15 Oak (at Van Ness)	29
21	1 Franklin (at Page – NW corner)	40
22	170 Octavia (between Rose and Page)	36
23	70 Gough (at Page – SE corner)	32
24	1525 Market (between 12th Street and Brady)	68
25	98 Haight (at Octavia – NE corner)	27
26	Brady – East Side (between Market and Mission)	105
27	1500 Mission (at South Van Ness – NE corner)	160 ⁽⁴⁾
28	1537 Mission (at South Van Ness – SE corner)	44 ⁽⁵⁾
29	1660 Mission (at McCoppin)	59
30	281 Noe Street (at Market, Market/Noe Center Garage)	38
31	Civic Center Garage (at McAllister/Larkin/Polk)	843
Total		3,157
Source: Wilbur Smith Associates – September 2004		
Notes:		
(1) Based on data collected in September 2004. Availability of some facilities have changed due to ongoing construction of Octavia Boulevard.		
(2) Total of 200 spaces, 15 spaces reserved for employees.		
(3) Total of 160 spaces, 29 reserved spaces.		
(4) Total of 160 spaces, 2 spaces reserved for employees.		
(5) Total of 44 spaces, 16 spaces reserved.		

Table C-5, Revised Year 2005 Off-Street Parking Supply in the Market Octavia Project Area					
No.	Name/Location	Type	Notes	Status	Spaces(*)
1	<u>750 Golden Gate</u>	<u>Public</u>		<u>Fwy parcel to be dev.</u>	<u>50</u>
2	<u>659 Franklin</u>	<u>Public</u>		<u>Fwy parcel to be dev.</u>	<u>85</u>
3	<u>400 Grove</u>	<u>Public</u>		<u>Fwy parcel to be dev.</u>	<u>33</u>
4	<u>360 Grove</u>	<u>Public</u>	<u>Performing Arts garage</u>	<u>Up to 630 w/ valet</u>	<u>600</u>
5	<u>401 Grove</u>	<u>Reserved</u>	<u>City employees only</u>	<u>Fwy parcel to be dev.</u>	<u>67</u>
6	<u>101 Polk</u>	<u>Public</u>			<u>60</u>
7	<u>475 Hayes</u>	<u>Reserved</u>	<u>City employees only</u>	<u>Fwy parcel to be dev.</u>	<u>84</u>
8	<u>309 Hayes</u>	<u>Public</u>		<u>Site to be developed</u>	<u>35</u>
9	<u>101 Hayes</u>	<u>Public</u>			<u>53</u>
10	<u>399 Fell</u>	<u>Public</u>	<u>Residential develop.</u>	<u>Eliminated by 12/05</u>	<u>29</u>
11	<u>101 Fell</u>	<u>Public</u>		<u>Project in review</u>	<u>48</u>
12	<u>25 Polk</u>	<u>Public</u>		<u>Site to be developed</u>	<u>66</u>
13	<u>1355 Market</u>	<u>Reserved</u>	<u>S.F. Mart Bldg.</u>		<u>200</u>
14	<u>298 Oak</u>	<u>Public</u>		<u>Eliminated by 12/05</u>	<u>28</u>
15	<u>110 Franklin</u>	<u>Public</u>			<u>43</u>
16	<u>50 Ninth Street</u>	<u>Public</u>		<u>Site to be developed</u>	<u>160</u>
17	<u>301 Oak</u>	<u>Reserved</u>	<u>City employees only</u>	<u>Fwy parcel to be dev.</u>	<u>11</u>
18	<u>299 Oak</u>	<u>Public</u>		<u>Eliminated by 12/05</u>	<u>28</u>
19	<u>98 Franklin</u>	<u>Public</u>			<u>78</u>
20	<u>15 Oak</u>	<u>Reserved</u>	<u>Monthly and resid. only</u>		<u>29</u>
21	<u>1 Franklin</u>	<u>Reserved</u>	<u>Monthly and resid. only</u>		<u>40</u>
22	<u>170 Octavia</u>	<u>Public</u>		<u>Eliminated by 12/05</u>	<u>36</u>
23	<u>70 Gough</u>	<u>Public</u>	<u>Fenced/closed</u>	<u>Eliminated by 12/05</u>	<u>32</u>
24	<u>1525 Market</u>	<u>Reserved</u>	<u>Union lot</u>	<u>Site to be developed</u>	<u>68</u>
25	<u>98 Haight</u>	<u>Public</u>	<u>Fenced/closed</u>	<u>Eliminated by 12/05</u>	<u>27</u>
26	<u>Brady (East side of Market to Mission)</u>	<u>Reserved</u>	<u>City employees only</u>		<u>105</u>
27	<u>1500 Mission</u>	<u>Reserved</u>	<u>Goodwill store</u>		<u>40</u>
28	<u>1537 Mission</u>	<u>Reserved</u>	<u>Monthly and resid. only</u>	<u>Site to be developed</u>	<u>20</u>
29	<u>1660 Mission</u>	<u>Public</u>			<u>59</u>
30	<u>281 Noe Street</u>	<u>Public</u>	<u>Market/Noe Center</u>		<u>38</u>
31	<u>355 McAllister</u>	<u>Public</u>	<u>Civic Center garage</u>	<u>970 to 1,010 w/ valet</u>	<u>843</u>
32	<u>490 Fulton</u>	<u>Reserved</u>	<u>Opera/Ballet/ Symphony Employees</u>	<u>Site to be developed</u>	<u>90</u>
33	<u>495 Fulton</u>	<u>Reserved</u>	<u>Opera/Ballet/ Symphony Employees</u>	<u>Site to be developed</u>	<u>63</u>
34	<u>700 McAllister</u>	<u>Reserved</u>	<u>SFUSD/Opera/Ballet/ Symphony Employees</u>		<u>70</u>
35	<u>398 Franklin</u>	<u>Reserved</u>	<u>Davies Hall</u>	<u>Project in review</u>	<u>52</u>
36	<u>450 Hayes</u>	<u>Reserved</u>	<u>Opera/Ballet/ Symphony Employees</u>	<u>Fwy parcel to be dev.</u>	<u>36</u>
37	<u>601 Van Ness</u>	<u>Public</u>	<u>Opera Plaza</u>		<u>100</u>

