File No. 150357 Committee Item No. 1
Board Item No. 14

# COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use & Transportation Date June 22, 2015

Board of Supervisors Meeting Date July 7, 2015

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OTHER (Use back side if additional space is needed)

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Completed by: Andrea Ausberry Date June 18, 2015
Completed by: _____ Date _____

[Planning Code Amendments - Rincon Hill Streetscape Master Plan]

**Ordinance amending Planning Code, Section 138.1, to acknowledge approval of the Rincon Hill Streetscape Master Plan; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

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

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

Section 1. Findings.

(a) In companion legislation regarding General Plan amendments related to the Rincon Hill Streetscape Master Plan, a copy of which is in Clerk of the Board File No. 150401, the Board of Supervisors adopted various findings, including findings under the California Environmental Quality Act (CEQA).

(b) For purposes of this ordinance, the Board adopts the CEQA Findings set forth in the ordinance on file with the Clerk of the Board in File No. 150357. Said CEQA Findings are incorporated herein by reference.

(c) After a duly noticed public hearing on March 5, 2015, in Resolution No.19239, the Planning Commission initiated amendments to the Planning Code in regard to the Rincon Hill Streetscape Master Plan. Said Motion is on file with the Clerk of the Board in File No. 150357.

(d) After a duly noticed public hearing on March 26, 2015, in Resolution No. 19342, the Planning Commission recommended that the Board of Supervisors approve Planning Code amendments related to the Rincon Hill Streetscape Master Plan. In this Resolution, the Planning Commission found, pursuant to Planning Code Section 302, that the Planning Code amendments will serve the public necessity, convenience, and general welfare. Said Resolution is on file with the Clerk of the Board in File No. 150357 and incorporated herein by reference. The Board hereby adopts the Planning Code Section 302 findings set forth in Planning Commission Resolution No. 19342 as its own.

(e) The Board of Supervisors finds that the Planning Code amendments in this ordinance, are, on balance, in conformity with the General Plan, and the eight priority policies of Planning Code Section 101.1 for the reasons set forth in Planning Commission Resolution No. 19342. The Board hereby adopts these findings as its own.

Section 2. The Planning Code is hereby amended by amending Section138.1, to read as follows:

**SEC. 138.1. STREETSCAPE AND PEDESTRIAN IMPROVEMENTS.**

* * * *

(d) Neighborhood Streetscape Plans. In addition to the requirements listed in Subsection 138.1(c), the Planning Department in coordination with other city agencies, and after a public hearing, may adopt streetscape plans for particular streets, neighborhoods, and districts, containing standards and guidelines to supplement the Better Streets Plan. Development projects in areas listed in this subsection that propose or are required through this section to make pedestrian and streetscape improvements to the public right-of-way shall

conform with the standards and guidelines in the applicable neighborhood streetscape plan in addition to those found in the Better Streets Plan.

(1) Downtown Streetscape Plan.

(A) In any C-3 District sidewalk paving as set forth in the Downtown Streetscape Plan shall be installed by the applicant under the following conditions:

(i) Any new construction;

(ii) The addition of floor area equal to 20 percent or more of an existing building.

(B) In accordance with the provisions of Section 309 of the Planning Code governing C-3 Districts, when a permit is granted for any project abutting a public sidewalk in a C-3 District, the Planning Commission may impose additional requirements that the applicant install sidewalk improvements such as benches, bicycle racks, lighting, special paving, seating, landscaping, and sidewalk widening in accordance with the guidelines of the Downtown Streetscape Plan if it finds that these improvements are necessary to meet the goals and objectives of the General Plan of the City and County of San Francisco. In making this determination, the Planning Commission shall consider the level of street as defined in the Downtown Streetscape Plan.

(C) If a sidewalk widening or a pedestrian street improvement is used to meet the open space requirement, it shall conform to the guidelines of Section 138.

(D) The Planning Commission shall determine whether the streetscape improvements required by this Section may be on the same site as the building for which the permit is being sought, or within 900 feet, provided that all streetscape improvements are located entirely within the C-3 District.

(2) Rincon Hill Streetscape Plan.

~~(A)~~ In the Rincon Hill Downtown Residential Mixed Use (RH-DTR) and Folsom and Main Residential/Commercial Special Use Districts, the boundaries of which are shown in Section Map No. 1 of the Zoning Map, for all frontages abutting a public sidewalk, the project sponsor is required to install sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in accordance with the *approved* Streetscape *Master* Plan of the Rincon Hill Area Plan~~, *developed by the Planning Department and approved by the Board of Supervisors*~~ for: (A) any new construction; or (B) the addition of floor area equal to 20 percent or more of an existing building.

~~*(B) Prior to approval by the Board of Supervisors of a Streetscape Plan for Rincon Hill, the Planning Commission, through the procedures of Section 309.1, shall require an applicant to install sidewalk widening, street trees, lighting, decorative paving, seating, and landscaping in keeping with the intent of the Rincon Hill Area Plan of the General Plan and in accordance with this section of the Planning Code.*~~

* * * *

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

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

additions, and Board amendment deletions in accordance with the "Note" that appears under the official title of the ordinance.

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

By: _____
John D. Malamut
Deputy City Attorney

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FILE NO. 150357

## LEGISLATIVE DIGEST

[Planning Code Amendments - Rincon Hill Streetscape Master Plan]

**Ordinance amending Planning Code, Section 138.1, to acknowledge approval of the Rincon Hill Streetscape Master Plan; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

### Existing Law

Planning Code Section 138.1 relates to the Better Streets Plan and contains requirements for streetscape and pedestrian improvements throughout the City, including various neighborhood area plan. In connection with one such plan, the Rincon Hill Area Plan, Section 138.1 referenced a proposed Rincon Hill Streetscape Master Plan, which had not been complete at the time the City established Area Plan. Since that time, the Planning Department finalized the Rincon Hill Streetscape Master Plan.

### Amendments to Current Law

This ordinance would amend Planning Code Section 138.1 to required specified developments in the Rincon Hill Area Plan to install sidewalk widening, street trees, lighting, decorative paving, seating and landscaping in accordance with the approved Streetscape Master Plan of the Rincon Hill Area Plan. The legislation also would make findings under the California Environmental Quality Act, findings of consistency with the General Plan and the eight priority policies of Planning Code, Section 101.1, and the public necessity determination of Planning Code Section 302.

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SAN FRANCISCO
**PLANNING DEPARTMENT**



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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

April 1, 2015

Ms. Angela Calvillo, Clerk
Honorable Supervisor Kim
Board of Supervisors
City and County of San Francisco
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Re: **Transmittal of Planning Department Case Numbers 2014.0925M & 2014.0925T**
**Rincon Hill Streetscape Plan Adoption and Associated Planning Code and General Plan Amendments**
**Board File No. 140875**
**Planning Commission Recommendation: *Approval***

Dear Ms. Calvillo and Supervisor Kim,

On March 26, 2015, the Planning Commission conducted duly noticed public hearings at regularly scheduled meetings to consider the proposed Ordinances that would Adopt the Rincon Hill Streetscape Plan, and amend the Planning Code *and* the General Plan to reflect the Plan's adoption. At the hearing the Planning Commission recommended approval for both items.

The proposed amendments have been fully covered by the Rincon Hill Area Plan EIR, case number 2000.1081E, certified by the Planning Commission on May 5 2002.

Supervisor Kim, if you would like to take sponsorship of the proposed Ordinance please contact the Clerk of the Board of Supervisors at your earliest convenience.

Please find attached documents relating to the actions of the Commission. If you have any questions or require further information please do not hesitate to contact me. The Streetscape Plan is too large to email, we will be delivering you electronic and paper versions of the document.

