

**APPENDIX A: NOTICE OF PREPARATION AND  
COMMENTS RECEIVED**



# **APPENDIX A-1**

## **NOTICE OF PREPARATION**





# SAN FRANCISCO PLANNING DEPARTMENT

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## Notice of Preparation of an Environmental Impact Report

*Date:* May 23, 2018  
*Case Nos.:* **2015-000940ENV, 2017-008051ENV, 2016-014802ENV**  
*Project Title:* **The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)**  
*Zoning:* Neighborhood Commercial (NCT-3) Use District; Downtown General Commercial (C-3-G) Use District; Hayes Neighborhood Commercial (Hayes NCT) Use District, and Public (P) Use District  
Multiple Height and Bulk Districts (The Hub Plan and Hub HSD)  
120/400 R-2 Height and Bulk District (30 Van Ness Avenue Project)  
85-X Height and Bulk District (98 Franklin Street Project)  
*Block/Lot:* Multiple Blocks and Lots (The Hub Plan and Hub HSD)  
Block 0835/Lot 004 (30 Van Ness Avenue Project site)  
Block 0836/Lots 008, 009, 013 (98 Franklin Street Project site)  
*Lot Size:* 84 acres (The Hub Plan and Hub HSD)  
38,100 square feet (30 Van Ness Avenue Project)  
23,750 square feet (98 Franklin Street Project)  
*Project Sponsors:* Lily Langlois, Planning Department (The Hub Plan and Hub HSD), (415) 575-9083  
Andy Wang, 30 Van Ness Development, LLC  
(30 Van Ness Avenue Project), (415) 995-4858  
Matt Witte, Related California  
(98 Franklin Street Project), (949) 697-8123  
*Lead Agency:* San Francisco Planning Department  
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## INTRODUCTION

This notice provides a summary description of a proposed project for which the San Francisco Planning Department will be preparing an environmental impact report (EIR). The project consists of the planning department-proposed Hub Plan and related actions. The related actions associated with the Hub Plan are two individual private development projects within the Hub Plan area at 30 Van Ness Avenue and 98 Franklin Street and the designation of portions or all of the Hub Plan area as a housing sustainability district (HSD). This notice also identifies environmental issues anticipated to be analyzed in the EIR and provides the time, date, and location of a public scoping meeting (see p. 42 for information on the public scoping meeting). The comments received during the public scoping process will be considered during preparation of the EIR for this project.

[www.sfplanning.org](http://www.sfplanning.org)

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Revised 8/8/17

## PROJECT SUMMARY

The Hub Plan would amend the 2008 Market and Octavia Area Plan of the San Francisco General Plan for the easternmost portions of the Market and Octavia Area Plan. The overarching objectives of the Hub Plan are to encourage housing, including affordable housing; create safer and more walkable streets as well as welcoming and active public spaces; increase transportation options; and create a neighborhood with a range of uses and services to meet neighborhood needs. The Hub Plan would pursue this vision through changes to current zoning controls in the area to meet plan objectives. This would include changes to height and bulk districts for select parcels to allow more housing, including more affordable housing. Modifications to land use zoning controls would also allow more flexibility for development of nonresidential uses, specifically, office, institutional, art, and public uses. The plan also calls for public-realm improvements to streets and alleys within and adjacent to the Hub Plan area. New requirements for micro retail<sup>1</sup> would encourage a mix of retail sizes and uses. The Hub Plan would lower off-street parking maximums to decrease off-street parking capacity within the Hub Plan area, a transit-rich location.

The EIR will study the Hub Plan at a programmatic level of review. A programmatic analysis is appropriate for a project that involves a series of actions that are (1) related geographically, (2) logical parts in a chain of contemplated actions, (3) connected as part of a continuing program, and (4) carried out under the same authorizing statute or regulatory authority, with similar environmental impacts that can be mitigated in similar ways (California Environmental Quality Act [CEQA] Guidelines section 15168). State CEQA Guidelines section 15168 notes that the use of a programmatic analysis “ensures consideration of cumulative impacts that might be slighted in a case-by-case analysis; avoids duplicative reconsideration of basic policy considerations; allows the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time, when the agency has greater flexibility to deal with basic problems or cumulative impacts; and allows for a reduction in paperwork.”

The EIR will evaluate two individual private development projects within the Hub Plan area (i.e., 30 Van Ness Avenue Project and 98 Franklin Street Project) in the EIR at a project-specific level. Likewise, the EIR will study the proposed street network improvements at the project level because of the sufficiency of detailed information available. The two individual development projects analyzed at the project level will be fully studied under CEQA to allow for entitlements following the certification of the EIR. Future projects that arise from the Hub Plan, on the other hand, may be required to undergo additional CEQA analysis to disclose impacts particular to a specific project or project site that are not currently known and, thus, not able to be evaluated at this time.

The proposed project at 30 Van Ness Avenue includes retention of portions of an existing 75-foot-tall, five-story building and construction of a 47-story building with ground-floor retail space, seven floors of office space, and 39 floors of residential space. The project sponsor for the 30 Van Ness Avenue Project is 30 Van Ness Development, LLC.

The proposed project at 98 Franklin Street includes demolition of an existing 100-space surface parking lot and construction of a 30-story residential tower above a five-story podium that would be occupied by new facilities for the International High School (Grades 9–12 of the French American International School

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<sup>1</sup> A micro retail unit is defined as retail space with 1,000 square feet or less.

[FAIS]). In addition, the 98 Franklin Street Project proposes improvements to Lily Street between Gough and Franklin streets, including a midblock crossing on Lily Street between Franklin and Gough streets (to connect FAIS properties at 150 Oak Street, one block west of 98 Franklin Street) as well as improvements on the western portion of Oak Street between Van Ness Avenue and Franklin Street. The project sponsor for the 98 Franklin Street Project is a partnership between Related California and the FAIS.

In addition to programmatic review of the Hub Plan and project-specific review for the two individual projects, the EIR will evaluate the designation of portions or all of the Hub Plan area as a housing sustainability district (HSD), in accordance with Assembly Bill 73 (Government Code sections 66202 to 66210, and Public Resources Code sections 21155.10 and 2155.11). Designation of a HSD would allow the City and County of San Francisco (City) to authorize residential and mixed-use residential development within the Hub Plan area HSD through the ministerial issuance of a permit. Projects that qualify under the provisions of the HSD would require no additional environmental review.

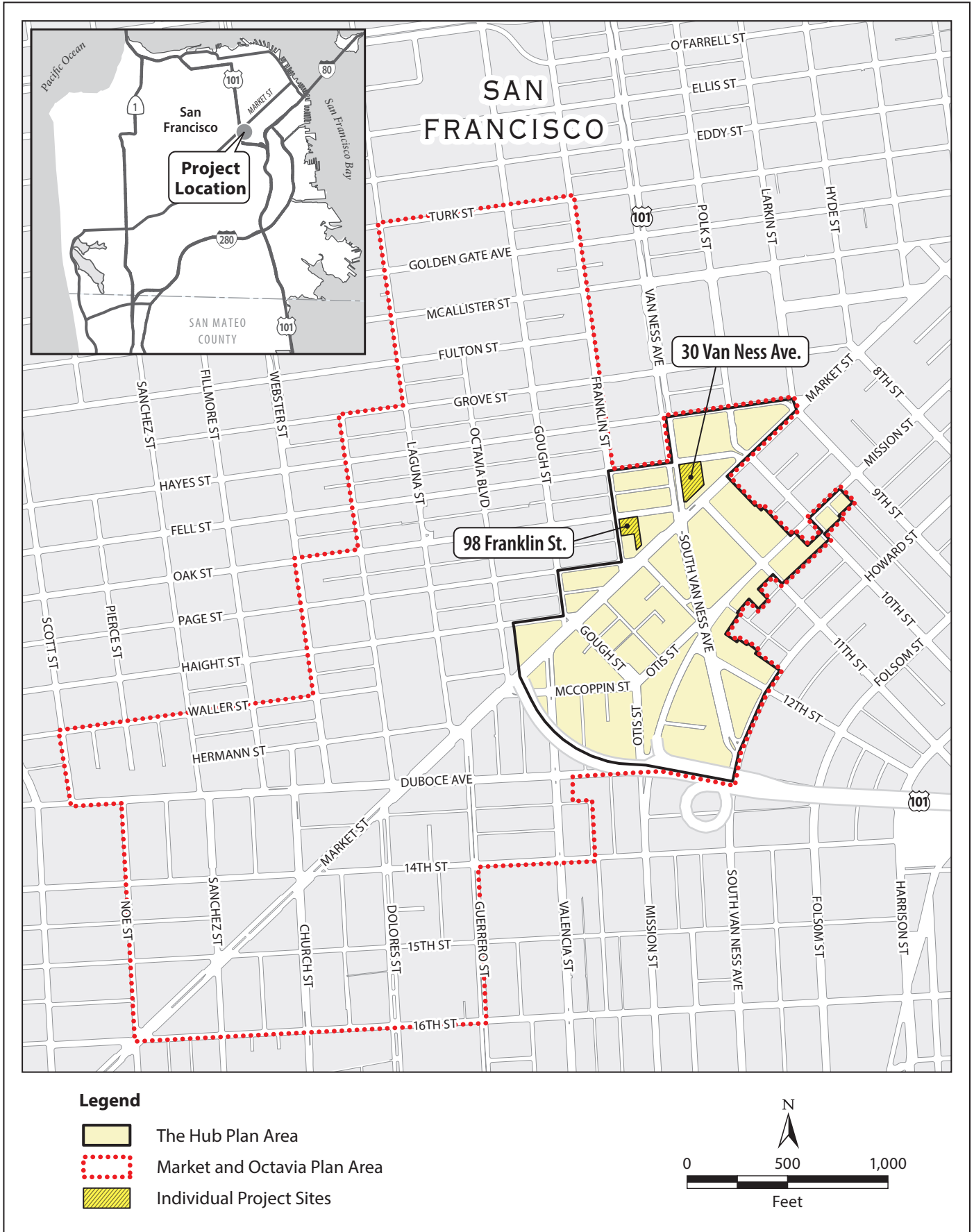
## PROJECT LOCATION AND SITE CHARACTERISTICS

### *The Hub Plan*

The Hub Plan area, which is irregular in shape, is bounded by Haight Street from Octavia Boulevard to Gough Street, Gough Street from Haight Street to Page Street, Franklin Street from Page Street to Fell Street, Fell Street from Franklin Street to Van Ness Avenue, Van Ness Avenue from Fell Street to Hayes Street, Hayes Street from Van Ness Avenue to Larkin Street, Market Street from Ninth Street to 10<sup>th</sup> Street, midblock from Ninth Street and 10<sup>th</sup> Street from Market Street to Mission Street, Mission Street from 10<sup>th</sup> Street to Washburn Street, midblock from Washburn Street to 10<sup>th</sup> Street, Minna Street from 10<sup>th</sup> Street to just past Lafayette Street, midblock between Lafayette Street and Howard Street, Howard Street between just north of 12<sup>th</sup> Street and 13<sup>th</sup> Street, and 13<sup>th</sup> Street to Octavia Boulevard and Haight Street (see **Figure 1**). Altogether, the Hub Plan area comprises approximately 84 acres, which are spread across various city neighborhoods, such as the Downtown/Civic Center, South of Market (SoMa), Western Addition, and Mission neighborhoods. The Hub Plan area is entirely within the boundaries of the Market and Octavia Area Plan area. In addition to the streets in the Hub Plan area, adjacent streets such as Lily Street between Gough Street and Franklin Street, Minna Street between 10<sup>th</sup> Street and Lafayette Street, and Duboce Avenue between Valencia Street and Mission Street are included in the project.

### *30 Van Ness Avenue Project*

The 30 Van Ness Avenue project site encompasses an approximately 38,100-square-foot lot on Assessor's Block 0835/Lot 004. It is currently fully occupied by an approximately 75-foot-tall, five-story building with a variety of office and retail uses, including City government offices and Walgreens. There are currently approximately 164,480 square feet of general office space, 12,790 square feet of pharmacy/drugstore uses, 1,050 square feet of restaurant uses, and 15,850 square feet of parking uses. The project site is a trapezoidal parcel bounded by Fell Street to the north, 39 Fell Street and 1446 Market Street to the east (Assessor's Block 0835/Lot 003), Market Street to the south, and Van Ness Avenue to the west. The entire project site is covered with impermeable hardscape; the topography slopes down slightly from Van Ness Avenue and Fell Street toward Van Ness Avenue and Market Street.



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

**Figure 1**  
**Regional Location**



### ***98 Franklin Street Project***

The 98 Franklin Street project site encompasses an approximately 23,750-square-foot lot on Assessor's Block 0836/Lots 008, 009, and 013. The project site at 98 Franklin Street is currently a surface parking lot with 100 off-street parking spaces. The project site is an L-shaped parcel at the corner of Franklin and Oak streets, and bounded by Oak Street to the north, 1546–1564 Market Street (Assessor's Block 0836/Lot 007) to the east, Market Street to the south, and Franklin Street to the west. The entire project site is paved; the topography of the site is relatively flat.

## **PROJECT DESCRIPTION**

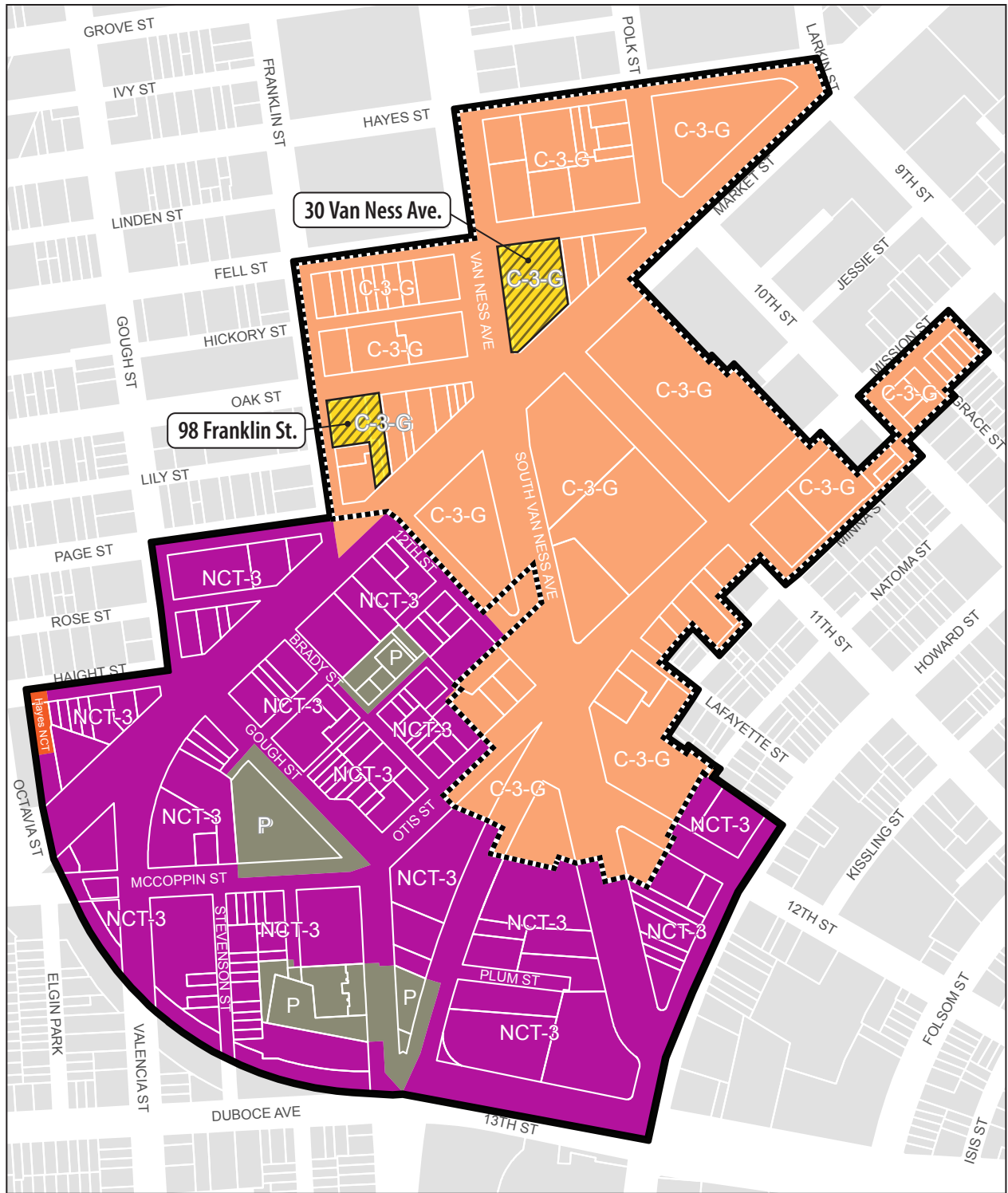
### ***The Hub Plan***

***Land Use (Zoning) Changes.*** There are four existing zoning districts, which are also referred to as "use districts," in the Hub Plan area: Neighborhood Commercial (NCT-3), Downtown General Commercial (C-3-G), Hayes Neighborhood Commercial (Hayes NCT), and Public (P) (see **Figure 2**). All parcels that are zoned C-3-G are also within the Van Ness and Market Downtown Residential Special Use District (SUD). The Market and Octavia Area Plan created the SUD to emphasize residential uses as the primary land use. As such, nonresidential uses are currently not permitted above the fourth floor, and there must be 2 square feet of residential uses for every 1 square foot of nonresidential land use. The current zoning allows for a range of residential uses at varying scales of affordability as well as commercial uses on the ground floor.