Table C-5, Revised					
Year 2005 Off-Street Parking Supply in the Market Octavia Project Area					
<u>38</u>	<u>325 Grove</u>	Reserved	<u>Grove Symphony Lot</u>	<u>Project in review</u>	<u>12</u>
<u>39</u>	<u>51 Hayes</u>	Public	<u>Fox Plz., closed at 8 PM</u>	<u>Up to 500 w/valet</u>	<u>411</u>
<u>40</u>	<u>302 Oak</u>	Reserved	<u>FAIS, closed at 8 PM</u>		<u>56</u>
Total as of September 2005					<u>3,984</u>
Total as of December 2005					<u>3,804</u>
Source: Wilbur Smith Associates – January 2006, Supplemental Data Collected in September 2005.					
Notes:					
(*) Marked spaces					
Two parking lots totaling approximately 120 spaces opened in February 2006 under the Octavia Boulevard off-ramp north of Mission Street, but were not included in the updated survey.					

Table C-5a Year 2005 Existing Off-Street Parking Occupancy(*) in the Market Octavia Project Area													
No.	Name/ Location	No Event				One Event				Multiple Events			
		10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM
1	750 Golden Gate	63	48	16	3	79	50	11	6	79	50	16	18
2	659 Franklin	74	68	26	15	74	68	32	64	74	68	32	64
3	400 Grove	53	51	23	34	65	56	38	42	65	56	38	53
4	360 Grove	329	342	124	77	417	386	267	581	417	386	267	616
5	401 Grove	74	63	30	16	76	56	32	117	76	63	32	117
6	101 Polk	46	52	24	7	56	20	20	18	57	52	24	41
7	475 Hayes	86	76	40	24	69	36	54	74	86	76	54	74
8	309 Hayes	36	23	12	3	32	25	29	44	36	26	35	44
9	101 Hayes	52	51	21	3	78	72	27	14	78	72	27	19
10	399 Fell	24	26	17	13	22	20	18	26	24	26	18	26
11	101 Fell	80	48	46	48	80	63	16	33	80	63	46	48
12	25 Polk	55	57	17	5	58	60	19	5	58	60	19	5
13	1355 Market	165	159	96	57	160	135	95	133	172	165	118	143
14	298 Oak	23	18	13	7	20	14	11	10	23	18	13	10
15	110 Franklin	34	24	10	11	31	23	13	8	34	24	13	11
16	50 Ninth Street	148	125	51	31	148	121	58	81	158	131	63	96
17	301 Oak	11	9	8	9	9	6	6	5	11	9	8	9
18	299 Oak	23	20	14	17	20	17	7	9	23	20	14	17
19	98 Franklin	101	79	29	21	110	66	21	44	110	79	29	44
20	15 Oak	22	25	13	11	19	16	12	6	22	25	13	11
21	1 Franklin	22	14	13	9	30	30	25	12	30	30	25	12
22	170 Octavia	23	20	12	16	17	16	10	10	23	20	12	16
23	70 Gough	31	28	18	15	22	20	15	17	31	28	18	17

Table C-5a
Year 2005 Existing Off-Street Parking Occupancy(*) in the Market Octavia Project Area

No.	Name/ Location	No Event				One Event				Multiple Events			
		10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM
24	1525 Market	56	57	48	16	47	27	8	4	56	57	48	16
25	98 Haight	20	18	20	24	25	21	14	13	25	21	20	24
26	Brady	92	104	58	17	82	87	15	18	92	104	58	18
27	1500 Mission	33	32	19	11	32	27	19	27	34	33	24	29
28	1537 Mission	16	16	10	6	16	14	9	13	17	16	12	14
29	1660 Mission	55	46	19	12	54	45	21	30	58	48	23	35
30	281 Noe Street	35	30	12	7	35	29	14	19	38	31	15	23
31	355 McAllister	896	711	276	149	752	639	265	325	896	711	276	407
32	490 Fulton	43	78	52	38	55	78	73	98	55	82	73	98
33	495 Fulton	37	48	40	20	38	49	48	59	38	49	48	59
34	700 McAllister	34	53	40	41	39	54	51	44	39	54	51	57
35	398 Franklin	52	23	10	16	51	21	24	43	52	23	24	43
36	450 Hayes	57	24	14	7	55	22	16	32	57	24	20	35
37	601 Van Ness	59	62	23	16	62	51	20	48	62	62	23	89
38	325 Grove	6	5	2	1	4	3	1	8	6	5	2	12
39	51 Hayes	460	350	120	40	460	350	120	40	460	350	120	40
40	302 Oak	52	45	6	0	52	45	6	0	52	45	6	0
Total		3,578	3,128	1,442	873	3,551	2,938	1,560	2,180	3,804	3,262	1,777	2,510

Source: Wilbur Smith Associates – January 2006

Notes:

(*) Marked spaces

Two parking lots totaling approximately 120 spaces opened in February 2006 under the Octavia Boulevard off-ramp north of Mission Street, but were not included in the updated survey.