Sincerely,

Aaron D. Starr
Manager of Legislative Affairs

cc:
Kate Stacy, Deputy City Attorney
Sunny Angulo, Aide to Supervisor Kim
Andrea Ausberry, Office of the Clerk of the Board

SAN FRANCISCO
**PLANNING DEPARTMENT**

# Executive Summary
## Initiation of Planning Code and General Plan Amendments
**HEARING DATE: MARCH 26, 2015**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

| | |
|---|---|
| *Date:* | March 31, 2015 |
| *Case No.:* | **2014.0925MT** |
| *Project:* | **Rincon Hill Streetscape Plan [Adoption Hearing]** |
| *Staff Contact:* | Paul Chasan – (415) 575-9065 paul.chasan@sfgov.org |
| *Reviewed by:* | Joshua Switzky – (415) 558-6815 Joshua.Switzky@sfgov.org |
| *Recommendation:* | **Adopt Amendments to the Planning Code and General Plan.** |

## INTRODUCTION

The Rincon Hill Streetscape Plan is a necessary document for implementing the streetscape and circulation policies in the Rincon Hill Plan of the General Plan, adopted in 2005. As such, it is the basis for General Plan consistency determinations for all streetscape and right-of-way improvements (including traffic configurations) in the Rincon Hill area, whether implemented by the public or private sectors.

The Rincon Hill Streetscape Plan is used as the basis for, and to determine the adequacy and appropriateness of, all streetscape improvements required by Sections 138.1, 309.1 and 827 of the Planning Code, mandated by the Planning Commission, or voluntarily installed. All the curbline and traffic designs described here were fully analyzed in the certified Rincon Hill Plan EIR and related area Plan approvals. The purposes of the Streetscape Plan document are to

(1) provide a clear, easy-to-follow and detailed comprehensive plan for streetscape and circulation changes for the Rincon Hill area.
(2) provide detailed guidelines and standards for the design of streetscapes, including curblines, landscaping, street trees, sidewalk bulbouts, lighting, paving, and street furniture.

## REQUIRED PLANNING COMMISSION ACTIONS AT THIS HEARING

1. Adopt the Rincon Hill Streetscape Plan
2. Amend the Rincon Hill Area Plan to amend and remove policies to reflect completion and adoption of the Rincon Hill Streetscape Plan
3. Amend the San Francisco Planning Code to amend and remove language to reflect the adoption of the Rincon Hill Streetscape Plan

## BACKGROUND AND CONTEXT

Rincon Hill is an area transitioning from commercial and industrial area into a high-density mixed-use residential neighborhood. In 2005, the Planning Commission and Board of Supervisors adopted the Rincon Hill Area Plan, which seeks to facilitate this transition. The plan significantly increased zoning capacity on Rincon Hill, and when built-out will create housing to support roughly 10,000 new residents. Immediately to the north of Rincon Hill, is the Transbay Redevelopment Area Zone 1, which

was designed in tandem with the Rincon Hill area as one complete neighborhood centered on Folsom Street, and will add over 3,000 new housing units to those south of Folsom.

The Rincon Hill Area Plan recognized that Rincon Hill's industrial fabric lacked infrastructure such as pedestrian amenities and open space to support a thriving residential population. The Plan seeks to rectify this by recommending the construction of a series of open spaces, community facilities and streetscape improvements in the neighborhood. This new infrastructure would be largely funded by development impact fees adopted as part of the Rincon Hill Plan. The Planning Department in coordination with the Capital Planning Committee continues to identify additional resources to fully implement the plan.

The City is also in the process of working with community stakeholders to establish a Community Benefits District to ensure that future streetscape improvements are well maintained. (Note that those required to be constructed pursuant to Planning Code 138.1 are required to be maintained in perpetuity by the developer.) The proposed Community Benefits District will cover both the Rincon Hill and Transbay neighborhoods.

While the Area Plan established basic direction for the design of streets within the plan area it did not articulate the level of detail necessary for implementation or to ensure consistent, high-quality streetscapes throughout the plan area.

To rectify this, the Planning Department worked closely with the SFMTA to refine the street and circulation concepts expressed in the Area Plan and vet design details like bulbout locations, turning radii, lane widths etc. These basic changes were approved by the MTA Board in 2006. In 2007, the Planning Department in partnership with SFDPW, the SFPUC, the SFFD and the SFMTA memorialized these designs in the illustrative document you are being asked to take action on today – The Rincon Hill Streetscape Plan (RHSP). The Streetscape plan further expands the design concepts articulated in the area plan with a level of specificity (paving materials, street trees, furniture, sidewalk dimensions) adequate to ensure that the streets surrounding Rincon Hill would be designed as high-quality, pedestrian-friendly spaces made using a consistent material palette and furnishings. Policy 7.4 of the Rincon Hill Area Plan calls on the City to:

> **Policy 7.4**
> Pursue the adoption of the Rincon Hill Streetscape Plan by all necessary agencies and the Board of Supervisors consistent with this plan.
>
> – *Rincon Hill Area Plan (2005), an area plan of the San Francisco General Plan*

The Department's intent was to follow with adoptions by the Planning Commission and Board of Supervisors soon afterwards. Unfortunately, in late 2007, the global recession hit and San Francisco's real estate market crashed. Several pending projects in Rincon Hill went dormant. The Streetscape Plan was never taken though final adoption by the Commission or the Board and has persisted in "draft" status since that time.

The legislation presented in this document would rectify this situation by finishing the adoption process. The proposed ordinance would also make some simple modifications to Section 138.1 of the Planning Code and to the Rincon Hill Area Plan to reflect the final adoption of the RHSP.

This legislation is timely. As the real estate market has roared back to life, there are now various active development projects in the plan area, and all are required to construct streetscape improvements. Adopting the RHSP would clarify the City's expectations for the

area to the Development Community and thus simplify the streetscape permitting process for streetscape projects in the Rincon Hill Plan Area.

## PLAN OVERVIEW

Broadly, the RHSP provides two types of information to articulate a vision for the area's rights-of-ways: (1) providing typical plans, sections, lane striping configurations and dimensions for each street within the plan area, and (2) defining an approved palette of materials, furnishings, plantings and street trees.

## CHANGES SINCE THE 2006/2007 PLAN WAS DRAFTED

**Rerouting of the 12-Folsom Muni Line off of Folsom and Harrison Streets:** When the RHSP was initially drafted, Muni's 12-Folsom bus was routed eastbound on Folsom and westbound on Harrison Street. Within the Rincon Hill Plan Area, the parking lane on the north side of Harrison Street doubled as a transit only lane during afternoon commute hours. This shared parking/transit lane precluded corner bulbs on the north side of Harrison Street. After the RHSP was initially drafted, the SFMTA rerouted the 12 Folsom so that it turned northward on Second Street, bypassing the Rincon Hill Plan Area. The rerouting of the bus from the plan area provided an opportunity to add nine corner bulbs on the north side of Harrison Street to improve pedestrian conditions and safety. These bulb-outs were subsequently evaluated by the Environmental Planning division of the Planning Department in a note to file on January 2, 2014 and deemed consistent with the adopted EIR.

**Benches:** The bench proposed in the initial draft of the RHSP did not meet ADA compliance. The Planning Department has since updated the standard benches proposed for Rincon Hill to seating options that are in compliance with the ADA.

**Folsom Street Design Process:** Folsom Street between Second Street and Spear Street is envisioned to house neighborhood-serving retail for the Rincon Hill and Transbay Plan Areas. The Office of Community Infrastructure and Investment (OCII) has been managing the redesign of Folsom Street and this stretch of Folsom Street will soon begin construction. A few proposed block dimensions in the Rincon Hill plan area were slightly modified through this process. These modifications are still within the spirit and intent of the vision established within the Rincon Hill Plan Area Plan.