Under the proposed project, there would be two zoning districts, Downtown General Commercial (C-3-G) and Public (P) (see **Figure 3**, p. 7). The Van Ness and Market Downtown Residential SUD would also be expanded to encompass the entire Hub Plan area.

All parcels in the Hub Plan area would continue to be zoned for residential and active commercial uses on the ground floor. In addition, there would be flexibility for nonresidential uses above the fourth floor, specifically, art, public, and institutional uses. At 30 Van Ness Avenue, retention and expansion of existing commercial uses, including office uses above the fourth floor, would be pursued. In December 2017, interim controls were put in place for 18 months that call for a maximum of 0.25 parking space per dwelling unit; however, projects with 25 percent on-site affordable housing may seek a conditional use authorization for up to 0.50 parking space per dwelling unit. Under the proposed Hub Plan, 0.25 parking space per dwelling unit would be the maximum allowed for residential uses; no conditional use authorization for additional parking would be permitted.

***Changes to Height and Bulk Limits.*** Under the current zoning, much of the Hub Plan area is zoned for a height of 85 feet, with the exception of the two major intersections at Market Street and Van Ness Avenue and Mission Street and South Van Ness Avenue, which currently allow towers ranging from 250 to 400 feet. Buildings throughout the Hub Plan area generally range from two to six stories, with some notable exceptions at Market Street and Van Ness Avenue where some buildings are substantially taller, with the 100 Van Ness Avenue building at 29 stories (400 feet) and the 1455 Market Street building at 23 stories (315 feet).

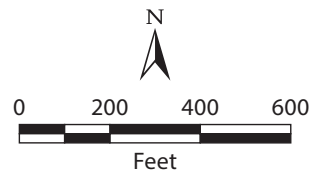


**Zoning Codes**

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

**Legend**

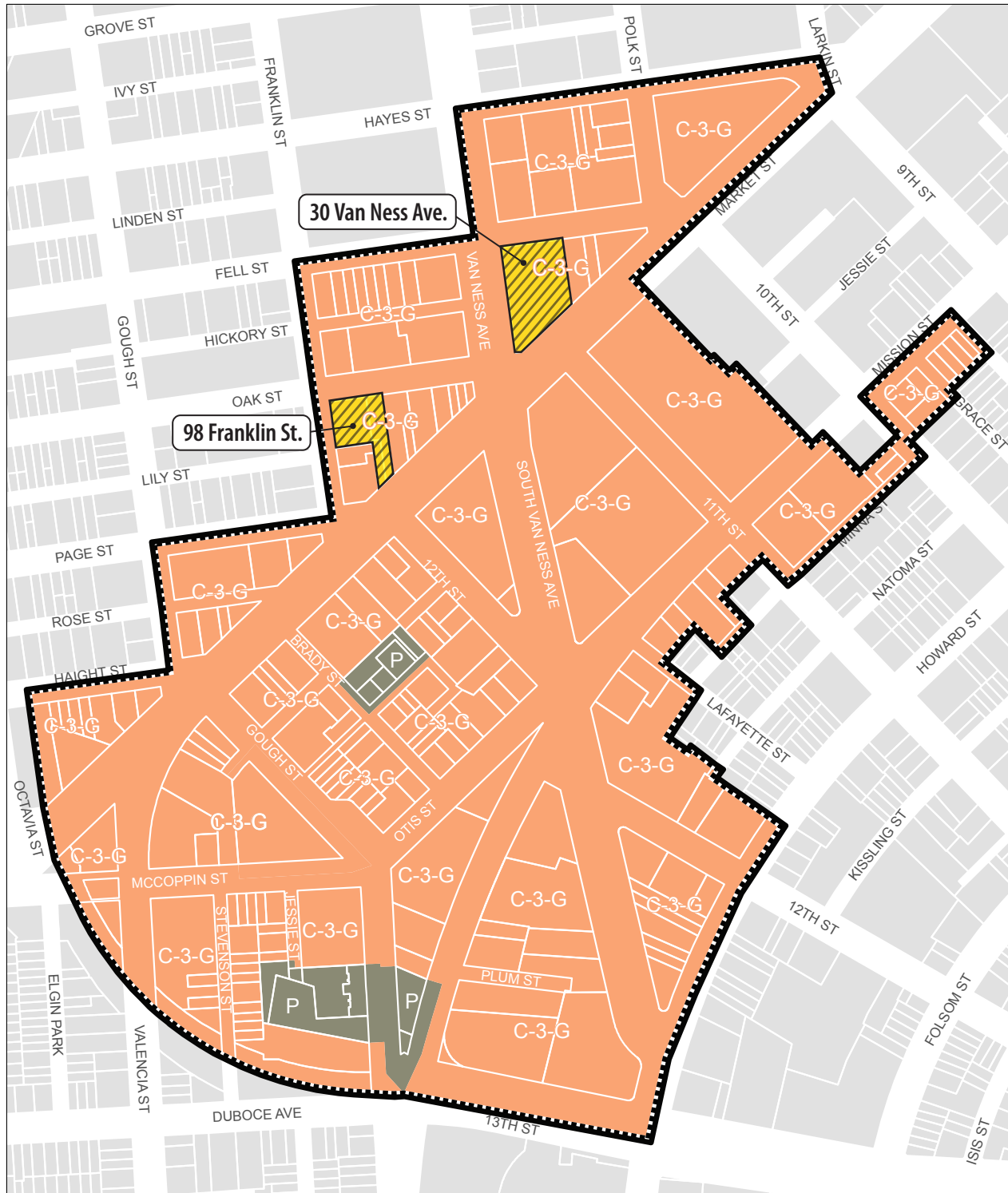
- The Hub Plan Area
- Individual Project Sites
- Van Ness & Market Downtown Residential Special Use District



Source: San Francisco Planning Department, 2017.

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

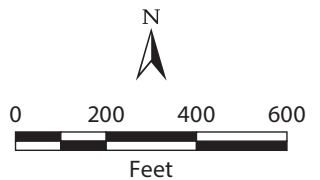


**Zoning Codes**

C-3-G	Downtown General Commercial
P	Public

**Legend**

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



Source: San Francisco Planning Department, 2017.

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**Figure 3**  
**Proposed Hub Plan Area Zoning Districts**

The Hub Plan seeks to increase the space available for housing through changes to the planning code and zoning map so as to allow development of a taller, larger, and more diverse array of buildings and heights within the Hub Plan area. Existing height and bulk limits, which are contained in the planning code and zoning maps, are shown in **Figure 4**, and proposed height and bulk limits are shown in **Figure 5**, p. 10.

The proposed zoning under the Hub Plan would allow for additional height at the two major intersections noted above, with towers ranging from 250 to 650 feet. This proposed zoning would also allow increases in heights for select parcels. Specific changes to height limits under the Hub Plan are shown in **Table 1**. If all of these parcels were to be developed to the proposed maximum height limit, these changes would result in approximately 8,100 new residential units (approximately 15,700 new residents).

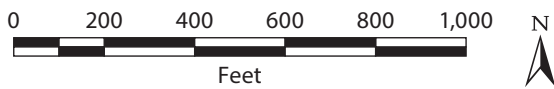
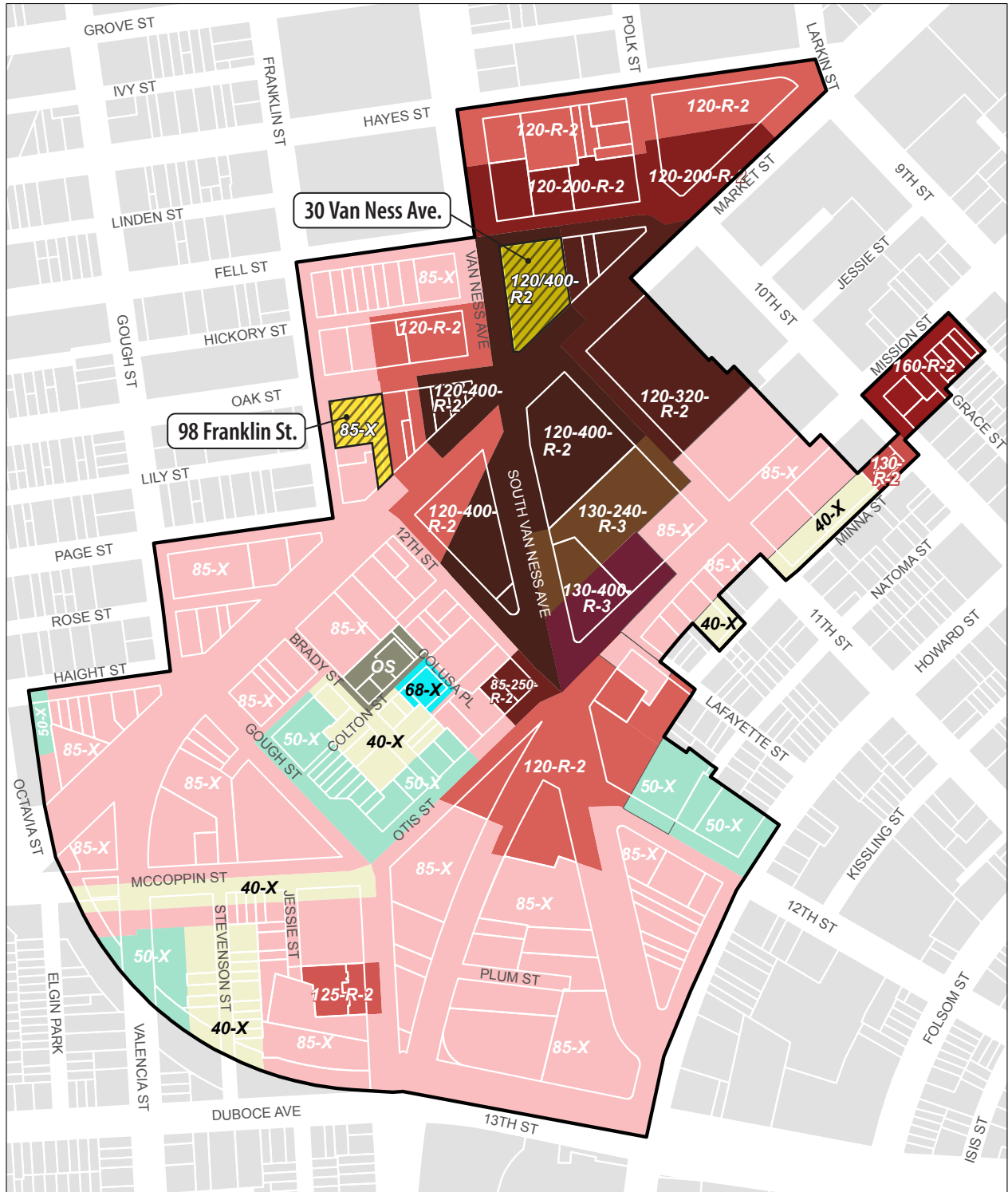
**TABLE 1. PROPOSED CHANGES TO HEIGHT LIMITS**

Address	Current Height Limit (feet)	Proposed Height Limit (feet)	Change in Height Limit (feet)
30 Van Ness Avenue	400	520	120
1500–1540 Market Street	400	450	50
98 Franklin Street	85	360*	275
1 South Van Ness Avenue	400	650	250
10 South Van Ness Avenue	400	590	190
30 Otis Street	250	320	70
42 Otis Street	50	65	15
50 Otis Street	50	65	15
99 South Van Ness Avenue	120	250	130
33 Gough Street	85	250	165
110 12 <sup>th</sup> Street	85	120	35
180 12 <sup>th</sup> Street	85	120	35
194 12 <sup>th</sup> Street	85	120	35
154 South Van Ness Avenue	85	120	35
160 South Van Ness Avenue	85	120	35
170 South Van Ness Avenue	85	120	35
1695 Mission Street	85	120	35



Source: San Francisco Planning Department 2018.

\*The EIR will analyze a height limit of 360 feet for 98 Franklin Street, as proposed by the project sponsor, whereas the draft Hub Plan proposes a height limit of 320 feet at this location.

**Circulation, Streetscape Improvements, and Street Network Changes.** The Hub Plan area’s relatively high density is supportive of walking, although the area’s wide and predominantly one-way streets, long blocks, narrow sidewalks, and elevated freeway segments, with associated ramps, generally do not contribute to a positive walking or bicycling experience and present many physical challenges for people while walking and bicycling in the area. The Hub Plan proposes to make improvements to the major streets and alleys in the Hub Plan area, as shown in **Figure 6**, p. 11. The goal of these changes is to create a safer transportation



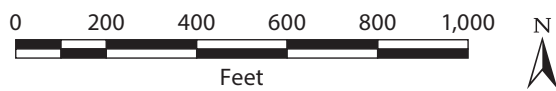
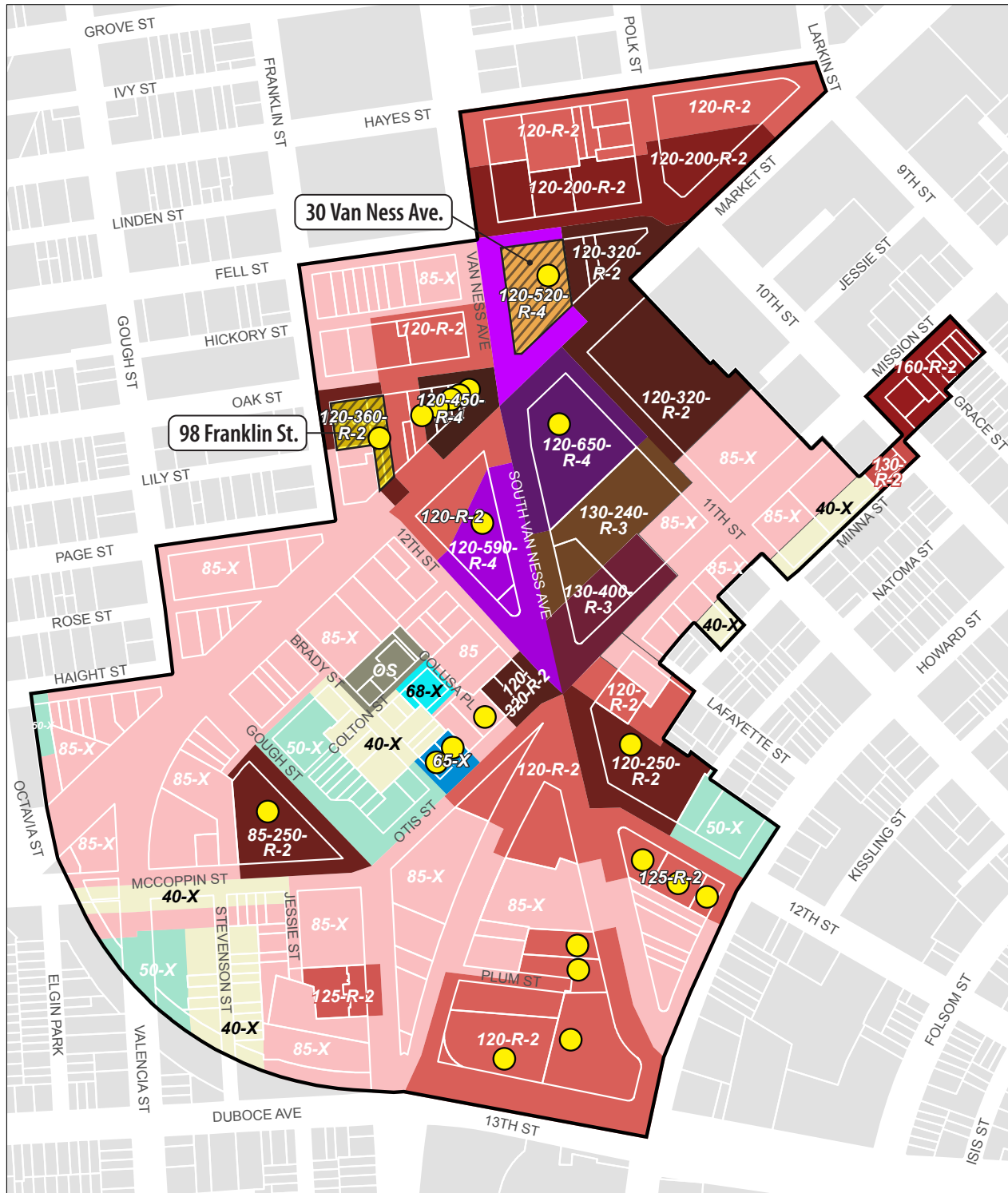
**Legend**

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

Source: San Francisco Planning Department, 2018.