Table C-5b

Year 2005 Existing Off-Street Percentage Parking Occupancy(*) in the Market Octavia Project Area

No.	Name/ Location	No Event				One Event				Multiple Events			
		10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM
1	750 Golden Gate	126%	96%	32%	6%	158%	100%	22%	12%	158%	100%	32%	36%
2	659 Franklin	87%	80%	31%	18%	87%	80%	38%	75%	87%	80%	38%	75%
3	400 Grove	161%	155%	70%	103%	197%	170%	115%	127%	197%	170%	115%	161%
4	360 Grove	55%	57%	21%	13%	70%	64%	45%	97%	70%	64%	45%	103%
5	401 Grove	110%	94%	45%	24%	113%	84%	48%	175%	113%	94%	48%	175%
6	101 Polk	77%	87%	40%	12%	93%	33%	33%	30%	95%	87%	40%	68%
7	475 Hayes	102%	90%	48%	29%	82%	43%	64%	88%	102%	90%	64%	88%
8	309 Hayes	102%	65%	34%	8%	91%	71%	82%	125%	102%	74%	99%	125%
9	101 Hayes	98%	96%	40%	6%	147%	136%	51%	26%	147%	136%	51%	36%
10	399 Fell	83%	90%	59%	45%	76%	69%	62%	90%	83%	90%	62%	90%
11	101 Fell	167%	100%	96%	100%	167%	131%	33%	69%	167%	131%	96%	100%
12	25 Polk	83%	86%	26%	8%	88%	91%	29%	8%	88%	91%	29%	8%
13	1355 Market	82%	80%	48%	29%	80%	68%	47%	66%	86%	82%	59%	72%
14	298 Oak	84%	65%	47%	25%	73%	51%	40%	36%	94%	65%	47%	36%
15	110 Franklin	80%	56%	23%	26%	73%	54%	30%	19%	80%	56%	30%	26%
16	50 Ninth Street	92%	78%	32%	20%	92%	76%	36%	51%	99%	82%	39%	60%
17	301 Oak	100%	82%	73%	82%	82%	55%	55%	45%	100%	82%	73%	82%
18	299 Oak	82%	71%	50%	61%	71%	61%	25%	32%	82%	71%	50%	61%
19	98 Franklin	129%	101%	37%	27%	141%	85%	27%	56%	141%	101%	37%	56%
20	15 Oak	76%	86%	45%	38%	66%	55%	41%	21%	76%	86%	45%	38%
21	1 Franklin	55%	35%	33%	23%	75%	75%	63%	30%	75%	75%	63%	30%
22	170 Octavia	64%	56%	33%	44%	47%	44%	28%	28%	64%	56%	33%	44%
23	70 Gough	97%	88%	56%	47%	69%	63%	47%	53%	97%	88%	56%	53%
24	1525 Market	82%	84%	71%	24%	69%	40%	12%	6%	82%	84%	71%	24%

Table C-5b
Year 2005 Existing Off-Street Percentage Parking Occupancy(*) in the Market Octavia Project Area

No.	Name/ Location	No Event				One Event				Multiple Events			
		10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM	10 AM	4 PM	6 PM	8 PM
25	98 Haight	74%	67%	74%	89%	93%	78%	52%	48%	93%	78%	74%	89%
26	Brady	88%	99%	55%	16%	78%	83%	14%	17%	88%	99%	55%	17%
27	1500 Mission	82%	80%	48%	29%	80%	68%	47%	66%	86%	82%	59%	72%
28	1537 Mission	82%	80%	48%	29%	80%	68%	47%	66%	86%	82%	59%	72%
29	1660 Mission	92%	78%	32%	20%	92%	76%	36%	51%	99%	82%	39%	60%
30	281 Noe Street	92%	78%	32%	20%	92%	76%	36%	51%	99%	82%	39%	60%
31	355 McAllister	106%	84%	33%	18%	89%	76%	31%	39%	106%	84%	33%	48%
32	490 Fulton	48%	87%	58%	42%	61%	87%	81%	109%	61%	91%	81%	109%
33	495 Fulton	59%	76%	63%	32%	60%	78%	76%	94%	60%	78%	76%	94%
34	700 McAllister	49%	76%	57%	59%	56%	77%	73%	63%	56%	77%	73%	81%
35	398 Franklin	100%	44%	19%	31%	98%	40%	46%	83%	100%	44%	46%	83%
36	450 Hayes	161%	68%	39%	20%	155%	62%	45%	90%	161%	68%	56%	99%
37	601 Van Ness	59%	62%	23%	16%	62%	51%	20%	48%	62%	62%	23%	89%
38	325 Grove	50%	42%	17%	8%	33%	25%	8%	67%	50%	42%	17%	100%
39	51 Hayes	112%	85%	29%	10%	112%	85%	29%	10%	112%	85%	29%	10%
40	302 Oak	93%	80%	11%	0%	93%	80%	11%	0%	93%	80%	11%	0%
Total		90%	79%	36%	22%	89%	74%	39%	55%	95%	82%	45%	63%

Source: Wilbur Smith Associates – January 2006

Notes:

(*) Based on marked spaces

Two parking lots totaling approximately 120 spaces opened in February 2006 under the Octavia Boulevard off-ramp north of Mission Street, but were not included in the updated survey.

Table C-6
Project Area Intersections and Pedestrian Safety

Intersection	Signals/Crosswalks
Gough/Hayes Streets	No pedestrian signals crossing Hayes; No crosswalk on southern side of Gough Street.
Van Ness Avenue/Hayes Street	No pedestrian signals on north and south side crossing Van Ness Avenue.
Gough/Fell Streets	No crosswalk on west side.
Franklin/Fell Streets	Crossing Fell Street prohibited on east side of Franklin Street.
Van Ness Avenue/Fell Street	No pedestrian signals for north and south crossing of Van Ness Avenue.
Franklin/Oak Streets	No crosswalk on north side.
Sanchez/Market/15th Streets	No wheelchair ramp or pedestrian signal at the north corner of Sanchez/15th Streets.
Church/Market/14th Streets	No direct crosswalk on the north side of Market Street: pedestrians must make two crossings (14th and Church Streets).
Buchanan Street/Market Street/Duboce Avenue	No crosswalk on Market Streets on the west side of intersection.
Octavia/Market/Waller/McCoppin Streets	Crossing Market Street prohibited on west side of intersection.
Gough/Market/Haight Streets	No pedestrian signals on north and west side crosswalks across Gough or Haight Streets.
Larkin/Market/Hayes/9th Streets	Pedestrians must cross two crosswalks to get from 9th Street to Larkin Street or the north side of Hayes Street..
Gough/Otis/McCoppin Streets	No marked crosswalk on south side crosswalk crossing Otis Street.
S. Van Ness Avenue/Howard Street/ Hwy 101 on-ramp	No pedestrian signals for east and west side crosswalks crossing 13th Street.