**Shared Public Ways (Curbless Streets):** In 2010, after the Rincon Hill Area Plan was adopted and the Rincon Hill streetscape plan was first drafted, the City adopted the Better Streets Plan (BSP), which provides a comprehensive set of guidelines for the design of San Francisco's pedestrian realm. Amongst these were guidelines for curbless streets or "Shared Public Ways". The RHSP has been updated to reflect this policy development. Several alleys in the plan area: Guy Place, Lansing Street, Grote Place and Zeno Place have been changed from curbed alleys to Shared Public Ways in the streetscape plan.

## ENVIRONMENTAL CLEARANCE

The streetscape changes proposed in the Rincon Hill Area Plan were environmentally cleared in the Rincon Hill Plan EIR in 2005. On January 7th, 2015, the Environmental Planning Division of the Planning Department published a Note to File to the original Rincon Hill Plan EIR finding that despite the passing of several years since the initial EIR was adopted, the findings were still valid and the streetscape improvements proposed in the Rincon Hill Area Plan and articulated in the Rincon Hill Streetscape Plan would have not have any significant adverse impacts.

> "As described in the foregoing memorandum, the program EIR for the Rincon Hill Plan EIR adequately addressed all impacts of the Rincon Hill Streetscape Plan. The current Streetscape Plan

represents a refinement to the streetscape concepts described in the Rincon Hill Plan and would not have any additional significant adverse effects not examined in the program EIR, nor has any new or additional information come to light that would alter the conclusions of the program EIR. Moreover, no substantial changes have been made to the streetscape project or Plan since certification of the FEIR, nor have there been any substantial changes in circumstances necessitating revisions to the FEIR, nor has any new information of substantial importance come to light that raises one or more of the above issues."

*Note to File to Rincon Hill Streetscape Plan EIR, San Francisco Planning Department, January 7th 2015*

## PUBLIC OUTREACH & ENGAGEMENT

The original Rincon Hill Planning Process had an extensive multi-year outreach and engagement strategy. Since that time Planning Department staff has conducted occasional outreach and attended neighborhood meetings to update residents on the status of the RHSP.

| RECOMMENDATION: | Adopt Amendments to the Planning Code and General Plan |
|---|---|

Attachments:
Adoption Resolution
Board Ordinances and Resolutions
Rincon Hill Streetscape Master Plan 2014 Update_2015-04-01 (submitted as electronic document)

SAN FRANCISCO
**PLANNING DEPARTMENT**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

# Planning Commission Resolution

**HEARING DATE: MARCH 26, 2015**

| | |
|---|---|
| *Project Name:* | **Adoption of the Rincon Hill Streetscape Plan and Associated Planning Code Amendments** |
| *Case Number:* | **2014.0925T** |
| *Staff Contact:* | Paul Chasan and paul.chasan@sfgov.org, |
| *Reviewed by:* | Joshua Switzky joshua.switzky@sfgov.org, 415-575-6815 |
| *Recommendation:* | **Recommend Approval** |

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AMENDMENTS TO THE RINCON HILL AREA PLAN (A SUBSECTION OF THE SAN FRANCISCO GENERAL PLAN) TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN.

## PREAMBLE

WHEREAS, This document acts as a companion document to Planning Commission Resolution #19343 which recommends the Planning Commission Adopt the Rincon Hill Streetscape Plan and Recommend to the Board of Supervisors amendments to the General Plan reflective of the Rincon Hill Streetscape Plan's adoption; and

WHEREAS, The findings and General Plan Consistency findings in Planning Commission Resolution #19343 mentioned above bear equal relevance to the recommended actions articulated in this document and thus serve to legitimize and justify the recommended actions in this document;

WHEREAS, The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

RESOLVED, that the Planning Commission hereby recommends approval of the proposed Planning Code amendment.

MOVED, that the Commission hereby ***adopts*** this Resolution to recommend approval of the draft Ordinance to the Board of Supervisors.

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

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on March 26, 2015.

Jonas Ionin
Commission Secretary

AYES: *Fong, Wu, Antonini, Hillis, Johnson, Moore, Richards*

NAYS: *None*

ABSENT: *None*

ADOPTED: March 26, 2015

SAN FRANCISCO
**PLANNING DEPARTMENT**

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

Reception:
**415.558.6378**

Fax:
**415.558.6409**

Planning
Information:
**415.558.6377**

# Planning Commission Resolution

**HEARING DATE: MARCH 26, 2015**

| | |
|---|---|
| *Project Name:* | **Amendments to the Rincon Hill Area Plan, a subplan within the San Francisco General Plan** |
| *Case Number:* | 2014.0925M |
| *Staff Contact:* | Paul Chasan and paul.chasan@sfgov.org, |
| *Reviewed by:* | Joshua Switzky joshua.switzky@sfgov.org, 415-575-6815 |
| *Recommendation:* | **Recommend Approval** |

RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT AMENDMENTS TO THE PLANNING CODE TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN; ADOPTING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, PLANNING CODE SECTION 302 FINDINGS, AND FINDINGS OF CONSISTENCY WITH THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.

## PREAMBLE

WHEREAS, The Board of Supervisors adopted the Rincon Hill Plan in August of 2005; and,

WHEREAS, The Plan adopts numerous streetscape and traffic changes including, but not limited to: Increasing the sidewalk width on Spear Main, Beale, Fremont, First, and Harrison Streets; bicycle lanes on Beale and Freemont Streets; corner bulbs; and mid-blocks crosswalks on Spear, Main and Beale Streets; and

WHEREAS, The Board of Supervisors adopted the Rincon Hill Plan in August of 2005; and,

WHEREAS, The proposed changes have been considered and approved by the Rincon Hill Plan Environmental Impact Report in 2006; and,

WHEREAS, The Rincon Hill Plan converts a large number of vacant or underutilized parcels located within a five-minute walk from the financial district into a large number of housing units in mid-rise and high-rise development and that few locations in San Francisco Represent such a major opportunity; and,

WHEREAS, The Rincon Hill Plan is the culmination of extensive public planning that began in 2003, with more than 30 workshops, hearings and walking tours, input of the existing residents and business, advocates and other public agencies; including the Municipal Transportation Agency (MTA) and that resulted in a plan that balances Rincon Hill's potential to provide much-needed housing with the design requirements of a livable neighborhood; and,

WHEREAS, The streetscape changes contemplated in the Rincon Hill Streetscape Plan are necessary for the traffic and streetscape conversions articulated in the Rincon Hill Plan; were approved in the Rincon Hill Environmental Impact Report and were approved on January 26, 2006 by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT); and,

WHEREAS Policy 7.4 of the Rincon Hill Plan Area Plan calls on the city to "Pursue the adoption of the Rincon Hill Streetscape Plan by all necessary agencies and the board of Supervisors...", and,

WHEREAS, the Planning Department in partnership with the San Francisco Municipal Transportation Agency and the Department of Public Works led a robust public process engaging numerous community stakeholders to develop the Rincon Hill Streetscape Plan from in 2006 to and has made held several follow-up meetings in the neighborhood between 2012 and 2014; and,

WHEREAS on May 30th of 2006, the MTA Board adopted the streetscape improvements identified in the Rincon Hill Area Plan and subsequently further articulated in the Rincon Hill Streetscape Plan and under Resolution number 06-067, and

WHEREAS, on January 2nd, 2014 the Environmental Planning Division of the San Francisco Planning Department issued a Note to File to the Rincon Hill Streetscape Plan finding the streetscape proposed bulb-outs supplemental added to the Rincon Hill Streetscape Plan after it was initially drafted would result in not have a significant environmental impact; and

WHEREAS, on January 1st 2014 the Environmental Planning Division of the San Francisco Planning Department published a note to file finding the streetscape changes contemplated in the initial Rincon Hill Streetscape Plan EIR will not have any significant impact (see attachment); and,

WHEREAS, on March 3rd 2015, the MTA Board adopted Resolution Number 15-035, approving said revisions to the Draft Rincon Hill Streetscape Plan; and,

WHEREAS, on March 5th 2015, the Planning Commission initiated resolution number 19329 and on March 26th 2015 adopted resolution number 19342 initiating amendments to the San Francisco Planning Code reflecting the adoption of the Rincon Hill Streetscape Plan; and

WHEREAS, on March 5th 2015, the Planning Commission initiated resolution number 19330 and on March 26th 2015 adopted resolution number 19343 initiating amendments to the San Francisco General Plan reflecting the adoption of the Rincon Hill Streetscape Plan; and

RESOLVED, that the Planning Commission hereby recommends approval of the proposed General Plan amendment.