**Figure 4**  
**Existing Hub Plan Area Height and Bulk Districts**

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



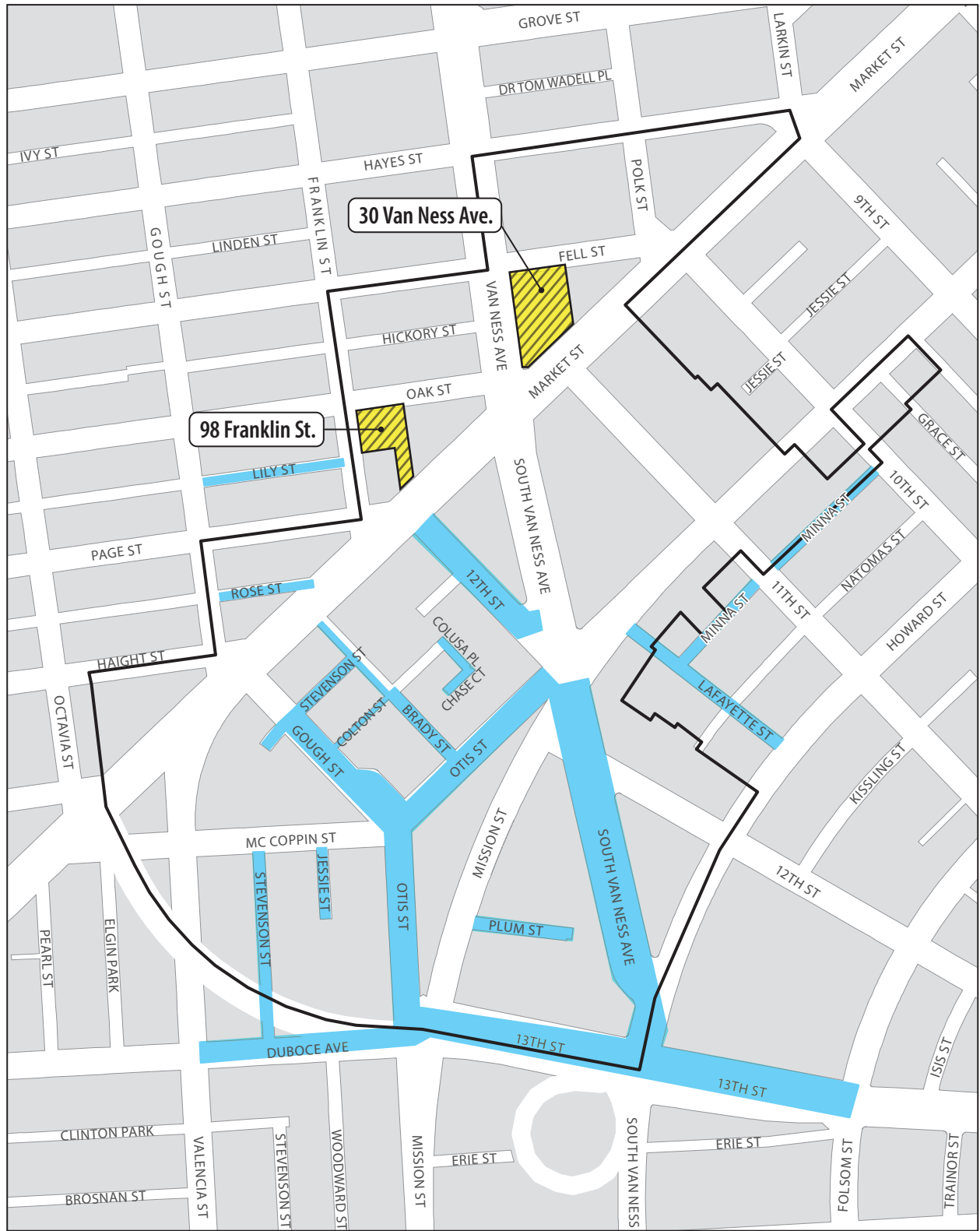
**Legend**

- The Hub Plan Area
- Individual Project Sites
- Sites with Height Limit Increases Under the Hub Plan
- 50-X** Numbers Indicate Height in Feet; Letters Indicate Bulk District
- OS** Open Space District




Source: San Francisco Planning Department, 2018.

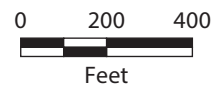
The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)  
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**Figure 5**  
**Proposed Hub Plan Area Height and Bulk Districts**



**Legend**

-  The Hub Plan Area
-  Individual Project Sites
-  Proposed Street Network and Alley Improvements



Source: San Francisco Planning Department, 2018.

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The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project, and Hub Housing Sustainability District (HSD)  
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**Figure 6**  
**The Hub Plan Area Boundaries, Individual Project Site Locations, and Proposed Street Network and Alley Improvements**

experience for everyone; make transit, walking, bicycling, (shared) for-hire vehicle use, and car-sharing the preferred ways for people to travel; facilitate passenger loading and commercial deliveries; and enhance the public realm. Other projects in the city, such as the Van Ness Avenue Bus Rapid Transit Project and Better Market Street Project, and other private development projects, are evaluating and implementing other street network improvements in the vicinity of the Hub Plan area. These other improvements are independent of the Hub Plan.

The Hub Plan would establish a functional, attractive, and well-integrated system of public streets in the area to improve the public realm through the streetscape improvements described in the following sections. The Hub Plan proposes circulation changes to major intersections such as Market Street and Van Ness Avenue as well as Mission Street and South Van Ness Avenue to improve safety. Specific design recommendations for implementing the goals of the Hub Plan have been developed for the following streets (see **Figure 6**, p. 11):

- 12<sup>th</sup> Street: Market Street to Mission Street
- Gough Street: Stevenson Street to Otis Street
- Mission Street/South Van Ness Avenue intersection
- South Van Ness Avenue: Mission Street to 13<sup>th</sup> Street
- Otis Street: South Van Ness Avenue to Duboce Avenue
- 13<sup>th</sup> Street/Duboce Avenue: Folsom Street to Valencia Street

Alleys within the Hub Plan area are small-scale streets that typically carry relatively low numbers of vehicles. Drivers use primarily the alleys when accessing adjacent properties. The character of the alleys varies across the neighborhoods, from residential alleys to service alleys. In general, per the Better Streets Plan<sup>2</sup> and Living Alleys Toolkit,<sup>3</sup> San Francisco alleys should be designed to reinforce the right-of-way as a pedestrian space; vehicle speeds should be kept low through traffic calming; materials should encourage visual interest through high-quality materials, finishes, and detailing; and alley amenities should include seating, landscaping, and pedestrian lighting to create usable public spaces that are unique and comfortable.

Alleys within the Hub Plan are intended to have a consistent palette of materials that is harmonious with the existing upgraded alleys within the Market and Octavia Area Plan, such as on Jessie and Stevenson streets between McCoppin Street and Duboce Avenue. These alleys typically have special paving in the roadway, raised crosswalks at intersections, and trees and landscaping wherever feasible. The development of specific design recommendations for all Hub Plan alleys has been based on these existing

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<sup>2</sup> The Better Streets Plan, adopted December 2010, includes streetscape policies and guidelines to guide the design of new street improvement projects and streetscape requirements for new development. More information is available here: <http://www.sf-planning.org/ftp/BetterStreets/>.

<sup>3</sup> The planning department worked with community members to design and implement a network of living alleys for the Market and Octavia Area Plan. The toolkit was created to give members of the community an understanding of the design elements and processes involved in creating living alleys. More information about the toolkit is available here: <http://sf-planning.org/living-alleys-toolkit>.



design precedents to improve conditions, particularly for people while walking and bicycling. Recommendations that implement the primary goals of the Hub Plan have been developed for the following alleys (see **Figure 6**, p. 11):

- Lily Street: Franklin Street to Gough Street (discussed as part of the 98 Franklin Street Project)
- Rose Street: Gough Street to Franklin Street
- Minna Street: 10<sup>th</sup> Street to Lafayette Street
- Lafayette Street: Mission Street to Howard Street
- Stevenson Street: Brady Street to Gough Street
- Stevenson Street: Gough Street to dead end at 1699 Market Street
- Colusa Place: Colton Street to Chase Court
- Chase Court: Colusa Place to dead end
- Colton Street: Brady Street to Gough Street
- Brady Street: Market Street to Colton Street (west side)
- Brady Street: Colton Street to Otis Street
- Plum Street: South Van Ness Avenue to Mission Street
- Jessie Street: South from McCoppin Street
- Stevenson Street: McCoppin Street to Duboce Avenue

Van Ness Avenue and Market Street are part of a major transit hub in the city. The Hub Plan proposes to improve access at the Van Ness Avenue San Francisco Municipal Railway (Muni) station. The station improvements at the Van Ness Avenue Muni station that will be studied in the EIR could generally include:

- Street-to-mezzanine circulation improvements, including elevators, stairs, escalators, and portal canopies
- Mezzanine-to-platform circulation improvements, including elevators, stairs, and escalators
- Wayfinding and other signs at street level and within the station
- Upgrades to booths for station agents and fare gates
- Platform improvements to support operations
- Platform improvements to improve comfort and security for passengers

### ***30 Van Ness Avenue Project***

The proposed project at 30 Van Ness Avenue includes partial retention of the existing office/retail building and construction of a 47-story building with ground-floor retail space, seven floors of office space, and 39 floors of residential space.

**Proposed Project and Uses.** The proposed development at 30 Van Ness Avenue would total approximately 791,000 square feet, including 21,000 square feet of retail, 250,000 square feet of general office, and 520,000 square feet of residential, as shown in **Table 2**. The proposed project at 30 Van Ness

**TABLE 2. PROPOSED DEVELOPMENT AT 30 VAN NESS AVENUE**

	Count	Gross Square Feet
Residential Units (total)	610 <sup>4</sup>	520,000
<i>Studio</i>	229	—
<i>One-Bedroom Units</i>	229	—
<i>Two-Bedroom Units</i>	92	—
<i>Three-Bedroom Units</i>	60	—
Commercial	—	271,000
<i>Retail</i>	—	21,000
<i>Office</i>	—	250,000
Open Space	—	30,580
<i>Privately Owned Public Open Space</i>		1,300
<i>Commonly Accessible Open Space (Residential)</i>		29,280

Sources: Hassell, 2017 and 30 Van Ness Development, LLC, 2018.

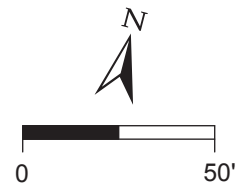
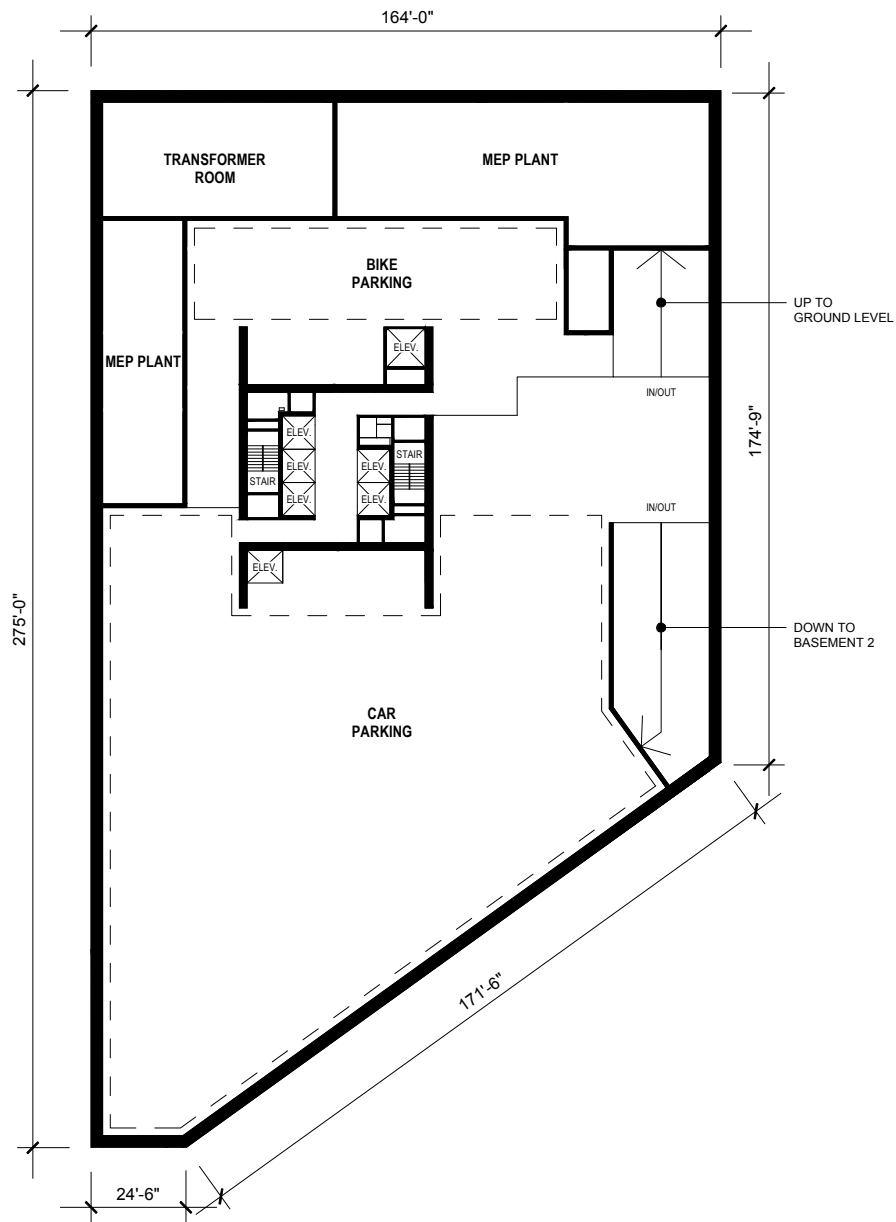
Avenue would include an eight-story podium, consisting of ground-floor retail and seven floors of office space (levels 2 to 8). It would also include a residential tower with at least 400 residential units but possibly up to 610 residential units on 39 floors (levels 9 to 47), reaching a height of approximately 520 feet, with an additional 21 feet to the top of the rooftop mechanical features, as permitted by the planning code. Approximately 25 percent of all residential units would be affordable to a mix of low to moderate income households. **Figures 7 to 12**, pp. 15 to 20, show the proposed development on the basement level, level 1, levels 2 through 8, level 9, a typical residential plan, and roof plan. **Figures 13 and 14**, pp. 21 to 22, show the proposed building elevations from the north and west.

**Open Space.** The proposed project at 30 Van Ness Avenue would provide approximately 1,300 square feet of privately owned public open space on the ground floor. The proposed project would also provide approximately 29,280 square feet of commonly accessible open space for residents.<sup>5</sup>

**Parking, Bicycle, and Loading Facilities.** The 30 Van Ness Avenue project site would be accessible from Market Street, Van Ness Avenue, and Fell Street. Vehicular access to the parking garage would be via a driveway on Fell Street. People bicycling would be able to access the parking garage through the same driveway that vehicles use on Fell Street or a ground-floor entry on Van Ness Avenue or Market Street.

<sup>4</sup> Depending on unit size and layout, the project would have at least 400 residential units but could have up to 610 residential units.

<sup>5</sup> Based on a project with 610 residential units.