Source: Nelson/Nygaard, Wilbur Smith Associates – September 2004

Table C-7
Daily Plan-Related Person Trip and Vehicle Trip Generation

District	Person Trips	Vehicle Trips
A	8,567	2,859
B	4,835	1,461
C	4,774	1,560
D	3,554	906
E	6,106	1,656
F	8,133	2,512
Total	35,969	10,954

Source: SFCTA Model, Wilbur Smith Associates – September 2004

Table C-8
Distribution of Plan-Related Trips - Weekday PM Peak Hour

Origin/Destination	Vehicle Trips		Transit Trips	
	Inbound	Outbound	Inbound	Outbound
San Francisco				
Northeast Quadrant	17%	26%	43%	45%
Northwest Quadrant	18%	8%	10%	17%
Southeast Quadrant	35%	44%	31%	10%
Southwest Quadrant	10%	7%	7%	12%
Internal Trips	6%	9%	5%	11%
East Bay	3%	1%	2%	3%
North Bay	1%	1%	1%	1%
South Bay	10%	4%	1%	1%
Outside of Region	0%	0%	0%	0%
Total	100%	100%	100%	100%

Sources: SFCTA Model, Wilbur Smith Associates September 2004.

Notes:

Although trips internal to the Project Area would be part of the Northeast, Southeast, and Northwest Quadrants, for this analysis they were separated out for trip distribution purposes.

Table C-9
Intersection Level of Service – Weekday PM Peak Hour
Existing Year, 2025 without Plan and 2025 with Plan Conditions

Intersection	Existing Year		2025 without Project		2025 with Project	
	Delay	LOS	Delay	LOS	Delay	LOS
Hayes/Gough ⁽¹⁾	21.4	C	23.4	C	>80	F
Hayes/Franklin ⁽¹⁾	23.6	C	37.9	D	>80	F
Hayes/Van Ness ⁽¹⁾	76.7	E	>80	F	>80	F
Market/Octavia/McCoppin	42.0	D	64.1	E	75.0	E
Market/Valencia	13.2	B	16.2	B	17.6	B
Market/Gough/Haight	29.3	C	34.9	D	35.3	D
Market/Franklin/Page	31.4	C	31.6	C	36.5	D
Fell/Octavia	19.0	B	13.5	B	16.6	B
Fell/Gough	15.1	B	13.5	B	10.4	B
Fell/Franklin	9.3	A	11.9	B	49.0	D
Fell/Van Ness	34.5	C	54.7	D	53.6	D
Oak/Octavia	9.7	A	71.5	E	78.7	E
Oak/Gough	22.5	C	22.4	C	24.2	C
Oak/Franklin	9.4	A	11.9	B	12.1	B
Duboce/Church ⁽²⁾	11.8	B	15.1	C	16.2	C
Market/Sanchez/15th ⁽¹⁾	47.9	D	56.5	E	61.6	E
Market/Church/14th ⁽¹⁾	53.7	D	56.6	E	58.4	E
Market/Dolores/Clinton	7.9	A	10.5	B	10.9	B
Market/Buchanan/Duboce	17.3	B	19.6	B	20.5	C
Laguna/Market/Hermann/Guerrero ⁽¹⁾	40.1	D	45.1	D	63.3	E
Market/Van Ness	21.8	C	54.9	E	63.0	E
Market/Polk/10th/Fell	19.6	B	28.0	C	32.5	C
Market/Larkin/9th/Hayes ⁽¹⁾	>80	F	68.9	E	71.8	E
Otis/Gough/McCoppin	32.4	C	35.0	D	18.6	B
Mission/Otis/Van Ness ⁽¹⁾	70.3	E	>80	F	>80	F
Mission/11th	14.6	B	16.9	B	17.2	B
Mission/10th	11.4	B	33.2	C	35.3	D
Duboce/Guerrero	41.6	D	50.8	D	52.5	D
Duboce/Valencia	26.2	C	40.6	D	46.6	D
Duboce/Otis/Mission	49.9	D	58.0	E	57.9	E
Duboce/US 101/South Van Ness	>80	F	>80	F	>80	F
16th/Church	13.9	B	14.2	B	14.7	B