MOVED, that the Commission hereby ***adopts*** this Resolution to recommend approval of the draft Ordinance to the Board of Supervisors.

## FINDINGS

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

1. **General Plan Compliance.** This Resolution is consistent with the following Objectives and Policies of the General Plan:

I. URBAN DESIGN ELEMENT (2010)

OBJECTIVE 1
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

POLICY 1.5
Emphasize the special nature of each district through distinctive landscaping and other features.

POLICY 1.7
Recognize the natural boundaries of districts, and promote connections between districts.

OBJECTIVE 4
IMPROVEMENT OF THE NEIGHBORHOOD ENVIRONMENT TO INCREASE PERSONAL SAFETY, COMFORT, PRIDE AND OPPORTUNITY

POLICY 4.1
Protect residential areas from the noise, pollution and physical danger of excessive traffic.

POLICY 4.10
Encourage or require the provision of recreation space in private development.

POLICY 4.11
Make use of street space and other unused public areas for recreation, particularly in dense neighborhoods, such as those close to downtown, where land for traditional open spaces is more difficult to assemble.

POLICY 4.12
Install, promote and maintain landscaping in public and private areas.

POLICY 4.13
Improve pedestrian areas by providing human scale and interest.

POLICY 4.14
Remove and obscure distracting and cluttering elements.

II. TRANSPORTATION ELMENT (2010)

OBJECTIVE 1
MEET THE NEEDS OF ALL RESIDENTS AND VISITORS FOR SAFE, CONVENIENT AND INEXPENSIVE TRAVEL WITHIN SAN FRANCISCO AND BETWEEN THE CITY AND OTHER PARTS OF THE REGION WHILE MAINTAINING THE HIGH QUALITY LIVING ENVIRONMENT OF THE BAY AREA.

POLICY 1.1
Involve citizens in planning and developing transportation facilities and services, and in further defining objectives and policies as they relate to district plans and specific projects.

POLICY 1.2
Ensure the safety and comfort of pedestrians throughout the city.

POLICY 1.3
Give priority to public transit and other alternatives to the private automobile as the means of meeting San Francisco's transportation needs, particularly those of commuters.

POLICY 1. 6
Ensure choices among modes of travel and accommodate each mode when and where it is most appropriate.

OBJECTIVE 2
USE THE TRANSPORTATION SYSTEM AS A MEANS FOR GUIDING DEVELOPMENT AND IMPROVING THE ENVIRONMENT.

POLICY 2.4
Organize the transportation system to reinforce community identity, improve linkages among interrelated activities and provide focus for community activities.

OBJECTIVE 15
ENCOURAGE ALTERNATIVES TO THE AUTOMOBILE AND REDUCED TRAFFIC LEVELS ON RESIDENTIAL STREETS THAT SUFFER FROM EXCESSIVE TRAFFIC THROUGH THE MANAGEMENT OF TRANSPORTATION SYSTEMS AND FACILITIES.

POLICY 15.1
Discourage excessive automobile traffic on residential streets by incorporating traffic-calming treatments.

OBJECTIVE 18
ESTABLISH A STREET HIERARCHY SYSTEM IN WHICH THE FUNCTION AND DESIGN OF EACH STREET ARE CONSISTENT WITH THE CHARACTER AND USE OF ADJACENT LAND.

OBJECTIVE 23
IMPROVE THE CITY'S PEDESTRIAN CIRCULATION SYSTEM TO PROVIDE FOR EFFICIENT, PLEASANT, AND SAFE MOVEMENT.

POLICY 23.1
Provide sufficient pedestrian movement space with a minimum of pedestrian congestion in accordance with a pedestrian street classification system.

POLICY 23.2
Widen sidewalks where intensive commercial, recreational, or institutional activity is present, sidewalks are congested, where sidewalks are less than adequately wide to provide appropriate pedestrian amenities, or where residential densities are high.

POLICY 23.9
Implement the provisions of the Americans with Disabilities Act and the city's curb ramp program to improve pedestrian access for all people.

OBJECTIVE 24
IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 24.3
Install pedestrian-serving street furniture where appropriate.

POLICY 24.5
Where consistent with transportation needs, transform streets and alleys into neighborhood-serving open spaces or "living streets" by adding pocket parks in sidewalks or medians, especially in neighborhoods deficient in open space.

OBJECTIVE 26
CONSIDER THE SIDEWALK AREA AS AN IMPORTANT ELEMENT IN THE CITYWIDE OPEN SPACE SYSTEM.

POLICY 26.1
Retain streets and alleys not required for traffic, or portions thereof, for through pedestrian circulation and open space use.

POLICY 26.3
Encourage pedestrian serving uses on the sidewalk.

OBJECTIVE 27
ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY MEANS OF TRANSPORTATION, AS WELL AS FOR RECREATIONAL PURPOSES.

POLICY 27.1

Expand and improve access for bicycles on city streets and develop a well-marked, comprehensive system of bike routes in San Francisco.

POLICY 27.3
Remove conflicts to bicyclists on all city streets.

POLICY 27.6
Accommodate bicycles on local and regional transit facilities and important regional transportation links wherever and whenever feasible.

III. RINCON HILL AREA PLAN (2006)

4. RECREATION, OPEN SPACE, AND COMMUNITY FACILITIES

OBJECTIVE 4.5
USE EXCESS STREET SPACE ON SPEAR, MAIN, AND BEALE STREETS FOR SIDEWALK WIDENINGS THAT PROVIDE USABLE OPEN SPACES AND RECREATIONAL AMENITIES.

5. STREETS AND TRANSPORTATION

OBJECTIVE 5.1
CREATE SAFE AND PLEASANT PEDESTRIAN NETWORKS WITHIN THE RINCON HILL AREA, TO DOWNTOWN, AND TO THE BAY.

OBJECTIVE 5.2
WIDEN SIDEWALKS, REDUCE STREET WIDTHS, AND MAKE OTHER PEDESTRIAN AND STREET IMPROVEMENTS, WHILE RETAINING THE NECESSARY SPACE FOR TRAFFIC MOVEMENTS, PER THE RINCON HILL STREETSCAPE PLAN.

OBJECTIVE 5.3
PRIORITIZE PEDESTRIAN SAFETY THROUGH STREET AND INTERSECTION IMPROVEMENTS, ESPECIALLY AT INTERSECTIONS ADJACENT TO FREEWAY RAMPS, AND INTERSECTIONS WITH A HISTORY OF VEHICLE/PEDESTRIAN COLLISIONS.

OBJECTIVE 5.5
MANAGE PARKING SUPPLY AND PRICING TO ENCOURAGE TRAVEL BY FOOT, PUBLIC TRANSPORTATION, AND BICYCLE.