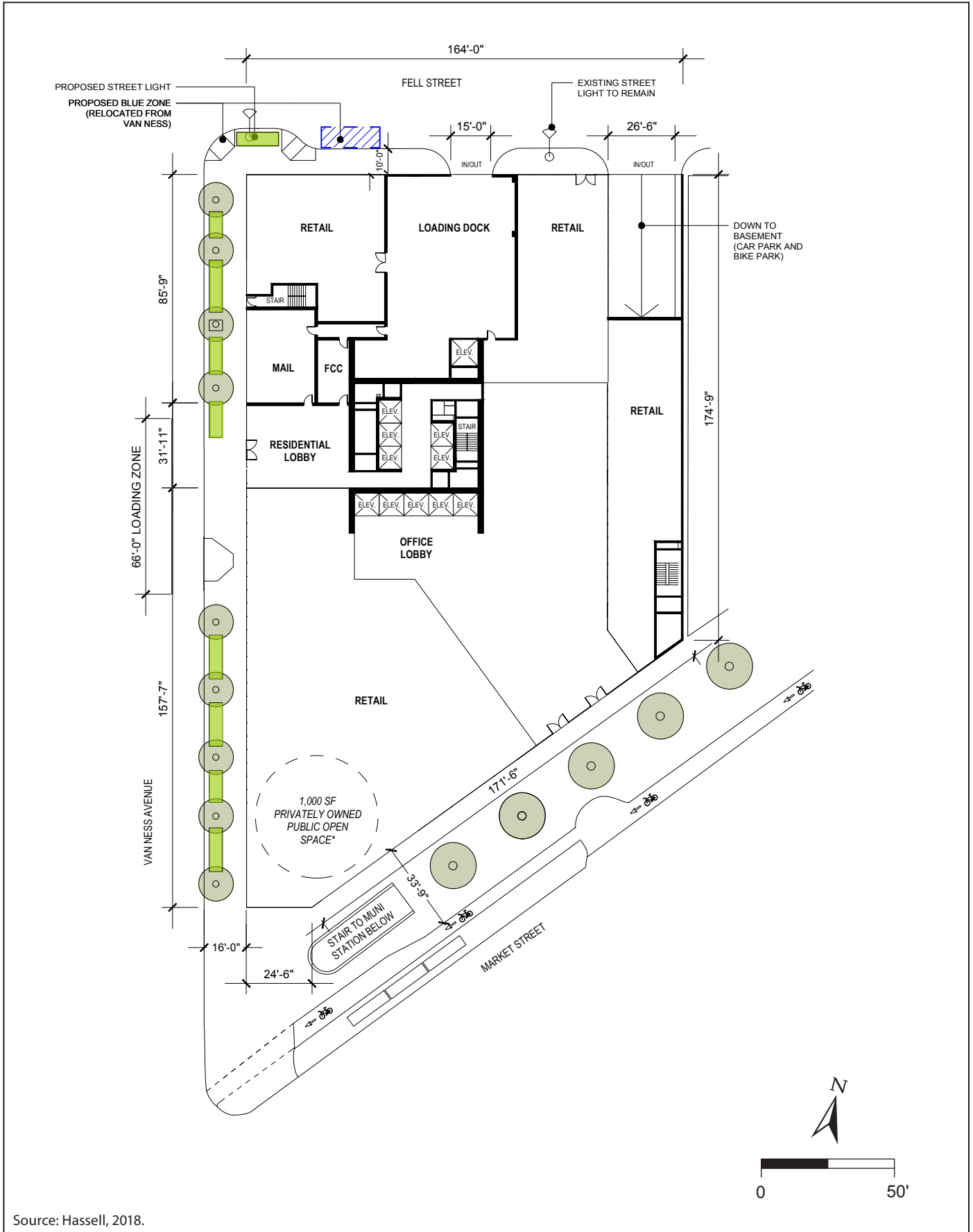


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Source: Hassell, 2018.

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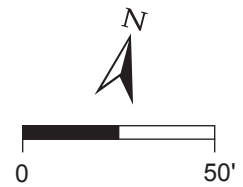
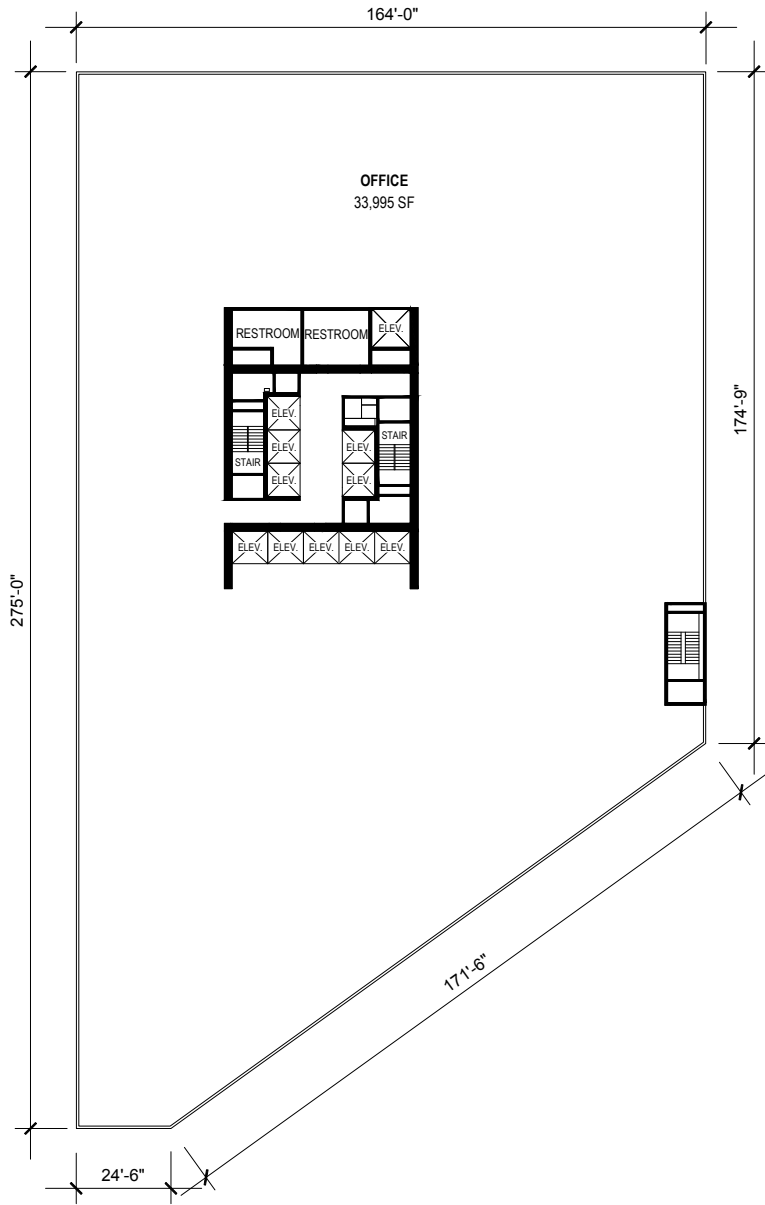
**Figure 7**  
**30 Van Ness Avenue Project –**  
**Proposed Basement Level 1 Plan**



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Case Nos. 2015-000940ENV, 2017-008051ENV,  
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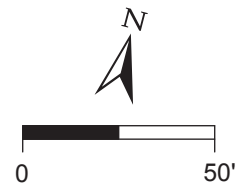
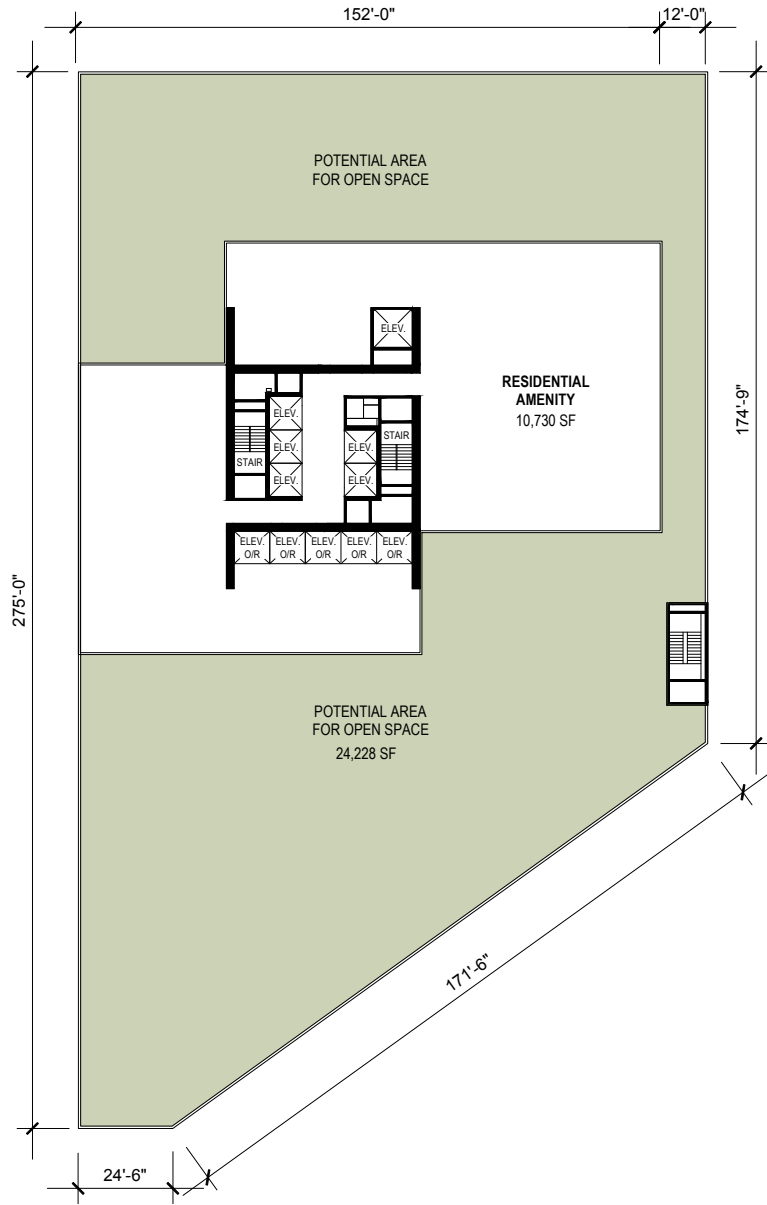
**Figure 8**  
**30 Van Ness Avenue Project –**  
**Proposed Level 1 Plan**



Source: Hassell, 2018.

**Figure 9**  
**30 Van Ness Avenue Project –**  
**Proposed Levels 2-8 Plan**

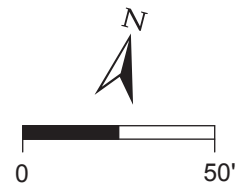
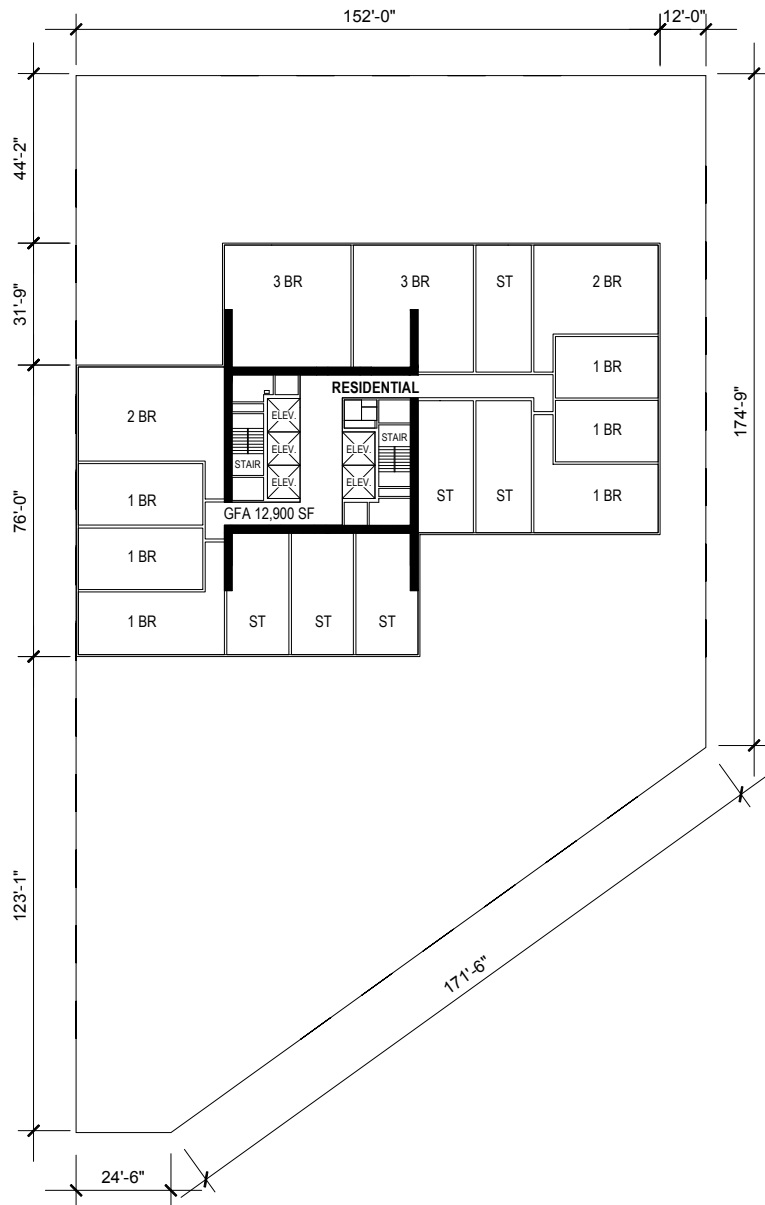
The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
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Source: Hassell, 2018.

**Figure 10**  
**30 Van Ness Avenue Project –**  
**Proposed Level 9 Plan**

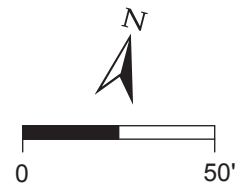
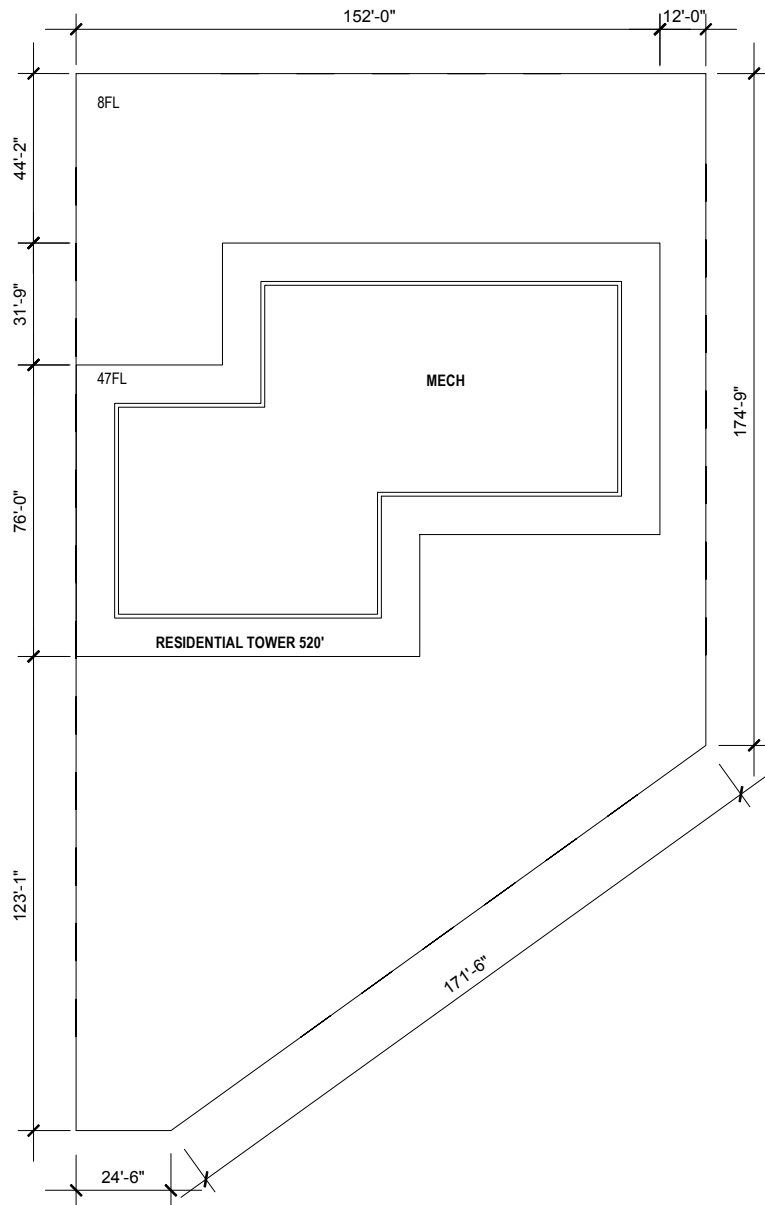
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Source: Hassell, 2018.

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**Figure 11**  
**30 Van Ness Avenue Project –**  
**Proposed Typical Residential Plan**

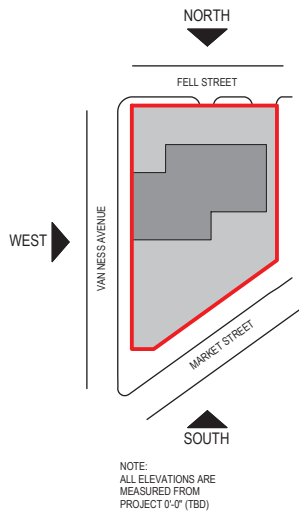


Source: Hassell, 2018.