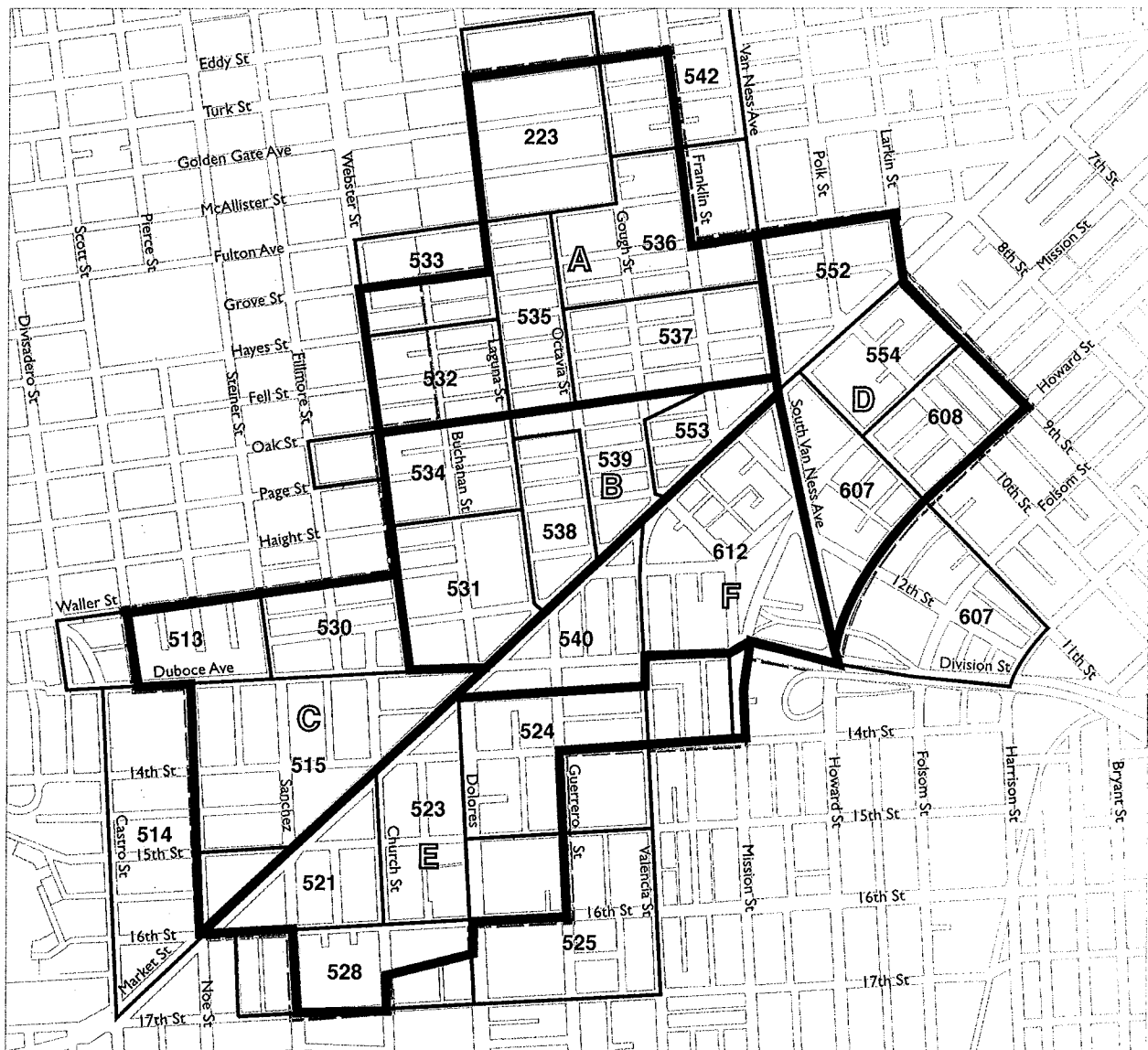
Source: Wilbur Smith Associates – September 2004

Notes:

Delay presented in seconds per vehicle.

(1) Shaded rows indicate that the Project results in a direct impact causing the intersection to fail or cumulative impacts that are considerable contributions.

(2) Stop controlled intersection delay and LOS presented for worst approach.



525 ——— Traffic Analysis Boundaries

A ——— Market/Octavia Districts

SOURCE: Wilbur Smith Associates

Appendix C-1 Traffic Analysis Boundaries and Market/Octavia Districts

APPENDIX D

AIR QUALITY

Criteria Air Pollutants

9.D-2

CRITERIA AIR POLLUTANTS

OZONE

Ozone, also known as smog, is not emitted directly into the environment. Ozone is generated from complex chemical reactions in the presence of sunlight. The primary components of the chemical reactions are nitrogen oxides (NO_x) and reactive organic gases (ROG); these components are often referred to as ozone precursors. The single largest source of ozone precursors in the Bay Area is motor vehicles. Ozone exposure causes eye irritation and damage to lung tissues in humans, and may aggravate pulmonary conditions in persons with lung disease. These health effects are particularly acute in children and elderly people exposed to these pollutants. Ozone also harms vegetation, reduces crop yields, and accelerates deterioration of paints, finishes, rubber products, plastics, and fabrics.

CARBON DIOXIDE

Unlike ozone, carbon dioxide is released directly into the atmosphere by stationary and mobile sources. Carbon dioxide is an odorless, colorless gas formed by the incomplete combustion of fuels. The primary source of carbon dioxide is motor vehicle emissions. Ambient carbon monoxide concentrations normally correspond closely to the spatial and temporal distributions of vehicular traffic. Carbon monoxide concentrations are also influenced by wind speed and atmospheric mixing. Under inversion conditions, carbon monoxide concentrations may be distributed more uniformly over an area out to some distance from vehicular sources.

When inhaled at high concentrations, carbon dioxide combines with the hemoglobin in blood and reduces the oxygen-carrying capacity of the blood, thereby aggravating cardiovascular disease and causing fatigue, headaches, and dizziness. Carbon monoxide does not irritate the respiratory tract. Carbon monoxide can impair central nervous system functions.

PARTICULATE MATTER

Particulate matter is also released directly into the atmosphere by stationary and mobile sources. PM_{2.5}, referred to as “fine” particles, originates from different sources, including industrial and residential combustion and vehicle exhaust, so their composition varies widely. Fine particles can also be formed when combustion gases are chemically transformed into particles. Particulate matter 10 microns or less in diameter (PM₁₀) is referred to as coarse particles. Coarse particles have many sources, including wind-blown dust, vehicles traveling on unpaved roads, materials handling, and crushing and grinding operations. Both coarse and fine particles are of health concern because they can penetrate into the sensitive regions of the respiratory tract. Fine particles are of greatest concern

because they are linked to the most serious effects. They can cause persistent coughs, phlegm, wheezing, and physical discomfort.

Several recently published community health studies indicate that respiratory and cardiovascular-related problems are associated with exposure to particle levels below the existing particulate matter standards. These adverse effects include premature death, hospital admissions from respiratory causes, and increased respiratory symptoms. Long-term exposure to particulate matter may increase the rate of respiratory and cardiovascular illness and reduce life span. In June 2002, the California ARB established new average-annual standards for $PM_{2.5}$ and revised the average-annual standard for PM_{10} .

NITROGEN DIOXIDE (NO₂)

Nitrogen dioxide is a reddish brown colored gas readily visible during periods of heavy pollution. The major sources of nitrogen dioxide are motor vehicles, refineries, industrial boilers, and other types of combustion equipment. The standards for nitrogen dioxide are being met in the Bay Area, and the BAAQMD does not expect these standards to be violated in the future.