**OBJECTIVE 5.6**

IMPROVE LOCAL AND REGIONAL TRAFFIC FLOWS AND TRANSIT MOVEMENTS BY SEPARATING BRIDGE-BOUND TRAFFIC FROM LOCAL LANES IN APPROPRIATE LOCATIONS.

**OBJECTIVE 5.7**

MAINTAIN THE POTENTIAL FOR A BAY BRIDGE BICYCLE/PEDESTRIAN/MAINTENANCE PATH, AND ENSURE THAT ALL OPTIONS FOR THE PATH TOUCHDOWN AND ALIGNMENT ARE KEPT OPEN.

**OBJECTIVE 5.8**

ENCOURAGE STATE AGENCIES TO ALLOW THE RE-OPENING OF BEALE STREET UNDER THE BAY BRIDGE AS SOON AS SECURITY CONCERNS CAN BE MET.

**OBJECTIVE 5.9**

REQUIRE PRIVATE DEVELOPMENT TO CONTRIBUTE TO THE CREATION AND ON-GOING MAINTENANCE AND OPERATIONS OF SPECIAL STREETSCAPES THROUGH IN-KIND CONTRIBUTION, A COMMUNITY FACILITIES DISTRICT, AND/OR DEVELOPER FEES.

POLICIES

**Policy 5.1**

Implement the Rincon Hill Streetscape Plan.

**Policy 5.2**

Significantly widen sidewalks by removing a lane of traffic on Spear, Main and Beale Streets between Folsom and Bryant Streets per the Rincon Hill Streetscape Plan in order to create new "Living Streets," with pocket park and plaza spaces for active and passive recreational use, decorative paving, lighting, seating, trees and other landscaping. See Figure 6.

**Policy 5.3**

Transform Folsom Street into a grand civic boulevard, per this plan and the Transbay Redevelopment Plan.

Policy 5.4

Widen sidewalks, narrow lanes and remove lanes, where feasible, on Harrison, First and Fremont Streets.

Policy 5.5

Separate bridge-bound traffic from local traffic and transit through physical design strategies such as planted medians.

Policy 5.6

Implement streetscape improvements on Guy Place and Lansing Street that prioritize pedestrian use for the entire right-of-way.
Mid-Block Pedestrian Pathways

Policy 5.7

Ensure the creation of a safe, inviting, and pleasant publicly accessible pedestrian/open space mid-block pathway through Assessors Blocks 3744-3748 from First Street to the Embarcadero by requiring new developments along the alignment of the proposed path to provide a publicly-accessible easement through their property.
Mid-Block Pedestrian Pathways

Policy 5.7

Ensure the creation of a safe, inviting, and pleasant publicly accessible pedestrian/open space mid-block pathway through Assessors Blocks 3744-3748 from First Street to the Embarcadero by requiring new developments along the alignment of the proposed path to provide a publicly-accessible easement through their property.

Policy 7.1

Require new development to implement portions of the streetscape plan adjacent to their development, and additional relevant in-kind contributions, as a condition of approval.

Policy 7.4

Pursue the adoption of the Rincon Hill Streetscape Plan by all necessary agencies and the Board of Supervisors consistent with this plan.

2. The Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the Planning Code as set forth in Section 302.

3. This Resolution is consistent with the eight General Plan priority policies set forth in Section 101.1 in that:

A) The existing neighborhood-serving retail uses will be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses will be enhanced.

*The proposed Ordinance would not have a negative impact on neighborhood serving retail uses and will not impact opportunities for resident employment in and ownership of neighborhood-serving retail.*

B) The existing housing and neighborhood character will be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

*The proposed Ordinance would not have a negative effect on housing or neighborhood character. The modifications proposed would impose minimal impact on the existing housing and neighborhood character.*

C) The City's supply of affordable housing will be preserved and enhanced.

*The proposed Ordinance would not have an adverse effect on the City's supply of affordable housing. The ordinance provides a path for persons with a disability to remain in their homes.*

D) The commuter traffic will not impede MUNI transit service or overburden our streets or neighborhood parking.

*The proposed Ordinance would not impede Muni transit service or overburden our streets or neighborhood parking.*

E) A diverse economic base will be maintained by protecting our industrial and service sectors from displacement due to commercial office development. And future opportunities for resident employment and ownership in these sectors will be enhanced.

*The proposed Ordinance would not cause displacement of the industrial or service sectors due to office development, and future opportunities for resident employment or ownership in these sectors would not be impaired.*

F) The City will achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The proposed Ordinance would not have an impact on City's preparedness against injury and loss of life in an earthquake.*

G) That landmark and historic buildings will be preserved.

*The proposed Ordinance would not have a negative impact on the City's Landmarks and historic buildings as any new modifications would be added under the guidance of local law and policy protecting historic resources, when appropriate.*

H) Parks and open space and their access to sunlight and vistas will be protected from development.

*The proposed Ordinance would not have an impact on the City's parks and open space and their access to sunlight and vistas.*

I hereby certify that the Planning Commission ADOPTED the foregoing Resolution on March 26th 2015.

Jonas Ionin
Commission Secretary

AYES: *Fong, Wu, Antonini, Hillis, Johnson, Moore, Richards*

NAYS: *None*

ABSENT: *None*

ADOPTED: March 26, 2015

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-035

WHEREAS, The City adopted the Rincon Hill Plan in August 2005; and,

WHEREAS, The Municipal Transportation Agency Board of Directors adopted the Rincon Hill Plan as a concept on May 30, 2006; and,

WHEREAS, The San Francisco Planning Department developed the 2014 Update to the Rincon Hill Plan in order to capitalize on emerging opportunities resulting from MUNI transit changes that will remove the 12 Folsom bus line from Harrison Street, and,

WHEREAS, The Rincon Hill Plan and the 2014 Update are the culmination of extensive public planning that began in 2003, with more than 30 workshops, hearings and walking tours, input of the existing residents and businesses, advocates and other public agencies, including the SFMTA and that resulted in a plan that balances Rincon Hill's potential to provide much-needed housing with the design requirements of a livable neighborhood; and,

WHEREAS, The 2014 Update to the Rincon Hill Plan was discussed at SFMTA public hearings held on September 19, 2014 and on January 30, 2015, where no objections by the public were raised; now therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors endorses the Planning Department's 2014 Update to the conceptual pedestrian safety project for the Rincon Hill Area.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2015.

_____
Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

# SAN FRANCISCO
# PLANNING COMMISSION

## DRAFT – Meeting Minutes

Commission Chambers, Room 400
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

## Thursday, March 5, 2015
## 12:00 p.m.
## Regular Meeting

COMMISSIONERS PRESENT: Fong, Hillis, Moore, Richards
COMMISSIONERS ABSENT: Wu, Antonini, Johnson

THE MEETING WAS CALLED TO ORDER BY PRESIDENT WU AT 12:08 p.m.

STAFF IN ATTENDANCE: John Rahaim – Planning Director, Nicholas Foster, Paul Chasan, Rich Sucre, Laura Ajello, Marcelle Boudreaux, and Jonas P. Ionin – Commission Secretary

SPEAKER KEY:

+ indicates a speaker in support of an item;
- indicates a speaker in opposition to an item; and
= indicates a neutral speaker or a speaker who did not indicate support or opposition.

A. CONSIDERATION OF ITEMS PROPOSED FOR CONTINUANCE

The Commission will consider a request for continuance to a later date. The Commission may choose to continue the item to the date proposed below, to continue the item to another date, or to hear the item on this calendar.