**Figure 12**  
**30 Van Ness Avenue Project –**  
**Proposed Roof Plan**

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
 and Hub Housing Sustainability District (HSD)  
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 2016-014802ENV





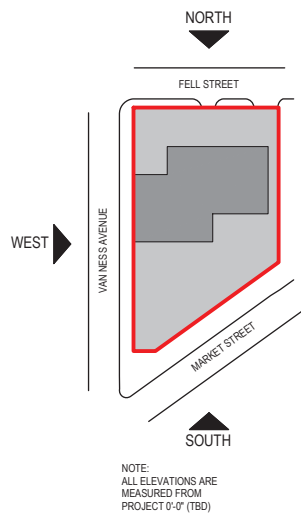
- RESIDENTIAL
- OFFICE
- RETAIL



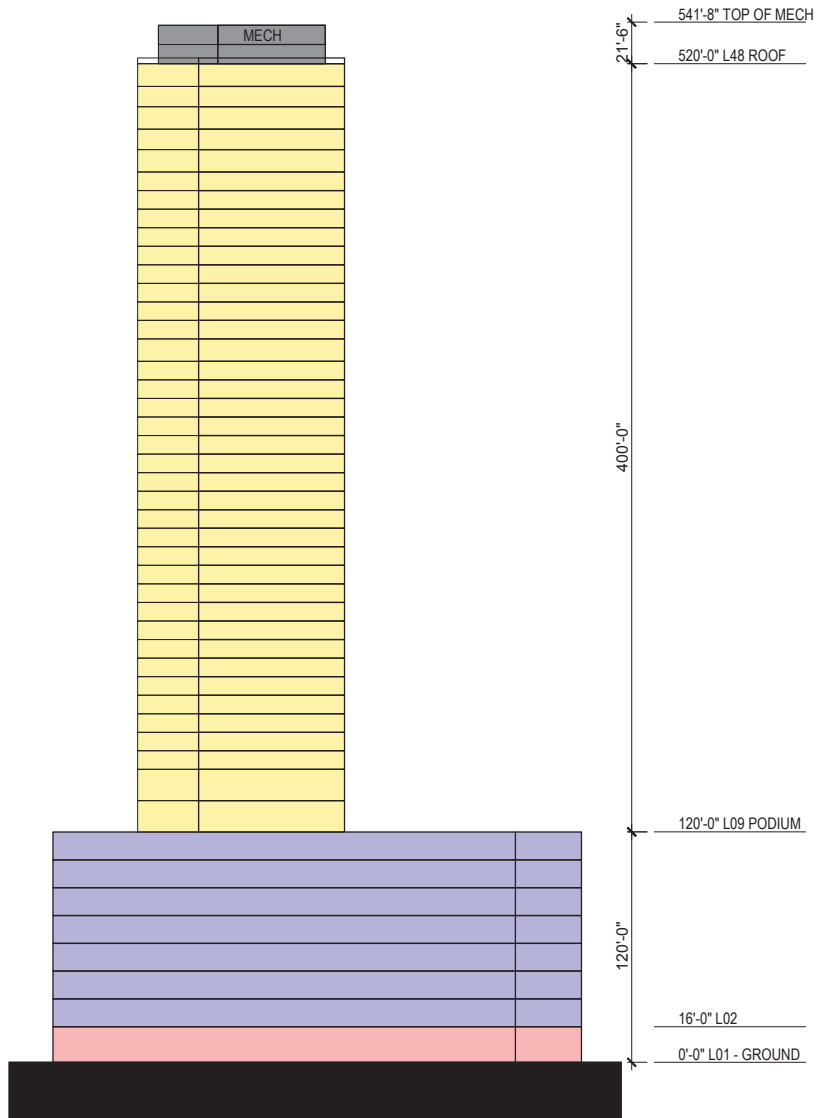
Source: Hassell, 2018.

**Figure 13**  
**30 Van Ness Avenue Project –**  
**Proposed North Elevation**

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



- RESIDENTIAL
- OFFICE
- RETAIL



Source: Hassell, 2018.

**Figure 14**  
**30 Van Ness Avenue Project –**  
**Proposed West Elevation**

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
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Case Nos. 2015-000940ENV, 2017-008051ENV,  
2016-014802ENV

On-street parking and loading spaces currently exist at the project site on Van Ness Avenue and Fell Street. An existing blue-colored parking space would be relocated from Van Ness Avenue to Fell Street for people with disabilities. Within the two basement levels, 30 Van Ness Development, LLC, proposes a total of 219 parking spaces,<sup>6</sup> including seven Americans with Disabilities Act-compliant spaces. In addition, the project would include approximately five car-share spaces. It is anticipated that vehicular parking would be provided by car stackers.

The project would also include 281 *class 1* bicycle parking spaces and 46 *class 2* bicycle parking spaces.<sup>7</sup> Of the 281 class 1 bicycle parking spaces, 228 spaces would be associated with the residential units,<sup>8</sup> 50 spaces would be associated with the office uses, and three spaces would be associated with the retail uses. Of the 46 class 2 bicycle parking spaces, 31 spaces would be associated with the residential units, seven spaces would be associated with the office uses, and eight spaces would be associated with the retail uses. The class 1 bicycle parking spaces would be located in the basement levels or on the ground floor and would meet planning code requirements for specific locations and routes of travel.

Commercial (freight and delivery service) loading demand for the building would include residential move-in/move-out vehicles; office vehicles; garbage, compost, and recycling pickup vehicles; and delivery vehicles for residents, offices, and the required active retail space on the ground floor. Commercial and passenger loading would occur within the proposed on-street loading zone along the project frontage on Van Ness Avenue, in front of the residential lobby entrance. There would also be a loading dock that would be accessed from Fell Street with three off-street loading spaces and a 15-foot curb cut for larger deliveries, moving trucks, and garbage, compost, and recycling pickup vehicles.

**Landscaping and Streetscape Improvements.** Construction may result in removal and replacement of up to nine existing trees along Van Ness Avenue and Market Street. A total of up to 17 new street trees could be planted along Van Ness Avenue and Market Street. Additionally, sidewalk widening would occur along the project's frontage on Market Street and a bulb-out constructed at the northeast corner of Market Street and Van Ness Avenue.

**Foundation and Excavation.** The proposed project would construct a type 1 structure.<sup>9</sup> Steel soldier piles would be driven over approximately two to three months to the perimeter of the 30 Van Ness Avenue project site as part of the temporary shoring system. If required, deep augercast piles would be installed in the Bay Area Rapid Transit (BART) zone of influence over four to six months, supporting a concrete mat foundation. The estimated amount of excavation at the project site is 51,000 cubic yards for the foundations

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<sup>6</sup> Based on a project with 610 residential units.

<sup>7</sup> Section 155.1(a) of the planning code defines class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees" and class 2 bicycle spaces as "spaces located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

<sup>8</sup> Based on a 610 residential unit program.

<sup>9</sup> Type 1 structures are constructed of concrete and protected steel (steel coated with a fire-resistant material, most often a concrete mixture) and designed to hold fire for an extended amount of time to prevent it from spreading.

and basement levels, which require excavation up to a depth of 48 feet, all of which would be exported from the site.

**Construction.** Construction of the proposed project at 30 Van Ness Avenue would be completed in a single phase, commencing in 2020 and lasting approximately 44 months. Construction would occur in several overlapping stages: (1) demolition of portions of the building, (2) excavation and shoring, (3) foundation and below-grade construction, (4) base construction, (5) exterior and interior finishing, and (6) sidewalk construction and landscaping. Construction shifts would typically occur from 7 a.m. to 7 p.m. Monday through Saturday. In accordance with the City noise ordinance, project construction would not occur between the hours of 8 p.m. and 7 a.m. Activities that would result in no detectable noise at adjacent land uses, such as interior painting, would not be limited to these hours. There may be some situations where construction would need to extend beyond normal hours, such as the concrete foundation pour. However, any such exceptional condition would be subject to normal review, permitting, and approval through the San Francisco Department of Building Inspection (for private property) or the San Francisco Department of Public Health (for public rights-of-way).

### **98 Franklin Street Project**

The proposed project at 98 Franklin Street includes demolition of the existing surface parking lot and construction of a 30-story residential tower above a five-story podium that would provide new facilities for the International High School (Grades 9–12 of the FAIS).

**Proposed Project and Uses.** Development at 98 Franklin Street would total approximately 469,100 gross square feet, including a mix of approximately 349,200 gross square feet of market-rate and affordable residential uses, approximately 3,100 square feet of retail uses, and approximately 75,000 square feet of school uses, as shown in **Table 3**. In addition, the 98 Franklin Street project site would include approximately 41,800 square feet for 111 parking spaces within three below-grade garage levels. **Figures 15 to 21**, pp. 26 to 32, show the proposed development on the basement levels, ground-floor level, level 2, level 3, the lower tower, and the upper tower. **Figure 22**, p. 33, shows the proposed west/north elevations.

**Residential:** The 98 Franklin Street Project would include 345 apartment units, 18 percent of which would be affordable units. The residential tower, with a proposed height of 360 feet, would be constructed above the school podium.

**Retail:** The 98 Franklin Street Project would include retail space for a restaurant (e.g., café) on the ground floor (level 1).

**TABLE 3. PROPOSED DEVELOPMENT AT 98 FRANKLIN STREET**

	Count	Gross Square Feet
Residential Units (total)	345	349,200
<i>Studio</i>	172	—
<i>One-Bedroom Units</i>	86	—
<i>Two-Bedroom Units</i>	54	—
<i>Three-Bedroom Units</i>	33	—
Residential Common		22,410
Retail	—	3,100
School	36 classrooms	75,000
Garage	111 spaces	41,800
Private Open Space	—	11,530

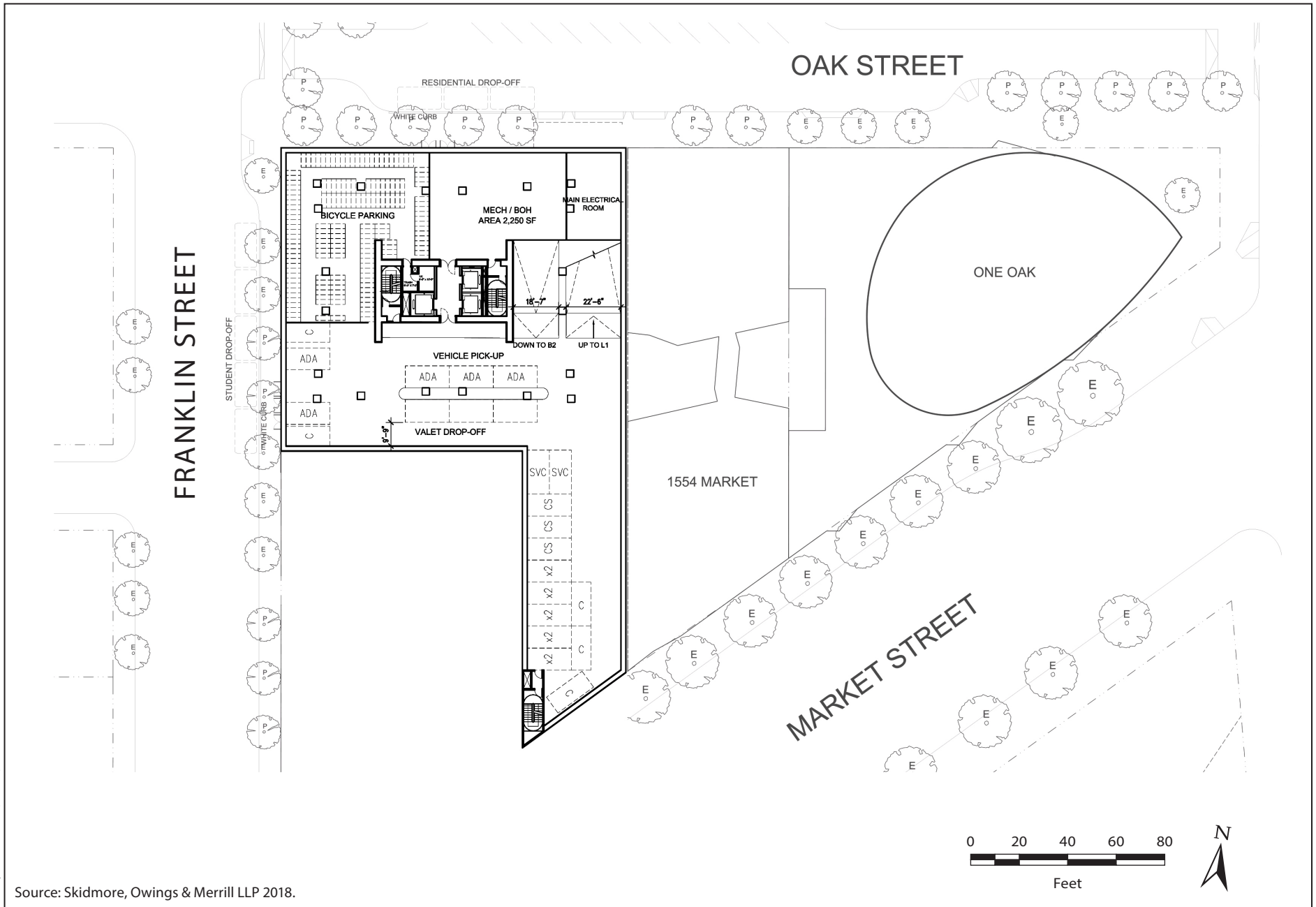
Source: Skidmore, Owings & Merrill 2018.

*School:* The development at 98 Franklin Street would accommodate the 380 existing students who would be relocated from the FAIS’s 150 Oak Street site; when completed, the development would accommodate up to 440 students at the 98 Franklin Street project site. The approximately 75,000 square feet of school space would be located within the podium and occupied by new facilities for the International High School (Grades 9–12 of the FAIS). The 98 Franklin Street Project would also result in the addition of up to five staff members, for a total of 65 staff members at the high school.

*Open Space.* The proposed project at 98 Franklin Street would include approximately 11,530 square feet of open space for the school, including a roof deck and other open spaces (5,000 square feet), and a total of 11,530 square feet of private open space for residents, including a roof deck and amenity-level open space (6,530 square feet).

*Parking, Bicycle, and Loading Facilities.* The project site would be accessible from Franklin, Oak, and Market streets. Vehicular access to the parking garage would be from a driveway on Oak Street. Residential valet pickup and drop-off would be inside the parking garage on basement level 1. People bicycling could access the parking garage from the same driveway that vehicles use on Oak Street or use the other entrances on Franklin or Oak streets.

No on-street parking would be provided as part of the proposed project at 98 Franklin Street. Within the basement level of 98 Franklin Street, a total of 111 parking spaces would be provided, 82 spaces for residential uses and 29 spaces for school uses. The project would also provide three car-share spaces and five Americans with Disabilities Act–compliant spaces.

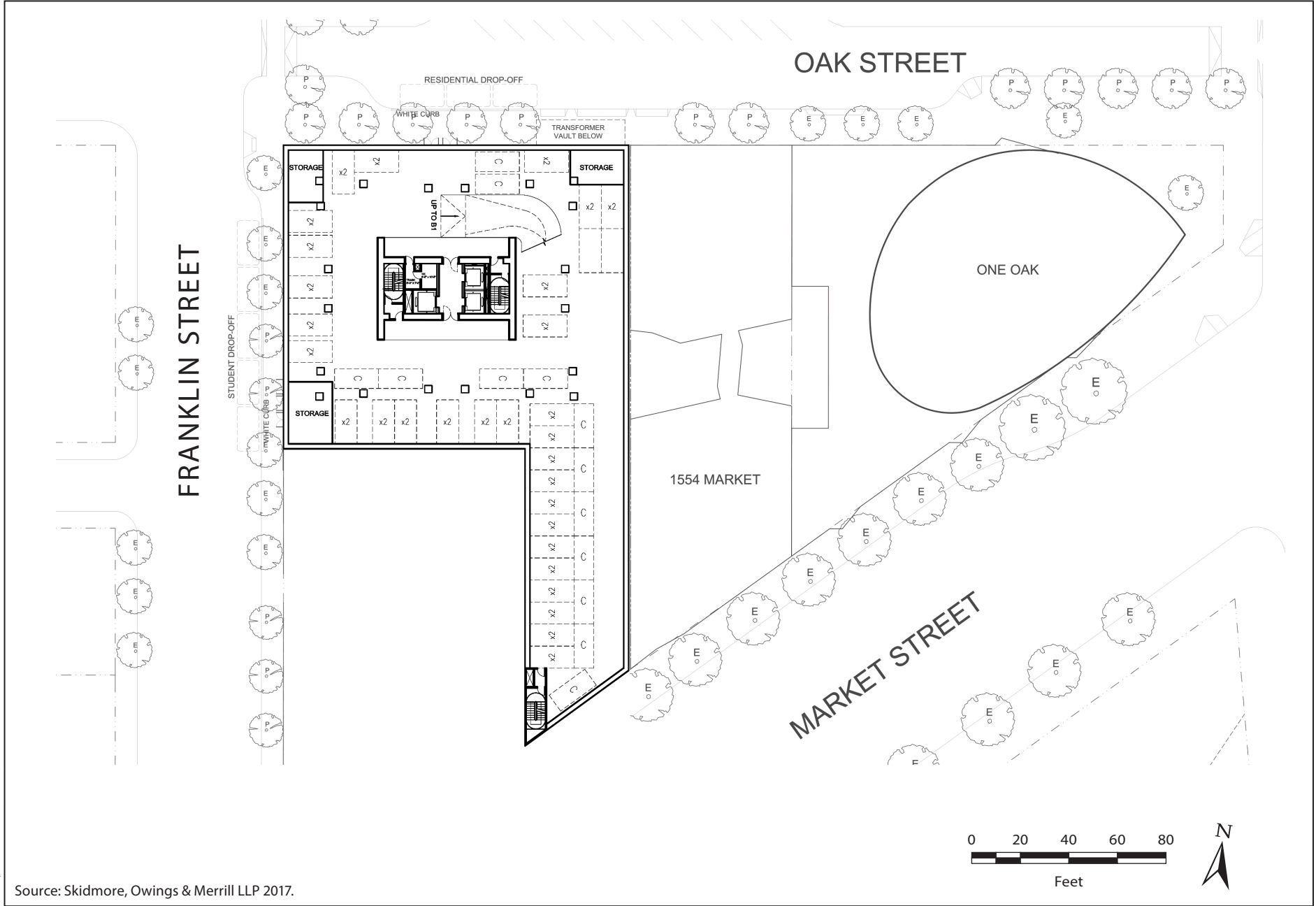


ICF Graphics... 0070017 (5-9-2018)

Source: Skidmore, Owings & Merrill LLP 2018.