Nitrogen dioxide may increase the risk of acute and chronic respiratory disease and sore throats.

SULFUR DIOXIDE (SO₂)

Sulfur dioxide is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. The major source of sulfur dioxide in the Bay Area is combustion of high-sulfur fuels in refineries and some chemical plants. Ambient standards for sulfur dioxide are being met throughout the Bay Area, and it is expected that these standards will not be violated in the future.

Sulfur dioxide causes aggravation of chronic obstructive lung disease and increased risk of acute and chronic respiratory illness.

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APPENDIX E

NOISE

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Table E-1:
Sound Levels of Typical Community Noise Sources

Common Outdoor Activities	Sound Level (dBA)	Common Indoor Activities
Threshold of Human Pain	140	Threshold of Human Pain
50 hp Siren at 100 ft.	130	
Jet Takeoff at 200 ft.	120	
	-110	Rock Band
Jet Flyover at 1,000 ft.	100	Steel Mill Electric Furnace Area
Gas Lawnmower at 3 ft.	90	Large Boiler Room
Diesel Truck at 50 ft. @ 50 mph	80	Food Blender at 3 ft.
Noisy Urban Area, Daytime	70	Garbage Disposal at 3 ft.
Gas Lawnmower at 100 ft.	60	Vacuum Cleaner at 10 ft.
Commercial Area	50	Normal Speech at 3 ft.
Heavy Traffic at 300 ft.	40	Large Business Office
Quiet Urban, Daytime	30	Dishwasher, Next Room
Quiet Urban, Nighttime	20	Theatre Background
Quiet Suburban, Nighttime	10	Library
Quiet Rural, Nighttime	0	Bedroom at Night
		Broadcast/Recording Studio
Lowest Threshold of Human Hearing		Lowest Threshold of Human Hearing

Source: SCA Environmental, 2004.

**Table E-2:
Summary of Acoustical Technical Terms**

Term	Definition
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting network. The A-weighted filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with the subjective reactions to noise. All sound levels in this document are A-weighted, unless reported otherwise.
L1, L10, L50 and L90	The A-weighted sound levels that are exceed 1, 10, 50 and 90 percent of the time, respectively, during the measurement period.
Equivalent Sound Level, Leq	The energy-average A-weighted sound level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted sound level during a 24-hour day, obtained after addition of 5 decibels in the evening (7:00 p.m. to 10:00 p.m.) and after addition of 10 decibels to sound levels measured at night (10:00 p.m. to 7:00 a.m.).
Day/Night Sound Level, Ldn	The average A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to levels measured at night (10:00 p.m. to 7:00 a.m.).
Lmax, Lmin	The maximum and minimum A-weighted sound levels during the measurement period.
Ambient or Background Ambient Sound Level	The composite of sound from all sources near and far. The normal or existing level of environmental sound at a given location.
Intrusive	Those sounds that intrude over and above the existing ambient sound at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient sound level.
Source: SCA Environmental, 2004.	

Table E-3:
Threshold Limit Values for Noise

Duration per Day	ACGIH Threshold Limit Value (dBA) ¹	OSHA & Cal/OSHA ² Threshold Limit Values (dBA)
24	80	---
16	82	---
8	85	90
4	88	95
2	91	100
1	94	105

¹ Sound Levels in decibels are measured on a sound level meter, conforming as a minimum to the requirements of the American National Standards Institute Specification for Sound Level Meters, S1.4 (1983) Type S2A, and set to use the A-weighted network with slow meter response.

² California Code of Regulations, Title 8 Group 15, Section 5096.

Source: SCA Environmental, 2004.

Table E-4:
Activity Categories and Noise Abatement Criteria (NAC)

Activity Category	NAC, Hourly A-Weighted Sound Level, dBA L_{eq}(h)	Description of Activities
A	57 Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose
B	67 Exterior	Picnic areas, recreational areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals
C	72 Exterior	Developed land, properties, or activities not included in Categories A and B above
D	--	Undeveloped lands
E	52 Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals and auditoriums

Source: SCA Environmental, 2004.

**Table E-5:
Representative Sound Monitoring Data Within the Project Area**

Site ¹	Description	Date & Time ²	Measured L _{dn}	Sound L _{eq}	Level L ₁₀	(dBA) L ₉₀	Major Contributors
1	15th St. between Dolores and Landers Sts.	1/28/03	68				Local traffic (cars and light trucks), pedestrian and occasional aircraft flyovers
2	Buchanan St. at Haight St.	1/28/03	65				Dominated by local car and light truck traffic
3	Octavia St. and Grove St	1/28/03	65				Dominated by local car and light truck traffic
4	Fell at Laguna St.	2/9/00	70-75	74(1) 72(24)			Dominated by traffic departing the Central Freeway at Fell St.
5	Highway 101 on-ramp on South Van Ness Avenue near 14th Street	2/11/00	70-75	73(1) 71(24)			Dominated by traffic entering the Central Freeway at South Van Ness Avenue
6	SFR&P's Noe Beaver Mini-Park	5/11/04 9:31 a.m.	60-65	61	73	51	336 vehicle passbys/hr. @100 ft.
7	Davies Medical Center	5/11/04 9:47 a.m.	55-60	59	72	49	312 vehicle passbys/hr; car start-up at 20-ft.
8	Duboce Park	5/11/04 10:00 a.m.	65-70	68	84	51	396 vehicle passbys/hr + 12 Muni passbys
9	Typical 3-story Residential at SE Corner of Church & Herman Sts.	5/11/04 10:17 a.m.	65-70	66	83	49	312 vehicle passbys/hr + 24 Muni passbys
10	UCSF Dental Clinic at 100 Buchanan St.	5/11/04 10:32 a.m.	60-65	61	75	51	336 vehicle passbys/hr