1. 2014-002385OFA (R. SUCRÉ: (415) 575-9108)
101 TOWNSEND STREET - located at the southeast corner of Townsend and 2nd Streets, Lot 015 in Assessor's Block 3794 – Request for an **Office Development Authorization**, pursuant to Planning Code Sections 321, 322 and 842.66 to legalize a change in use from PDR (Production, Distribution and Repair) to office use and authorize 41,206 gross square feet from the Office Development Annual Limit. The project would maintain the existing

ground floor retail space (approximately 1,600 square feet). The subject property is located within the South End Landmark District, and is located within the MUO (Mixed-Use Office) Zoning District, and a 105-F Height and Bulk District.
**(Proposed for Continuance to March 19, 2015)**

SPEAKERS: None
ACTION: Continued to March 19, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

2. 2014-001033PCA (A. STARR: (415) 558-6362)
AMENDING REGULATION OF SHORT-TERM RESIDENTIAL RENTALS AND ESTABLISHING FEE [BOARD FILE 141036] - **Amendment to the Administrative Code** to provide an exception for permanent residents to the prohibition on short-term residential rentals under certain conditions; to create procedures, including a registry administered by the Planning Department, for tracking short-term residential rentals and compliance; to establish an application fee for the registry; amending the Planning Code to clarify that short-term residential rentals shall not change a unit's type as residential; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.
Preliminary Recommendation: Adopt a Recommendation for Approval
(Continued from Regular Meeting of March 5, 2015)
**(Proposed for Continuance to April 2, 2015)**

SPEAKERS: None
ACTION: Continued to April 2, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

3. 2014.1253D (E. TUFFY: (415) 575-9191)
276 HARTFORD STREET - west side of Hartford Street between 19th and 20th Streets; Lot 021 in Assessor's Block 6505 - **Mandatory Discretionary Review**, pursuant to Planning Code Section 317, to legalize the present single family use as part of a residential expansion proposal. The proposal includes rehabilitation of the building interior, raising the existing front gable roof structure 1 foot in height, and increasing the overall building depth through a 3-story rear horizontal addition. The existing structure is two-stories over a crawlspace, originally built as a two-family dwelling, located within an RH-3 (Residential, Home, Three-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Preliminary Recommendation: Pending
(Continued from Regular Meeting of January 15, 2015)
**(Proposed for Continuance to April 16, 2015)**

SPEAKERS: None
ACTION: Continued to April 16, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

## B. CONSENT CALENDAR

All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the Planning Commission, and may be acted upon by a single roll call vote of the Commission. There will be no separate discussion of these items unless a member of the Commission, the public, or staff so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item at this or a future hearing

4. 2011.0929CUA-02 (R. SUCRÉ: (415) 575-9108)
1401 HOWARD STREET - located at the southeast corner of Howard and 10th Streets, Lot 035 in Assessor's Block 3517 – Request for a **Conditional Use Authorization**, pursuant to Planning Code Sections 121.2, 303, 703.9, 744.21, 744.81 and 790.50 to establish a non-residential use larger than 10,000 square feet and to establish an assembly use in the RCD (Regional Commercial) Zoning District. The project includes construction of an interior mezzanine and a change in use from church (approximately 17,060 sf) to office (18,260 sf), retail (1,300 sf) and assembly (2,500 sf). The subject property is designated as Landmark No. 120, and is located within the RCD (Regional Commercial) Zoning District, and 55/65-X Height and Bulk District.
Preliminary Recommendation: Approve with Conditions

SPEAKERS: None
ACTION: Approved with Conditions
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
MOTION: 19128

## C. COMMISSION MATTERS

5. Consideration of Adoption:
   - Draft Minutes for Rules Committee February 12, 2015

SPEAKERS: None
ACTION: Adopted
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

6. Commission Comments/Questions
   - Inquiries/Announcements. Without discussion, at this time Commissioners may make announcements or inquiries of staff regarding various matters of interest to the Commissioner(s).
   - Future Meetings/Agendas. At this time, the Commission may discuss and take action to set the date of a Special Meeting and/or determine those items that could be placed on the agenda of the next meeting and other future meetings of the Planning Commission.

**Commissioner Moore:**
I read an interesting article which ranks the world cities based on quality of living, and it was very interesting. San Francisco ranked 27. Vienna, Austria ranked 1, Auckland, New

Zealand 3, Munich, Vancouver, Frankfurt, Geneva, Copenhagen, and Sidney filled the first 10. And I was very surprised with the bench marking set was New York that San Francisco only came up as 27.

**Commissioner Richards:**
A couple of things, the first one here is, in this week's Chronicle there was an article on the Airbnb law starts slowly. I actually talked to some folks that I know who knows hosts or are host and are blaming the process for why things are starting slow, and I guess my comment on that is, if there are 8,000 rentals out there right now and we had only 700 calls, not even the majority of people called and actually said there's something wrong with the process. I think there is something wrong with what is going on, we need to have more calls, we need have more people engaged with the Department and if there's a process issue, we can figure that out, but 10 percent of the people calling, that actually have listings is not good enough for me, so that's my comment on that. I'd love to see how this shapes up in the future. A couple of other things, there is not a day goes by that I pick up a paper and there are issues about market-rate housing, affordable housing, there's we should put a moratorium on the Mission, and I sit here and I know we've talked about this in the fall, about the Mayor's housing work streams. I guess I am trying to understand when that going come before us for review. I understand there are three or four different proposals might come, including density bonus of the dial, etc., we've been hearing about it for a while, if anybody knows when that is going to come before us, I'd love to know.

## D. DEPARTMENT MATTERS

7. Director's Announcements

**Director of Current Planning Jeff Joslin - (For Director Rahaim):**
While I've got the mic, I thought I take the opportunity to introduce, yet another new member of our planning family, Nick Foster, identify yourself, has joined our Planning Department as a Planner in Northeast quadrant. Nick is an Urban Planner with considerable work experience in boththe public and private sectors, sorry, public and nonprofit sectors. His public sector experience includes 10 years with the San Francisco International Airport and the Planning Department of Oakland, Los Angeles and Madison Wisconsin. At the national level Nick served as the Deputy Director of the Mayor Institute in City Design. Nick holds a Master degree in Urban and Regional Planning from UCLA and a Bachelor degree in Geography from the University of Wisconsin. Welcome, Nick's first hearing. You will be hearing from him on Item 9.

8. Review of Past Events at the Board of Supervisors, Board of Appeals and Historic Preservation Commission

**BOARD OF SUPERVISORS:**
**LAND USE COMMITTEE:**

- **150087 Interim Zoning Controls - Building Permits for Commercial Uses in an Area Bounded by Market, 2nd, Brannan, and Division Streets, and South Van Ness Avenue.** Sponsor: Kim, Cohen, Wiener. Recommended
- **140954 Planning Code - Exceptions from Dwelling Unit Density Limits and from Other Specified Code Requirements. Sponsor: Wiener, Breed.** This ordinance

provides for density exceptions for buildings undergoing seismic retrofitting. This item was before this commission on February 12th and was approved unanimously. Supervisor Wiener incorporated all Planning Commission recommendations. Supervisor Kim appreciated that the affordability monitoring recommendation was in place. She also expressed interest in banning Accessory Dwelling Units from short term rentals but acknowledged that this needs to happen in a different setting where it applies to all ADUs rather than just the ones in seismic retrofit buildings. The committee recommended this item to the full board.