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**Figure 15**  
**98 Franklin Street Project –**  
**Proposed Basement Level 1 Plan**

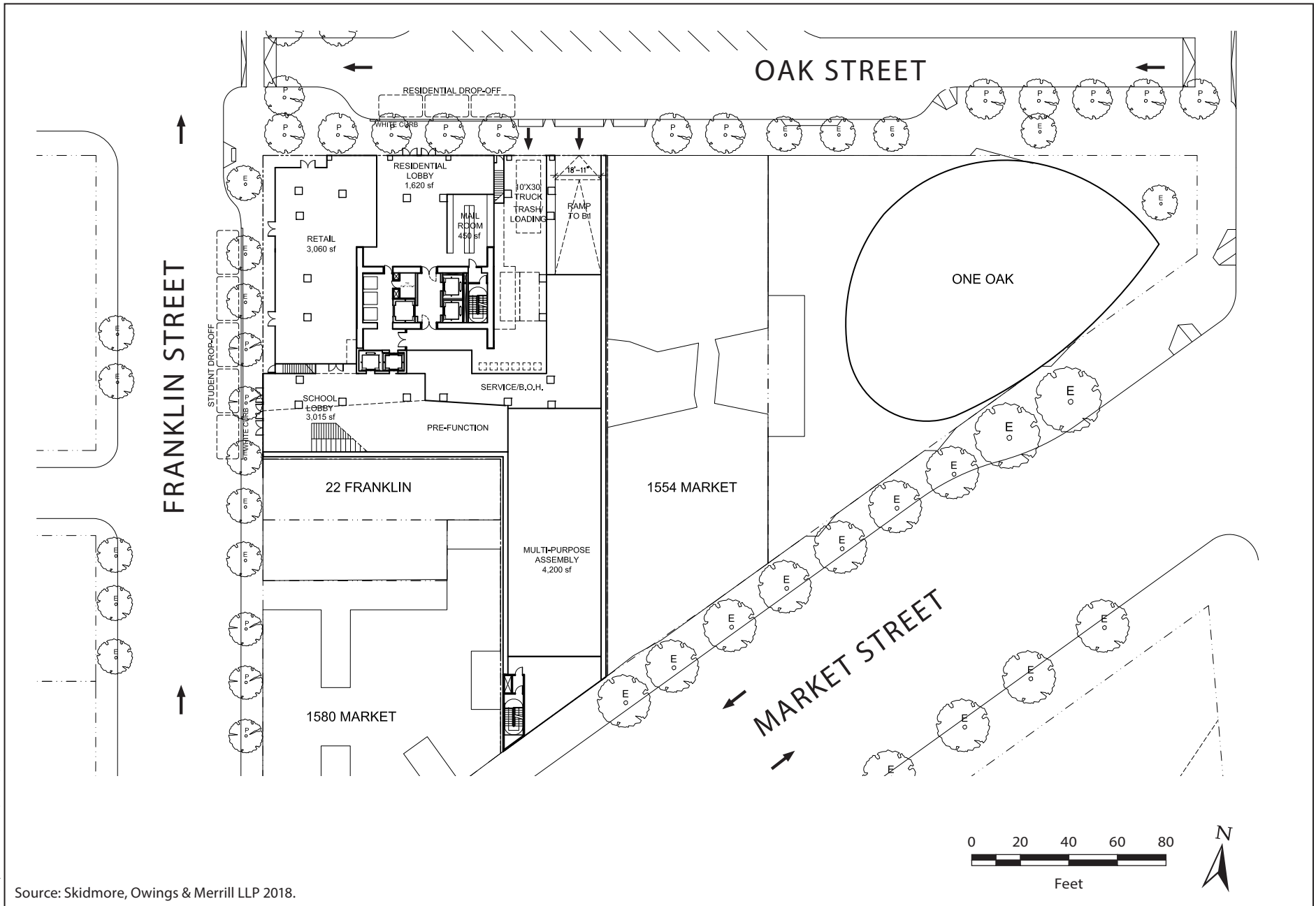


ICF Graphics ... 0070017 (5-9-2018)

Source: Skidmore, Owings & Merrill LLP 2017.

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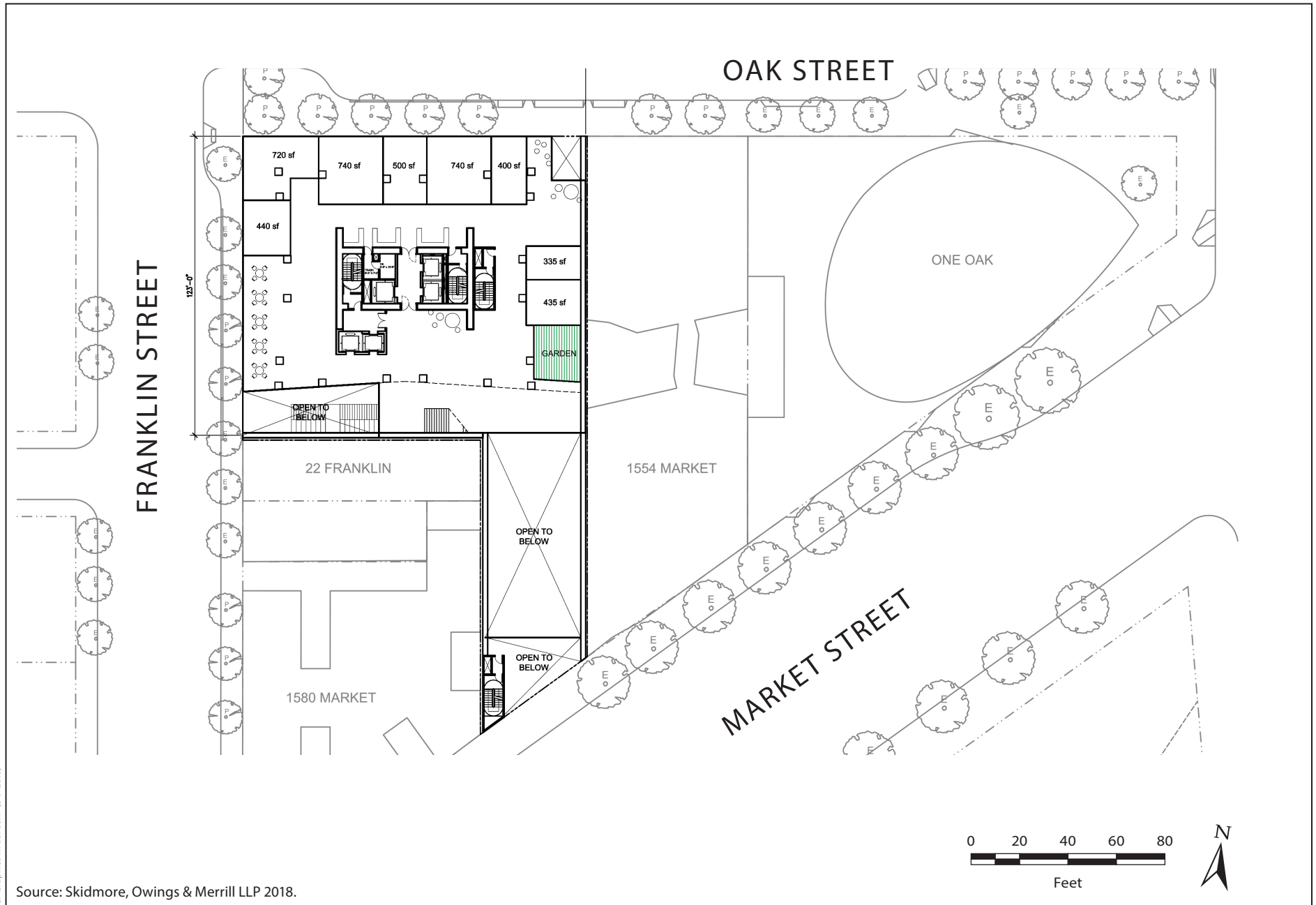
**Figure 16**  
**98 Franklin Street Project –**  
**Proposed Basement Level 2 Plan**



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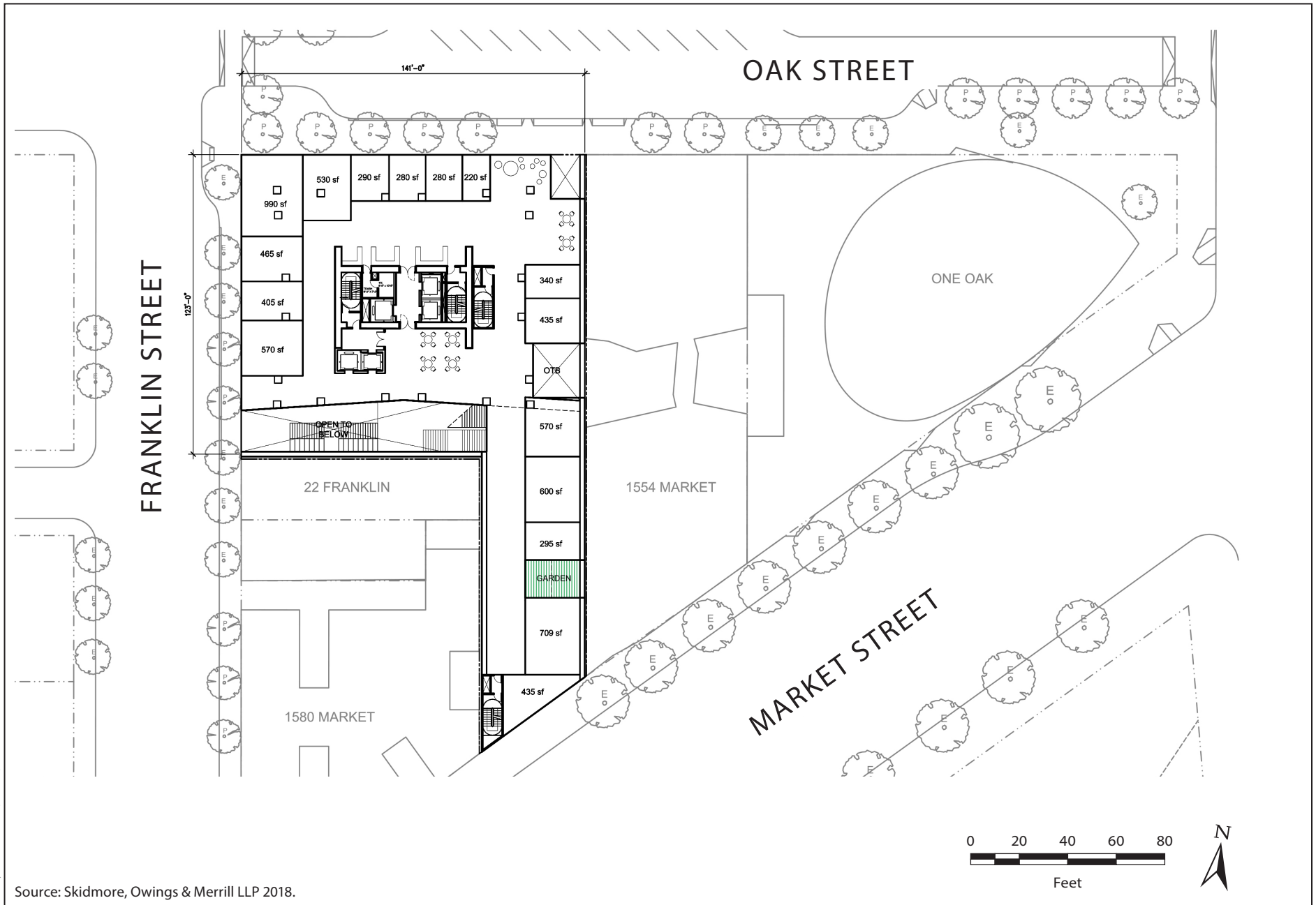
**Figure 17**  
**98 Franklin Street Project –**  
**Proposed Ground Floor Plan**





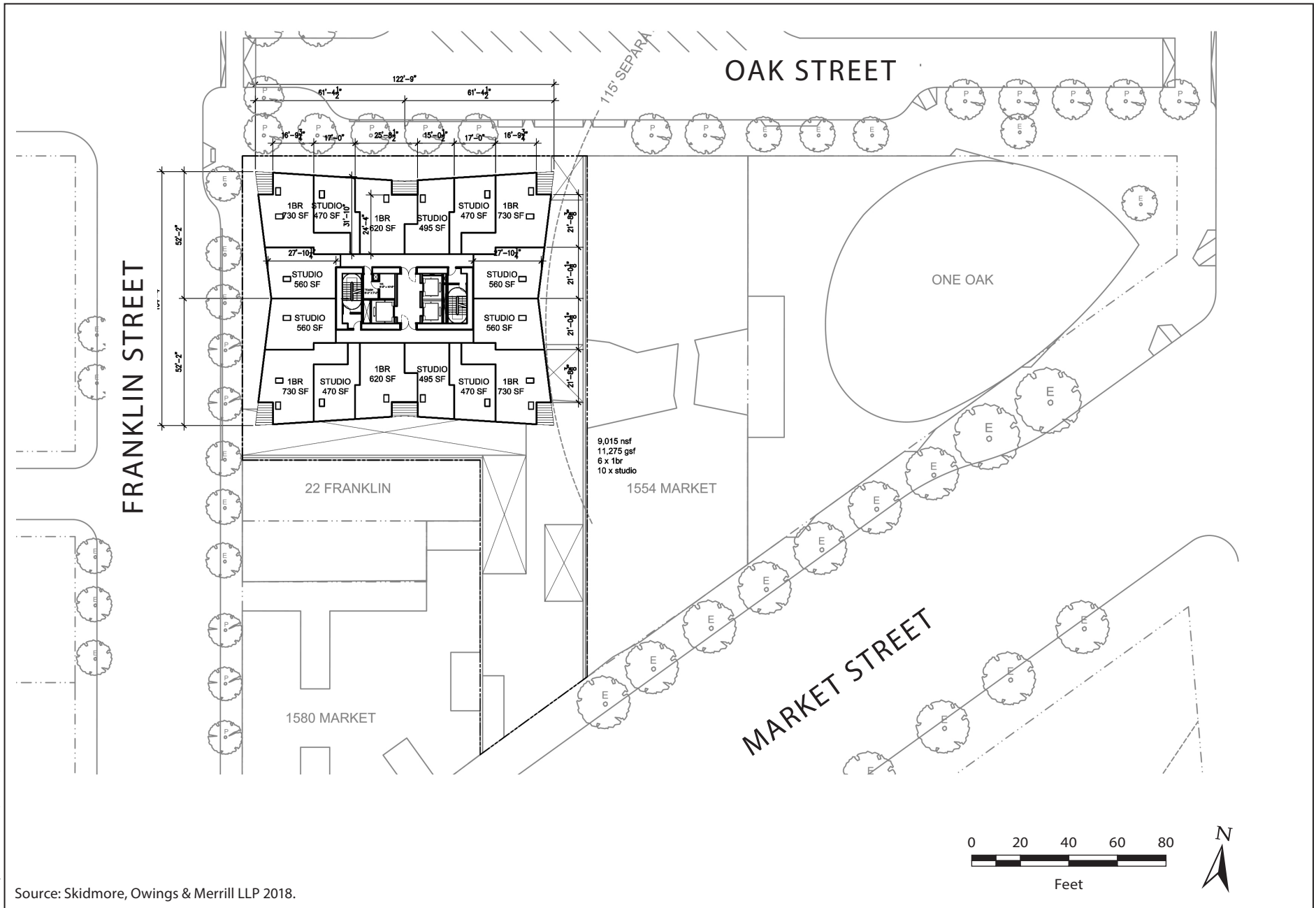
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**Figure 18**  
**98 Franklin Street Project –**  
**Proposed 2nd Level Floor Plan**