Table E-5: Representative Sound Monitoring Data Within the Project Area (cont.)							
Site ¹	Description	Date & Time ²	Measured L_{dn}	Sound L_{eq}	Level L₁₀	(dBA) L₉₀	Major Contributors
11	French Institute/UC Berkeley Extension	5/11/04 10:47 a.m.	65-70	66	81	49	432 vehicle passbys/hr + 24 Muni passbys
12	Koshland Park	5/11/04 11:03 a.m.	55-60	59	71	48	192 vehicle passbys/hr
13	Typical 3-Story Residential at SE Corner of Hayes & Buchanan Sts.	5/11/04 11:20 a.m.	65-70	67	79	54	480 vehicle passbys/hr + 24 Muni Passbys
14	Typical Residential Alley at Birch St.	5/11/04 11:45 a.m.	60-65	60	76	51	Distant traffic on Laguna; 36 vehicle passbys/hr
15	Commercial Area at NE Corner of Gough & Fulton Sts.	5/11/04 12:01 p.m.	70-75	70	84	56	1,848 vehicle passbys/hr
16	Hayward Playground / Freedom West Homes	5/11/04 12:16 p.m.	60-65	64	77	55	696 vehicle passbys/hr
17	Swett Elementary School	5/11/04 12:30 p.m.	65-70	68	87	56	636 vehicle passbys/hr
18	War Memorial & SF Ballet	5/11/04 12:44 p.m.	70-75	70	83	59	1,536 vehicle passbys/hr
19	Typical 2-3 Story Residential above Commercial at NW Corner of Hayes & Octavia Sts.	5/11/04 1:28 p.m.	65-70	69	82	55	444 vehicle passbys/hr
20	Fox Plaza Residential High-rise & Offices	5/11/04 2:36 p.m.	70-75	72	84	62	2,004 vehicles passbys/hr
21	Sanchez School, Sanchez St.	5/11/04 9:27 a.m.	60-65	63	79	50	972 vehicle passbys/hr
22	Everett Elementary School, Church St.	5/11/04 9:57 a.m.	65-70	67	80	52	468 vehicle passbys/hr

**Table E-5:
Representative Sound Monitoring Data Within the Project Area (cont.)**

Site ¹	Description	Date & Time ²	Measured L _{dn}	Sound L _{eq}	Level L ₁₀	(dBA) L ₉₀	Major Contributors
23	Mission Dolores School, 3371 16 th St.	5/11/04 10:11 a.m.	65-70	68	78	58	1,092 vehicle passbys/hr
24	Mission Dolores Church	5/11/04 10:27 a.m.	65-70	68	86	52	780 vehicle passbys/hr
25	Typical Resident Alley, Spencer St.	5/11/04 11:01 a.m.	60-65	60	81	47	Distant traffic on 16 th St.; 1,008 vehicle passbys/hr
26	Bishop Anthony Hall / Annunciation High School, 245 Valencia St.	5/11/04 11:40 a.m.	60-65	65	77	52	2,040 vehicle passbys/hr.
27	Central Hotel, Valencia St. off Market St.	5/11/04 12:03 p.m.	65-70	66	79	55	936 vehicle passbys/hr
28	High Density Commercial at Market & Octavia Sts.	5/11/04 12:22 p.m.	70-75	72	85	63	2,190 vehicle passbys/hr + 90 Muni vehicles/hr
29	High Density Commercial w/Low Density Industrial on S. Van Ness Ave.	5/11/04 12:41 p.m.	70-75	74	87	63	1,584 vehicle passbys/hr + 48 Muni passbys
30	High Density Residential Alley, Corner of Lafayette & Minna Sts.	5/11/04 1:02 p.m.	55-60	59	69	54	84 vehicle passbys/hr
31	Mid-Density Commercial/ Industrial Mix on Mission St. off 10 th St.	5/11/04 1:25 p.m.	65-70	66	79	59	1,836 vehicle passbys/hr + 84 Muni passbys
32	Typical Mixed Commercial/ Industrial Alley at Grace Alley	5/11/04 2:00 p.m.	60-65	62	77	58	108 vehicle passbys/hr

**Table E-5:
Representative Sound Monitoring Data Within the Project Area (cont.)**

Site ¹	Description	Date & Time ²	Measured L _{dn}	Sound L _{eq}	Level L ₁₀	(dBA) L ₉₀	Major Contributors
33	High Density Commercial Zone at Mission St. off 9 th	5/11/04 2:16 p.m.	70-75	70	83	61	1,212 vehicle passbys/hr + 60 Muni passbys
34	High Density Commercial on Market St. off 9 th St.	5/11/04 2:32 p.m.	70-75	73	88	63	1,770 vehicle passbys/hr + 330 Muni passbys
35	Street Level Commercial & Upper Level Residential at Market & Sanchez Sts.	11/8/04 9:09 a.m.	65-70	67	80	58	2,070 vehicle passbys/hr + 60 Muni & truck passbys
36	Street Level Commercial & Upper Level Residential at Market & Octavia Sts.	11/8/04 9:31 a.m.	65-70	66	78	60	1,590 vehicle passbys/hr + 90 Muni & truck passbys
37	High Density Commercial at Market St. & Van Ness Ave.	11/8/04 9:46 a.m.	70-75	70	86	63	3,960 vehicles passbys/hr + 120 Muni & truck passbys
38	High Density Commercial at Market & 9 th Sts.	11/8/04 10:01 a.m.	70-75	73	83	62	3,390 passbys/hr + 90 Muni & truck passbys
39	Commercial at 13 th St. & S. Van Ness Ave. (at Freeway Overpass)	11/8/04 11:00 a.m.	70-75	74	88	65	3,300 passbys/hr + 90 truck passbys; road construction activities

¹ At property line of nearest noise receptor or far edge of sidewalk, as applicable.

² Measurement on 5/11/04 and 11/8/04 represent 1-hour reading starting at the times indicated.

Source: SCA Environmental, 2004.