- **150122 Agreement to Rent Units - Raintree 2051 Third Street, LLC – Eastern Neighborhoods Rental Incentive Option - 2051 Third Street. Sponsor: Cohen. Recommended**
- **150121 Agreement to Rent Units - AGI-TMG Housing Partners I, LLC – Eastern Neighborhoods Rental Incentive Option - 1201-1225 Tennessee Street. Sponsor: Cohen.**
- The Land Use Committee also heard two Rental Incentive Agreements, which are agreements between the property owner and the City to deed-restrict new dwelling units as rental units for 30 years. These agreements are for the properties located at 2051 Third Street and 1201 Tennessee Street.
- 1201 Tennessee includes the demolition of the existing two-story commercial/warehouse and automotive service buildings and construction of a six-story building with 259 dwelling units. This project was approved by the Planning Commission unanimously on May 1, 2014.
- 2051 Third Street includes the demolition of the existing structures on three separate lots, and construction of a six-story building with 93 dwelling units. This project was approved by the Planning Commission unanimously on June 5, 2014.
- Within the UMU Zoning District, if the developer enters into an agreement with the City to restrict the units as rental for at least 30 years, they can reduce the inclusionary housing percentage by 3% and the amount of Eastern Neighborhoods Impact Fee by $1.00 per gross square foot. There has only been one project, located at 2121 3rd Street, that utilized the rental incentive alternative to date.
- The Land Use committee approved both agreements unanimously. Supervisor Kim suggested that when the Department re-examines Eastern Neighborhoods plan that we re-examines this incentive within the UMU District given the prevalence of rental housing development currently in that district.

**Budget Committee:**

- **On Wednesday the Budget Committee held a hearing at the request of Supervisors Farrell and Christensen on the Planning Department's capabilities to enforce the Short-Term Rentals Ordinance, and the financial resources necessary for effective enforcement.** Department staff presented an overview of the new law; the process for registration; some of the stats on how registration is progressing; and then provided our assessment of what's working and what could work better.
- Staff emphasized that the Commission felt that if housing and neighborhood character could be preserved, it would be reasonable to allow short-term rentals. So while the Commission felt comfortable with permitting the use in a way that did not reduce our housing; this use is predicated on *if* those limits could be enforced.

- While some potential applicants complained about the burden of registering, staff stated that appointments save both applicants and planners from a chaotic intake situation. The face-to-face meetings allow for applicants to ask important questions and learn about the program in greater detail. Staff believes the face-to-face, scheduled appointments also help to reduce the occurrence of fraudulent applications being filed.

- The members of this Committee are typically Chair Farrell, Tang, and Mar. Yesterday, Supervisors Christensen, Campos, and Kim joined in for the hearing. Supervisor Farrell restated his commitment to ensuring sufficient resources to enforce this law. Supervisor Campos stated that he has asked the Board's Budget Analyst to report on the issue and that the City may need to subpoena some hosting platforms to increase our understanding. Supervisor Christensen wanted to increase motivation for registry and thought the City should get clear about our goals and develop a timeline for hosts to register. Supervisor Mar stated that he felt it was hypocritical for a home-grown billion dollar firm to not cooperate better. He said he liked the idea of adding a cap to the registry. Supervisor Kim again stated that the law has put the Planning Department in a difficult position of enforcing a law that is inherently difficult to enforce. She noted that she had a proposed bill that would before this Commission on April 2 and that a separate set of amendments was pending before the Board's Land Use and Transportation Committee. **The hearing was filed at the end of the meeting.**

**FULL BOARD OF SUPERVISORS:**

- **150087 Interim Zoning Controls - Building Permits for Commercial Uses in an Area Bounded by Market, 2nd, Brannan, and Division Streets, and South Van Ness Avenue.** Sponsor: Kim, Cohen, Wiener. Adopted.

**BOARD OF APPEALS:**
No Report

**HISTORIC PRESERVATION COMMISSION:**
Good afternoon Commissioners, Tim Frye, Department staff, here to share a few couples items from the Historic Preservation Commission hearing. The Commission began the hearing by welcoming the reappointment of Commissioners Haaz, Wolfram and Johns. We believe that now they've been reappointed the HPC will take up election of officers at their next hearing on March 18th. The Commission also approved a Certificate of Appropriateness for exterior alterations to create a new unit within a contributing building in the Liberty Hill Landmark District. The Commission also approved the restoration of an Italianate single-family home within the Liberty Hill Historic District and both projects were unanimously approved per staff's recommendations. Finally, the HPC unanimously recommended landmark designation to the Board of Supervisor for the Swedish American Hall. The Hall is significant under the events and architecture criterion as an excellent example of the work of Swedish Architecture, August Nordin. The owners of the property, the Swedish Society, were in attendance and gave their enthusiastic support for the proposed designation and we believe this will be before the Board of Supervisors very shortly. I am certainly

happy to forward a copy of the designation reports if you're interested. That concludes my comments, unless you have any questions.

9. 2014-00107IMP (N. FOSTER: (415) 575-9167)
536 MISSION STREET, GOLDEN GATE UNIVERSITY - Informational presentation on Golden Gate University's **Abbreviated Institutional Master Plan** (IMP), pursuant to Planning Code Section 304.5. Golden Gate University is located at 536 Mission St. (Block/Lot: 3708/098) and 40 Jessie Street (Block/Lot: 3708/023). The Abbreviated IMP contains information on the nature and history of the institution, the location and use of affiliated buildings, and development plans.
Preliminary Recommendation: None - Informational

SPEAKERS: + Mike Koperski – Sponsor presentation
ACTION: None - Informational

## E. GENERAL PUBLIC COMMENT – 15 MINUTES

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items. With respect to agenda items, your opportunity to address the Commission will be afforded when the item is reached in the meeting. Each member of the public may address the Commission for up to three minutes.

SPEAKERS: Georgia Schuttish – Potential Code violations

## F. REGULAR CALENDAR

The Commission Hearing Procedures provide for presentations by staff; followed by the project sponsor team; followed by public comment for and against the proposal. Please be advised that the project sponsor team includes: the sponsor(s) or their designee, lawyers, architects, engineers, expediters, and/or other advisors.

10a. 2014.0925T (P. CHASAN: (415) 575-9065)
INITIATION OF PLANNING CODE AMENDMENTS TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN – Pursuant to Planning Code Sections 302, the Planning Commission will consider a Resolution to **Initiate Planning Code Amendments** to reflect the adoption of the Rincon Hill Streetscape Plan. The amendments are intended to a) acknowledge the completion and adoption of the Rincon Hill Streetscape Plan, and, b) remove outdated language in Planning Code section proposed for amendment is Section 138.1.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: + Adam Tarakovsky - Support
ACTION: Adopted a Resolution to Initiate and scheduled a hearing for March 26, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
RESOLUTION: 19239

10b. 2014.0925M (P. CHASAN: (415) 575-9065)
INITIATION OF GENERAL PLAN AMENDMENTS TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN – Pursuant to Planning Code Sections 340, the Planning Commission will consider a Resolution to **Initiate General Plan Amendments** to reflect the adoption of the Rincon Hill Streetscape Plan. The amendments are intended to a) acknowledge the completion and adoption of the Rincon Hill Streetscape Plan, and, b) remove outdated language in the Rincon Hill Area Plan of the General Plan.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: Same as Item 10a.
ACTION: Adopted a Resolution to Initiate and scheduled a hearing for March 26, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
RESOLUTION: 19330

11. 2013.0069Z (R. SUCRÉ: (415) 575-9108)
241-261 LOOMIS STREET - east side of Loomis Street between Industrial Street and Oakdale Avenue, Assessor's Block 5583, Lots 010, 014 and 015. Request to **Initiate Zoning Map Amendment**, pursuant to Planning Code Sections 302 and 306, to amend San Francisco Zoning Map Sheet No. SU10 to include Block No. 5583, Lots 010, 014 and 015 (241-261 Loomis Street) in the Bayshore Boulevard Home Improvement Special Use District. Currently, the subject lots are located within a PDR-2 (Core Production, Distribution and Repair) Zoning District, Industrial Protection Zone Special Use District, and 65-J Height and Bulk District.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: + Tom Tunny – Sponsor presentation
ACTION: After Hearing and closing public comment; Continued to March 19, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

## G. DISCRETIONARY REVIEW CALENDAR

The Commission Discretionary Review Hearing Procedures provide for presentations by staff; followed by the DR requestor team; followed by public comment opposed to the project; followed by the project sponsor team; followed by public comment in support of the project. Please be advised that the DR requestor and project sponsor teams include: the DR requestor and sponsor or their designee, lawyers, architects, engineers, expediters, and/or other advisors.