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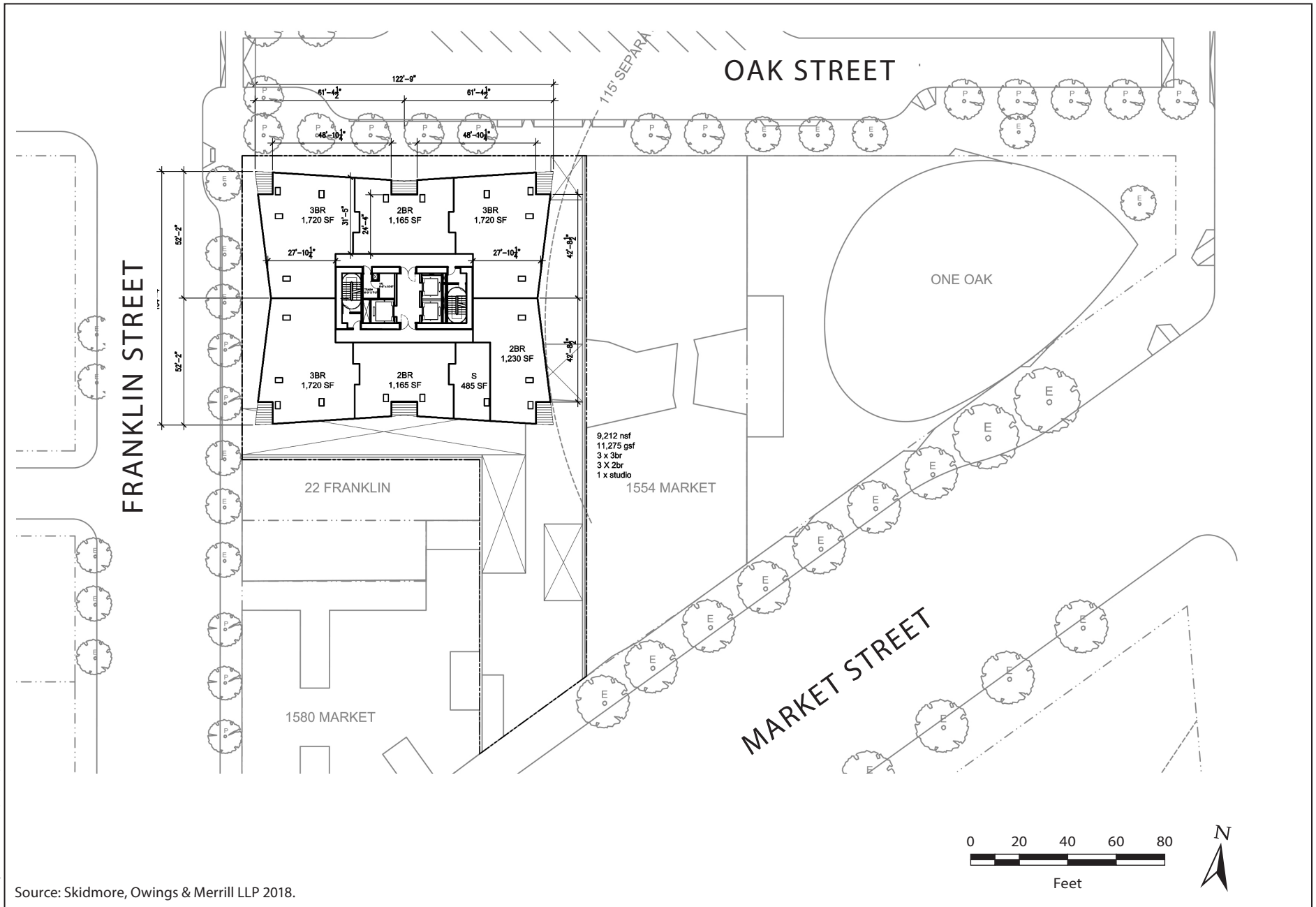
**Figure 19**  
**98 Franklin Street Project –**  
**Proposed 3rd Level Floor Plan**



Source: Skidmore, Owings & Merrill LLP 2018.

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
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 2016-014802ENV

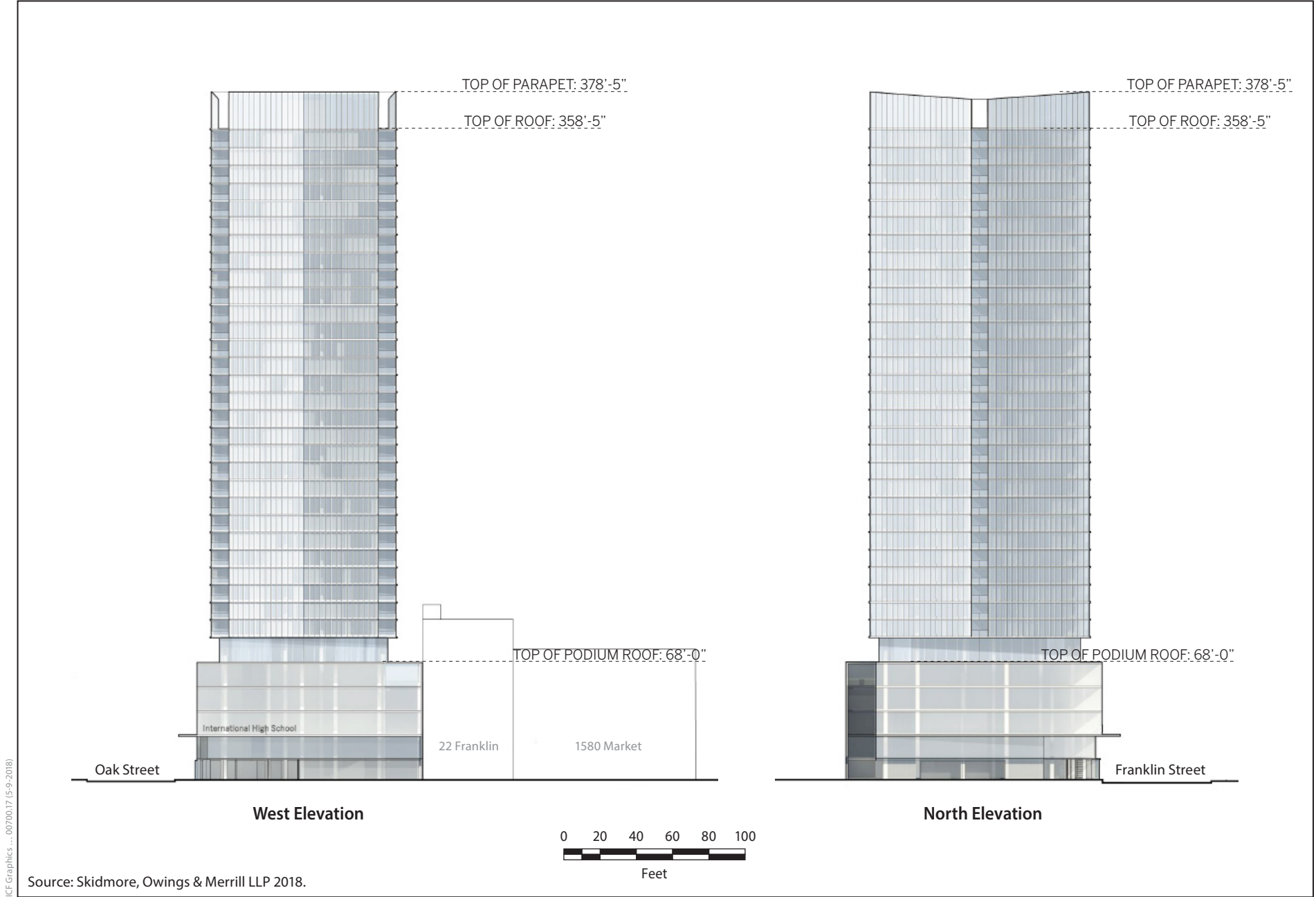
**Figure 20**  
**98 Franklin Street Project –**  
**Proposed Lower Tower Floor Plan**



Source: Skidmore, Owings & Merrill LLP 2018.

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

**Figure 21**  
**98 Franklin Street Project –**  
**Proposed Upper Tower Floor Plan**



Source: Skidmore, Owings & Merrill LLP 2018.

The Hub Plan, 30 Van Ness Avenue Project, 98 Franklin Street Project,  
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 Case Nos. 2015-000940ENV, 2017-008051ENV,  
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**Figure 22**  
**98 Franklin Street Project –**  
**Proposed West and North Elevations**

The project would also include 345 class 1 bicycle parking spaces in basement level 1 for residential uses and 144 class 1 bicycle parking spaces for school uses in a room adjacent to the school lobby. On the adjacent sidewalk, 14 class 2 bicycle spaces would be provided for the residential uses and 36 class 2 bicycle parking spaces would be provided for the school.

Loading demand (freight and delivery service) for the building would include residential moving trucks; garbage, compost, and recycling pickup vehicles; and delivery vehicles for residents, school uses, and the retail space. Loading would occur within one off-street truck loading space for freight and the two off-street service-vehicle spaces provided from Oak Street. Trucks would be able to park within the loading berth, which would allow delivery personnel to access the residential, school, and retail uses when making deliveries. The project proposes to provide white-curb loading zones on both Franklin and Oak streets. The loading zone on Franklin Street would accommodate five cars for school-related loading, and Oak Street would accommodate three cars for residential passenger loading. However, parents would be instructed to drop off students in the existing white zones on Oak Street (between Franklin and Gough streets) and on Hickory Street (between Franklin and Gough streets), consistent with the school's current pickup and drop-off plan.

**Landscaping and Streetscape Improvements.** The project would retain the two trees along the adjacent sidewalk on Market Street and replace the three trees along the adjacent sidewalk on Franklin and Oak streets. The project would also plant four new street trees on Franklin Street and seven on Oak Street. Proposed improvements at Lily Street from Gough Street to Franklin Street (**Figure 6**, p. 11) would include the following:<sup>10</sup>

- A mid-block raised intersection to connect the two properties and integrate with special paving, artwork bollards, landscaped bulb-outs, public art on the blank façades of the school, and other place-making and traffic-calming elements.
- Raised crosswalks at the Franklin Street and Gough Street ends of the alley.
- Special paving in the roadway.
- Trees, bollards, and pedestrian lighting.

**Foundation and Excavation.** The proposed project would construct a type 1 structure, with a mat slab foundation to support the building. The project would excavate approximately 31,670 cubic yards at the site to a depth of 39 feet, all of which would be exported from the site. To accommodate this, the project would require 60 trucks onsite on average per shift per day and a maximum of 90 trucks onsite per shift per day during excavation.

**Construction.** Construction of the proposed project at 98 Franklin Street would occur in a single phase between 39 and 46 months, from 2020 to 2023, and consist of several stages: (1) demolition, (2) deep foundation work, (3) shoring, (4) excavation, (5) foundation and below-grade construction, (6) above-grade structure construction, (7) exterior finishing, (8) interior finishing, and (9) sidewalk construction and

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<sup>10</sup> These improvements could be part of an in-kind fee application. The fee waiver would need to be approved by the San Francisco Planning Commission.

landscaping. The estimated duration of pile driving, which would occur throughout the project site, would be five months. There would be up to three shifts for construction workers on weekdays and weekends: regular shift (6 a.m. to 3 p.m.), swing shift (3 p.m. to 11 p.m.), and night shift (11 p.m. to 7 a.m.).<sup>11</sup> An exception to the noise ordinance would need to be approved by the San Francisco Department of Building Inspection (private property) or San Francisco Department of Public Health (public rights-of-way) for project construction between the hours of 8 p.m. and 7 a.m.

### *Transportation Demand Management Program*

Per Planning Code section 169, the proposed projects at 30 Van Ness Avenue and 98 Franklin Street would be required to include a Transportation Demand Management (TDM) Program that would provide a strategy for managing the transportation demands created by the projects.

### *The Hub Housing Sustainability District*

The City, through adoption of an ordinance by the San Francisco Board of Supervisors, could choose to designate portions or all of the Hub Plan area as a HSD in accordance with Government Code sections 66202 to 66210, and Public Resources Code sections 21155.10 and 2155.11. In order to qualify as a HSD the following general requirements must be met:

1. The HSD must be within one-half mile of public transit, or otherwise highly suitable for residential or mixed-use development;
2. The area of an individual district must not be larger than 15 percent of the city's total land area;
3. An ordinance creating the district must include procedures and timelines for review of projects;
4. At least 20 percent of all housing units constructed in the HSD must be affordable to very low, low, and moderate income households for a period of no less than 55 years; and
5. The HSD must allow for the ministerial approval of housing (including mixed-use residential) projects.

The Hub Plan area meets criteria 1 and 2 above, and is anticipated to meet criteria 3 and 4. Any local ordinance creating a HSD would allow for ministerial approval of projects, satisfying criterion 5. The HSD could include all or a subset of parcels within the plan area that are zoned to permit residential use.

In order to participate in a HSD, an individual project would need to:

1. Include at least 10 percent units on-site affordable to lower-income households (in San Francisco, all projects would still be required to satisfy Planning Code section 415 inclusionary requirements, either through providing all inclusionary units on-site, or through a combination of on-site and fee payments);
2. Meet labor standards, including prevailing wage and trained workforce requirements, if meeting certain project size thresholds; and

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<sup>11</sup> If the building uses pre-cast façade materials, the pre-cast materials would be delivered during evening and early morning hours, potentially until 7 a.m., which would cause a one-hour overlap. This overlap could occur only during the portion of construction when delivery of the pre-cast materials occurs, which is a subset of the overall construction schedule.

3. Meet any adopted design review standards, be approvable through a ministerial process, and incorporate applicable mitigation measures from the EIR evaluating the HSD ordinance (i.e., this Hub Plan and Related Actions EIR).

The HSD could include all parcels within the Hub Plan area that are zoned to permit residential use. Should the plan area be designated as a HSD, implementation of the HSD would not change or intensify the anticipated physical or programmatic parameters of development expected or allowed under the proposed Hub Plan. Eligible projects seeking entitlement under the HSD would be required to meet adopted design review standards be approvable through a ministerial process, and incorporate applicable mitigation measures from the EIR prepared for the Hub HSD. Pursuant to Government Code sections 66202 to 66210, and Public Resources Code sections 21155.10 and 2155.11, subsequent projects in the Hub HSD that meet the requirements of a HSD would not require further environmental review.

## REQUIRED PROJECT APPROVALS

This section describes the approvals required for the Hub Plan, the two individual development projects, and the Hub HSD.

### *The Hub Plan*

Actions by the San Francisco Planning Commission:

- Certify EIR
- Initiate general plan amendments
- Recommend to the San Francisco Board of Supervisors general plan amendments, planning code text amendments, and zoning map amendments to update the Market and Octavia Area Plan and change the land use, zoning, and height and bulk classifications in the Hub Plan area

Actions by the San Francisco Board of Supervisors:

- Approve general plan amendments, planning code text amendments, and zoning map amendments to update the Market and Octavia Area Plan and change the land use, zoning, and height and bulk classifications in the Hub Plan area

Actions by the San Francisco Municipal Transportation Agency:

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

Actions by the California Department of Transportation (Caltrans):

- Approval of the redesign of South Van Ness Avenue between Mission and 13<sup>th</sup> streets

Approval of the Hub Plan by the San Francisco Planning Commission and San Francisco Board of Supervisors would also approve the land use and height changes proposed for the individual projects.



### ***30 Van Ness Avenue Project***

Actions by the San Francisco Planning Commission:

- Approval of a small office allocation (less than 50,000 square feet), pursuant to Planning Code section 321
- Approval of a downtown project authorization by the planning commission, per Planning Code section 309, for projects within a Downtown Commercial (C-3-G) district totaling more than 50,000 square feet in area or more than 75 feet in height, with exceptions to the requirements of Reduction of Ground-Level Wind Currents in C-3 Districts (Planning Code section 148) and Reduction of Shadows on Certain Public or Publicly Accessible Open Spaces in C-3 Districts (Planning Code section 147)
- Conditional use authorization to exempt the floor area attributed to the on-site inclusionary affordable units from the floor area ratio (Planning Code section 124)
- Approval of potential variances under Planning Code section 305 if required by final design of the building

Actions by the San Francisco Department of Building Inspection:

- Approval and issuance of construction permits

Actions by the San Francisco Municipal Transportation Agency:

- Approval of on-street parking and on-street loading changes

Actions by San Francisco Public Works:

- Approval of any proposed new, removed, or relocated street trees and/or landscaping adjacent to the public sidewalk from the Bureau of Urban Forestry

### ***98 Franklin Street Project***

Actions by the San Francisco Planning Commission:

- Approval of a downtown project authorization, pursuant to Planning Code section 309, for new construction or substantial alteration of structures in C-3 Districts, with exceptions to the requirements of Reduction of Ground-Level Wind Currents in C-3 Districts (Planning Code section 148) and Reduction of Shadows on Certain Public or Publicly Accessible Open Spaces in C-3 Districts (Planning Code section 147)
- Conditional use authorization to exempt the floor area attributed to the on-site inclusionary affordable units from the floor area ratio (Planning Code section 124)

Actions by the San Francisco Department of Building Inspection:

- Approval and issuance of demolition and construction permits

Actions by the San Francisco Municipal Transportation Agency:

- Approval of on-street parking/loading changes

Actions by San Francisco Public Works:

- Approval of any proposed new, removed, or relocated street trees and/or landscaping adjacent to the public sidewalk from the Bureau of Urban Forestry

### *The Hub Housing Sustainability District*

Actions by the San Francisco Planning Commission:

- Certify EIR
- Recommend to the San Francisco Board of Supervisors planning code text amendments to designate portions or all of the Hub Plan area as a Housing Sustainability District

Actions by the San Francisco Board of Supervisors:

- Adoption of an ordinance amending the planning code to designate portions or all of the Hub Plan area as a Housing Sustainability District

## **SUMMARY OF POTENTIAL ENVIRONMENTAL ISSUES**

The Hub Plan, the two individual development projects, and the Hub HSD (hereinafter “proposed project”) could result in potentially significant environmental impacts. The San Francisco Planning Department will prepare an initial study (IS) and an EIR to evaluate the physical environmental effects of the proposals in the Hub Plan. An IS will assess both project-specific and cumulative impacts for all topics required under CEQA and will identify which environmental topic areas may be significantly impacted by the project. As required by CEQA, an EIR will further examine those issues identified in the IS to have potentially significant impacts, identify mitigation measures, and analyze whether the proposed mitigation measures would reduce potentially significant environmental impacts to a less-than-significant level. The IS will be published with the Draft EIR, with a 45-day public review period, and included as an appendix to the Draft EIR.