**Table E-6:
Distances to Construction Equipment 85 dBA L_{eq} Noise Contours**

Construction Phase	Equipment/Operation	Usage Factor	Distance to L _{eq} = 85 dBA Contour for Construction			
			Front (ft)	Back (ft)	Left (ft)	Right (ft)
Road Maintenance	Broom Sweeping	<0.5	0-2	0-2	0-2	0-2
	Cement Mixer	<0.5	6	6.5	6	4
	Pavement Grinder	<0.5	9	8	12	9
	Sidewalk Form Construction	<0.5	1.5	1.5	1.5	1.5
	Concrete Saw	<0.5	21	21	23	33
	Backhoe and Jackhammer	<0.5	33	33	33	33
	Curbside Painting	<0.5	0-5	0-5	0-5	0-5
	Stripe Painting	<0.5	8	6	6.5	6.5
	Button Installer	<0.5	5	5	5	5
	Jack Hammer (4 simultaneous) w/Compressor	<0.5	25	25	25	25
Building Construction	Crane/Generator	<0.5	19	19	21	21
	Lift Truck w/Post Driver & Air Compressor	<0.5	13	13	13	13
	Hand Hammering	<0.5	15	15	15	15
	Honda Portable Generator	<0.5	0	0	0	0
	Sandblaster	<0.5	80	80	80	80
	Pile Driver	<0.5	180	180	180	180
Excavation	Bulldozer, 42 hp	0.10 - 0.27	15	15	15	15
	Bulldozer, 62-75 hp	0.10 - 0.27	34-36	34-36	34-36	34-36
	Bulldozer, 105 hp	0.10 - 0.27	40	40	40	40
	Bulldozer, 140-210 hp	0.10 - 0.27	42-62	42-62	42-62	42-62
	Bulldozer, 235-410 hp	0.10 - 0.27	75-83	75-83	75-83	75-83

**Table E-6:
Distances to Construction Equipment 85 dBA L_{eq} Noise Contours (cont.)**

Construction Phase	Equipment/ Operation	Usage Factor	Distance to L_{eq} = 85 dBA Contour for Construction			
			Front (ft)	Back (ft)	Left (ft)	Right (ft)
Excavation (cont.)	Compactor, 170 hp	0.10	115	115	115	115
	Excavator, 195 hp	0.10	50	50	50	50
	Grader, 125 hp	0.03 – 0.33	26	26	26	26
	Grader, 135 hp	0.03 – 0.33	90	90	90	90
	Scraper, 152 hp	0.09 – 0.44	23	23	23	23
	Scraper, 215 hp	0.09 – 0.44	25-80	25-80	25-80	25-80
	Scraper, 415 hp	0.09 – 0.44	60-110	60-110	60-110	60-110
	Track-type Loader, 62 hp	0.10	33	33	33	33
	Track-type Loader, 80-95 hp	0.10	36	36	36	36
	Track-type Loader, 130-190 hp	0.10	42-58	42-58	42-58	42-58
	Water Truck, 65 hp	0.09 – 0.26	28	28	28	28
	Water Truck, 80-170 hp	0.10	32-70	32-70	32-70	32-70
	Water Truck, 260-559 hp	0.10	85-105	85-105	85-105	85-105
Landscape Maintenance	Grass Mower	<0.5	10	10	10	10
	Leaf Blowing	<0.5	3.5	3.5	3.5	3.5
	Weed Wacker	<0.5	3.5	3.5	3.5	3.5
Source: SCA Environmental, Inc. based on representative sound measurements conducted for the City of Los Angeles for various public works projects and the U.S. Army Corps of Engineers.						

APPENDIX F

GEOLOGY, SOILS, AND SEISMICITY

Table F-1: Modified Mercalli Scale

9.F-2

**TABLE F-1:
MODIFIED MERCALLI SCALE^a**

Intensity	Effects
I.	Not felt. Marginal and long-period effects of large earthquakes.
II.	Felt by persons at rest, on upper floors, or favorably placed.
III.	Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
IV.	Hanging objects swing. Vibration like passing of heavy trucks; or sensation of a jolt like a heavy ball striking the walls. Standing motor cars rock. Windows, dishes, doors rattle. Glasses clink. Crockery clashes. In the upper range of IV wooden walls and frame creak.
V.	Felt outdoors; direction estimated. Sleepers wakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing, close, open. Shutters, pictures move. Pendulum clocks stop, start, change rate.
VI.	Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, <i>etc.</i> , off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D cracked. Small bells ring (church, school). Trees, bushes shaken (visibly, or heard to rustle – CFR).
VII.	Difficult to stand. Noticed by drivers of motor cars. Hanging objects quiver. Furniture broken. Damage to masonry D, including cracks. Weak chimneys broken at roof line. Fall of plaster, loose bricks, stones, tiles, cornices (also unbraced parapets and architectural ornaments - CFR). Some cracks in masonry C. Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Concrete irrigation ditches damaged.
VIII.	Steering of motor cars affected. Damage to masonry C; partial collapse. Some damage to masonry B; none to masonry A. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.
IX.	General panic. Masonry D destroyed; masonry C heavily damaged, sometimes with complete collapse; masonry B seriously damaged. (General damage to foundations - CFR.) Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground. In alluviated areas sand and mud ejected, earthquake foundations, sand craters.
X	Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, <i>etc.</i> Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
XI.	Rails bent greatly. Underground pipelines completely out of service.
XII.	Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown into the air.

^a From Richter, Charles F., *Elementary Seismology*, June 1, 1958.

Notes:

Masonry A, B, C, D. To avoid ambiguity of language, the quality of masonry, brick or otherwise, is specified by the following lettering (which has no connection with the conventional Class A, B, C construction).

Masonry A: Good workmanship, mortar, and design, reinforced, especially laterally, and bound together by using steel, concrete, *etc.*; designed to resist lateral forces.

Masonry B: Good workmanship and mortar, reinforced, but not designed to resist lateral forces.

Masonry C: Ordinary workmanship and mortar; no extreme weaknesses such as non-tied-in corners, but masonry is neither reinforced nor designed against horizontal forces.

Masonry D: Weak materials, such as adobe; poor mortar; low standards of workmanship; weak horizontally.

Source:

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