As part of the review process under CEQA, the planning department will convene a public scoping meeting. Public comment will be solicited regarding the issues that will be covered in the EIR (see “Public Scoping Process” of this Notice of Preparation [NOP] for more details). Although subject to change, it is anticipated at this time that the EIR will address the following environmental topics: land use and planning, cultural resources (including tribal cultural resources), transportation and circulation, noise, air quality, and wind and shadow. It is anticipated that environmental impacts related to population and housing, greenhouse gas emissions, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forestry resources will be analyzed in the IS, unless significant impacts are identified that cannot be mitigated to a less-than-significant level, in which case, any such impacts analysis will be included in the EIR. The environmental issues to be addressed in the IS and the EIR are described briefly below. For all topics below, whether included in the IS or also in the EIR, the analysis will consider the impacts of the proposed project individually as well as cumulative impacts resulting from other reasonably foreseeable projects.

The two individual development projects meet all of the requirements of a transit-oriented infill development project under Senate Bill 743; therefore, aesthetics and parking will not be considered in determining if the two individual development projects have the potential to result in significant environmental effects. However, aesthetics and parking will be evaluated at the programmatic level for the Hub Plan.

### *Land Use and Planning*

The land use and planning analysis will describe existing land uses in the Hub Plan area and in the vicinity of the Hub Plan area and analyze whether the proposed project would physically divide an established community or result in conflicts with the Market and Octavia Area Plan or other land use plans adopted for the purpose of mitigating an environmental impact.

### *Aesthetics*

The aesthetics analysis will include an analysis of the potential impacts of the proposed project related to adverse effects on scenic vistas, substantially damaging scenic resources, substantially degrading visual character and quality, and creating new sources of light or glare.

### *Population and Housing*

The population and housing analysis will include analysis of the potential impact of the proposed project related to population, employment and housing, and residential displacement.

### *Cultural Resources*

The cultural resources analysis will address historic resources, archaeological resources, tribal resources, and human remains. The historic significance of existing buildings within the Hub Plan area is described in various technical reports, survey documentation, and planning department environmental documents. The analysis will include a review of all previously documented resources; an update to survey records, as needed; and new evaluations for age-eligible properties within the Hub Plan area. The analysis will include potential impacts on individual historic resources and districts. A program-level archaeological research design and treatment plan will assess overall archaeological sensitivity of the Hub Plan area and develop a program-level strategy for archaeological investigations; the treatment plan will also cover the two development projects at 30 Van Ness Avenue and 98 Franklin Street at a project-level.

### *Transportation and Circulation*

The proposed project would generate additional person trips, resulting in an increase in vehicle miles traveled (VMT), commercial (freight and delivery service) and passenger loading, and the number of people walking, bicycling, or riding transit. A transportation impact study will be prepared for the Hub Plan, in accordance with the planning department's Transportation Impact Analysis Guidelines and planning commission resolution 19579, which established VMT as the appropriate transportation review standard. The analysis will analyze transit conditions, VMT, traffic hazards, conditions for people walking and bicycling, commercial (freight and delivery service) and passenger loading, emergency vehicle access, and construction-related transportation impacts and determine mitigation measures for impacts that are determined to be significant. The analysis will include potentially significant operational and construction impacts on the transportation and circulation system.

### *Noise*

The noise analysis will include analysis of short-term construction-related noise and vibration impacts that could result from the proposed project. The analysis will evaluate the potential for noise generated by the proposed project to adversely affect nearby sensitive land uses and include a discussion of noise compatibility standards for the proposed land uses.

### *Air Quality*

The air quality analysis will include analysis of the consistency of the proposed project with applicable air quality plans and a quantitative analysis of the potential for the proposed project to result in emissions of criteria air pollutants and other toxic air contaminants that may affect sensitive populations (vulnerable people). The analysis will also discuss the potential for the proposed project to result in sources of odor. The air quality analysis will discuss air pollutant emissions during both construction and operation. The analysis will also summarize the results of a health risk assessment, which will be prepared to evaluate potential long-term health effects from emissions during both construction and operation.

### *Greenhouse Gas Emissions*

The greenhouse gas emissions analysis will address the consistency of the proposed project with the San Francisco Greenhouse Gas Reduction Strategy. The analysis will determine if the proposed project could result in greenhouse gas emissions that would result in a significant impact on the environment.

### *Wind and Shadow*

Changes in wind conditions resulting from the proposed project could substantially affect public areas. As part of the wind analysis a technical study will be prepared for the proposed project to evaluate existing wind conditions within and around the Hub Plan area and determine the extent to which changes in height and bulk limits would result in wind conditions that could substantially affect public areas. The technical study will determine whether changes in wind conditions resulting from the proposed project would result in any net new hazard exceedances, as defined by Planning Code section 148, which sets forth the City's definition of a wind hazard. The analysis will summarize the results of the report and include an analysis of ground-level wind impacts as well as mitigation measures for wind impacts that are determined to be significant.

The shadow analysis will include an evaluation of the potential for the proposed project to result in shadow impacts on City parks and other publicly accessible open spaces. The analysis will be supported by a shadow study that will evaluate the extent to which shadows cast by the changes in height and bulk limits adversely affect City parks and publicly accessible open spaces.

### *Recreation*

The recreation analysis will analyze whether the proposed project would increase the use of existing parks or require the construction or expansion of parks and recreational facilities, which could have a physical effect on the environment.

### ***Utilities and Service Systems***

The utilities and service systems analysis will include a discussion of potable water and wastewater treatment capacity as well as the disposal of solid waste that may be generated by the proposed project. This topic will also include an assessment of whether the proposed project would require the construction of new water supply, wastewater treatment, and/or stormwater drainage facilities and, if so, whether that construction could result in adverse environmental effects.

### ***Public Services***

The public services analysis will analyze whether existing public service providers (e.g., police and fire protection, schools, parks, or other public facilities) would be adversely affected by the proposed project so as to require new or physically altered facilities, the construction of which could cause significant impacts.

### ***Biological Resources***

The biological resources analysis will discuss existing biological resources or habitats that could be affected by the proposed project, such as trees or native resident or migratory bird species, and the potential for the proposed project to result in a substantial adverse effect on these biological resources or habitats.

### ***Geology and Soils***

The geology and soils analysis will evaluate the susceptibility of the proposed project to seismic activity, liquefaction, landslides, erosion, soil instability, or risks to life or property. The analysis will also determine if the proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

### ***Hydrology and Water Quality***

The hydrology and water quality analysis will evaluate the potential of the proposed project to violate water quality standards or waste discharge requirements or result in adverse effects on groundwater supplies. The analysis will also consider the degree to which the proposed project could affect drainage patterns or create water runoff that could affect stormwater drainage systems. The analysis will also consider the potential of the proposed project to place housing within an identified flood hazard area.

### ***Hazards and Hazardous Materials***

The hazards and hazardous materials analysis will evaluate the potential for the proposed project to create a significant hazard to the public or the environment related to hazardous materials through the routine transport, use, or disposal of hazardous materials; the emission or release of hazardous material into soils or groundwater; or interference with an emergency response plan.

### ***Mineral and Energy Resources***

The mineral and energy resources analysis will evaluate potential impacts of the proposed project related to existing mineral and energy resources.

### ***Agricultural and Forestry Resources***

The agricultural and forestry resources analysis will evaluate the potential impacts of the proposed project on existing agricultural and forestry resources.

### *Other CEQA Issues*

The IS and EIR analysis will identify feasible mitigation measures to lessen or reduce significant environmental impacts of the proposed project.

Other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts; significant irreversible impacts; any known controversy associated with environmental effects, mitigation measures, or alternatives; and issues to be resolved by the decision makers also will be addressed.

## **ALTERNATIVES**

Alternatives to be evaluated in the EIR for the proposed project will include, but not be limited to, a No Project Alternative, which assumes no change to existing conditions in the Hub Plan area, and one or more additional alternatives to address other significant impacts of the proposed project identified in the EIR. The alternatives considered and the analysis thereof will be based on the criteria of the State CEQA Guidelines, section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

## **FINDING**

**This project may have a significant effect on the environment and an EIR is required.** This determination is based on the criteria of the State CEQA Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance). The purpose of the EIR is to provide information about potential significant physical environmental impacts of the proposed project and identify possible ways to minimize the significant impacts. The EIR also describes and analyzes possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove a proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## **PUBLIC SCOPING PROCESS**

Pursuant to California Public Resources Code section 21083.9 and State CEQA Guidelines section 15206, a public scoping meeting will be held to receive oral comments concerning the scope of the EIR. The meeting will be held on **June 12 from 6:00 p.m. until 8:00 p.m. at 170 Otis Street, 1<sup>st</sup> Floor, Born Auditorium, San Francisco, California 94103.** To request a language interpreter or accommodate persons with disabilities at the scoping meeting, please contact the staff contact at least 72 hours in advance of the meeting. Written comments will also be accepted at this meeting and until 5 p.m. on June 22, 2018. Written comments should be sent to Alana Callagy, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or [Alana.Callagy@sfgov.org](mailto:Alana.Callagy@sfgov.org) and should reference the project title and case numbers provided on the front of this notice.

**State Agencies:** If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

Notice of Preparation of an EIR  
May 23, 2018

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

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

May 23, 2018

Date

Lisa Gibson

Lisa Gibson

Environmental Review Officer





## **APPENDIX A-2**

### **COMMENTS RECEIVED ON THE NOTICE OF PREPARATION**



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

Written Comments

Name	Organization/Affiliation	Date	Topic	Comment
<b>Public Agency Comments</b>				
Patricia Maurice	Caltrans	6/21/2018	Project Clarification	Please clarify the type of planning document The Hub Plan represents. Is The Hub Plan a Specific Plan? Also, please clarify the total build-out of The Hub Plan in square feet.
Patricia Maurice	Caltrans	6/21/2018	Transportation	Submit the completed TIA including the redesign proposed on US 101 (South Van Ness) and potentially significant operational and construction impacts on the transportation and circulation system for Caltrans to review. The proposed development could change traffic patterns, vehicle trips, and delay on our existing traffic signals at US 101 (Van Ness Avenue) between Duboce Avenue and MC Allister Street. As a result, possible signal timing adjustments may be required due to the proposed residential/commercial development. Signal-related work will have to be coordinated, reviewed, and approved by the Caltrans' Office of Signal Operations. Also, additional through traffic lanes may be required.
Patricia Maurice	Caltrans	6/21/2018	Encroachment Permit	Any work or traffic control that encroaches onto State ROW requires an encroachment permit. Traffic mitigation measures should be incorporated into the construction plans prior to encroachment permit process.
Patricia Maurice	Caltrans	6/21/2018	Lead Agency	The Project's fair-share contribution, financing, scheduling, and implementation responsibilities should be discussed in all mitigation measures. Draft EIR should be submitted to MTC, ABAG, and SFMTA for review and comment.
<b>Neighborhood Associations</b>				
Jason Hendersen	Hayes Valley Neighborhood Associate (HVNA)	6/22/2018	Transit Capacity	Hub should not exacerbate San Francisco's already overloaded transportation infrastructure. How will the existing transit system take on new passengers at this bottleneck in the system?

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

Written Comments

Name	Organization/Affiliation	Date	Topic	Comment
Jason Hendersen	Hayes Valley Neighborhood Associate (HVNA)	6/22/2018	VMT	The current threshold of significance (85% of 17 miles per day) used to analyze per capita daily vehicle miles travel (VMT) and localized impacts of VMT should not be use for the Hub. Van Ness and Market has a VMT of less than 5 miles per capita, per day, and this project should be analyzed with that 5 mile per capita VMT as the threshold of significance. Furthermore, this project should be analyzed with a threshold of 1 VMT per capita, because the tolerance for more VMT is zero.
Jason Hendersen	Hayes Valley Neighborhood Associate (HVNA)	6/22/2018	Alternatives	The EIR for the Hub should analyze a project alternative with zero parking and a project alternative with 0.25:1 parking ratio. It should also conduct analysis of 12th Street between Market and Mission with an alternative of closing the street to motorized traffic. The EIR should also study options that require forced right turns off of Market Street at Gough, to optimize the limited space on inbound Market for cycle tracks and transit first lanes.
Jason Hendersen	Hayes Valley Neighborhood Associate (HVNA)	6/22/2018	Wind	The EIR should include analysis of wind impacts on bicyclists, and potential mitigation.
Jason Hendersen	Hayes Valley Neighborhood Associate (HVNA)	6/22/2018	Loading	The EIR must consider the localized swarming of TNC's that may occur in the Hub and must discuss mitigation for loading impacts for residential e-commerce and TNC passengers.
Alexandra Goldman	Tenderloin Neighborhood Development Corporation (TNDC)	6/21/2018	Walkable Streets	Would like to see a community process where community members, directly impacted by future construction and development, can give feedback on what safer and more walkable streets means to them. Further, we want to ensure that "safer" streets does not mean the removal of our homeless neighbors, but instead means some real solutions, such as the provision of deeply affordable housing.
Alexandra Goldman	Tenderloin Neighborhood Development Corporation (TNDC)	6/21/2018	Community Benefits	What incentives and/or fees, beyond the City's Inclusionary policy, will be applied to create more affordable housing and other community benefits, especially to projects which may benefit from increased height and/or density?

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

Written Comments

Name	Organization/Affiliation	Date	Topic	Comment
Alexandra Goldman	Tenderloin Neighborhood Development Corporation (TNDC)	6/21/2018	Housing	We ask that the scope of environmental review include a thorough analysis of the cumulative social impact of potential housing and office developments, including both the Hub and the surrounding Mid-Market area, and a discussion of appropriate steps to mitigate the project's impacts on the lower income Tenderloin and SOMA community. Will the Hub create the conditions for enough affordable housing, and at affordable enough rents, to accommodate employees of the new jobs that will be created?
<b>Public/Individual Comments</b>				
Anna Sojourner	Neighborhood Resident	6/15/2018	Parking	Recommends zero private parking for all of these new developments in the neighborhood.
Bob Anderson	Neighborhood Resident	6/12/2018	Wind	Concerned about the lack of study and mitigation for the wind issues on cyclist and pedestrians
Bob Anderson	Neighborhood Resident	6/12/2018	Transportation	Concerned about the poor understanding of the effects on ridesharing and increased deliveries
Bob Anderson	Neighborhood Resident	6/12/2018	Transit Capacity	Concerned about the non-existent plans to increase mass transit in the area
Bob Anderson	Neighborhood Resident	6/12/2018	Parking	Concerned about the high number of parking spaces proposed

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

Oral Comments

Name	Organization/Affiliation	Topic	Comment
Jason Henderson	Hayes Valley Neighborhood Associate (HVNA)	Wind	Need to analyzed wind impacts on pedestrians and bicyclists better.
Jason Henderson	Hayes Valley Neighborhood Associate (HVNA)	VMT	Should use a VMT of 0 as a threshold of significance
Jason Henderson	Hayes Valley Neighborhood Associate (HVNA)	Loading	Need to look at the effect of TNCs and how they affect pedestrians and transit, in addition to Chariot, Google buses, and deliveries
Jason Henderson	Hayes Valley Neighborhood Associate (HVNA)	Alternatives	Should analyze an option where 12th Street is turned into a park; other turning options on Gough/Van Ness; wider bicycle path on Market Street
James Marshall	Hayes Valley Neighborhood Associate (HVNA)	Loading	EIR should analyze effects from deliveries in a serious manner
James Marshall	Hayes Valley Neighborhood Associate (HVNA)	Transit Capacity	This project should coordinate on increasing transit capacity in the area
James Marshall	Hayes Valley Neighborhood Associate (HVNA)	Parking	Impacts of parking should be included, 0.25 threshold should not be exceeded.
James Marshall	Hayes Valley Neighborhood Associate (HVNA)	Alternatives	Should analyze 12th street as a recreational street