12. 2014.1093DRP (L. AJELLO: (415) 575-9142)
235 LAUSSAT STREET – south side between Steiner and Fillmore Streets; Lot 046 in Assessor's Block 0860 - Request for **Discretionary Review** of Building Permit Application No. 2013.09.09.6298 proposing to construct a 22'-4" tall firewall at the rear of a four-story, two-unit building. The proposed firewall will be located at the west property line alongside an existing spiral staircase approved through a separate permit. The project requires a rear yard Variance, Case No. 2014.1093V, for which a separate hearing was conducted by the Zoning Administrator on October 22, 2014. The project is located within a RH-3 (Residential House, Three-Family, Detached) District and 40-X Height and Bulk District. This

action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Abbreviated Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve

SPEAKERS: - Thomas Drohan –forgiveness versus permission;
+ Nils Welin – small yards
ACTION: Took DR and Disapproved
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
DRA No: 0407

13. 2014-000977DRP (M. BOUDREAUX: (415) 575-9140)
360 EUREKA STREET – west side between 20th and 21st Streets; Lot 013 in Assessor's Block 2749 - Request for **Discretionary Review** of Building Permit Application No. 2014.03.07.0226 proposing a two-story rear addition and expansion of the subterranean basement level, modification of the gable roof to a flat roof, and introduction of a roof deck on an existing two-story-over-raised basement single-family dwelling within a RH-2 (Residential, House, Two-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Abbreviated Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve

SPEAKERS: - Gabrielle Jenny-Haramoto – DR presentation, more airy approach, privacy
- Robert Dorner – Proximity to window
- Rochelle Gottlieb – Massive intrusion
+ Andy Rodgers – Sponsor presentation
+ Nich Nash – Support, within neighborhood character
+ Peter – City life
+ Debra Rubius – Housing families in SF
+ Catherine Lee – Desire to move to SF
ACTION: After Hearing and closing public comment; a motion to Take DR and modify the project failed +3 -1 (Moore Against); a second motion to Not Take DR and approve the project as proposed failed +1 -3 (Hillis, Moore, Richards against); without a subsequent motion, the project was approved as proposed by default.
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
DRA No: 0408

14. 2013.1799D (M. BOUDREAUX: (415) 575-9140)
1608-1612 DOLORES STREET – The Request is for a **Mandatory Discretionary Review** of Building Permit Application No. 2013.11.27.3000. The proposal involves moving the front wall of the existing building forward, expanding the side walls to the side property line, adding a rear addition, and increasing the height by two-stories. The work is tantamount to demolition. The work will maintain the existing number of dwelling units (3 units), by reconfiguring floor plans to establish one unit per floor level. A three-car garage will be

introduced at ground level. This is within a RH-2 (Residential, House, Two-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Mandatory Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve
(Continued from the Regular Meeting of November 6, 2014)

| | |
|---|---|
| SPEAKERS: | + Tom McElroy – Project presentation;<br>+ Thomas Firpo – Owner comments<br>- (F) Speaker – alternate plans, negative impacts |
| ACTION: | Took DR and approved the project with a condition for the Project Sponsor to continue working with staff on the design |
| AYES: | Fong, Hillis, Moore, Richards |
| ABSENT: | Antonini, Johnson, Wu |
| DRA No: | 0409 |

## H. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items. With respect to agenda items, your opportunity to address the Commission will be afforded when the item is reached in the meeting with one exception. When the agenda item has already been reviewed in a public hearing at which members of the public were allowed to testify and the Commission has closed the public hearing, your opportunity to address the Commission must be exercised during the Public Comment portion of the Calendar. Each member of the public may address the Commission for up to three minutes.

The Brown Act forbids a commission from taking action or discussing any item not appearing on the posted agenda, including those items raised at public comment. In response to public comment, the commission is limited to:

(1) responding to statements made or questions posed by members of the public; or
(2) requesting staff to report back on a matter at a subsequent meeting; or
(3) directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

ADJOURNMENT – **2:27 P.M.**

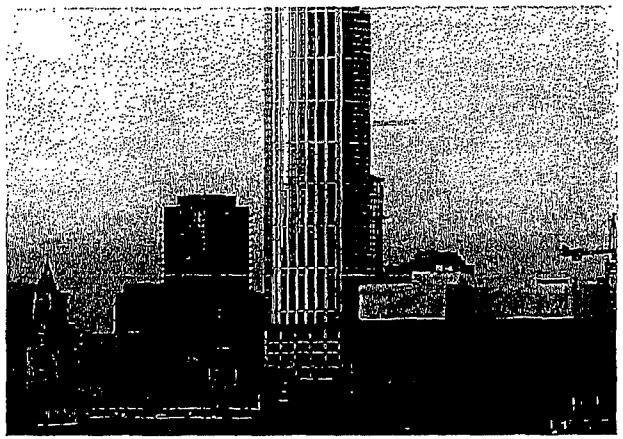
# RIDGEFIELD

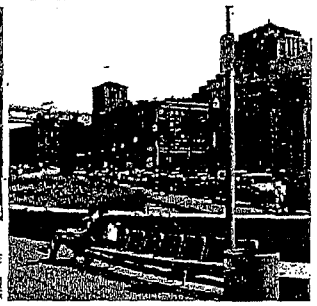
## STREETSCAPE MASTER PLAN

DRAFT

# Table of Contents

# Introduction





## STREETS IN RINCON HILL

The new Rincon Hill Plan was adopted by the city and incorporated into the General Plan in August 2005. The Rincon Hill Plan contains a robust plan and detailed policies for streetscape and traffic changes as an integral part of the neighborhood's development. Besides being traffic-ways, some quite key to the city's regional traffic flows, the streets are an important part of the open space system in a very dense urban environment with limited opportunity for parks. These streets must also accommodate safe and gracious pedestrian and bicycle movement within the neighborhood. The key underlying goals that have shaped the Rincon Hill Streetscape and Traffic Plan are:

- Create "Living Streets" on Spear, Main, and Beale Streets, including calmed traffic and significant open space amenities. The calming of traffic is intended to facilitate a pleasant and safe residential, pedestrian, and bicycling environment, and the creation of lushly-landscaped streets with usable open space is necessary to augment the deficit of open green space in this dense urban area.
- Improve pedestrian conditions at intersections, particularly near freeway ramps.
- Widen narrow sidewalks on Fremont, First, and Harrison Streets to the greatest extent feasible.
- Separate bridge-bound traffic from local traffic on First Street and from local traffic and peak hour transit lanes on Harrison Street.

## APPROVAL PROCESS

All of the street and traffic changes described in this Plan were analyzed and covered by the Environmental Impact Report (EIR) of the Rincon Hill Plan, which was certified by the Planning Commission in 2005 prior to adoption of the Plan, favorably recommended by ISCOTT in January 2006 and approved by the MTA Board of Directors on May 30, 2006. This document was approved by the Planning Commission on XXXXXXX XXXXX and theBoard of Supervisors on XXXXXX XX, 20XX.

## PURPOSE OF THE DOCUMENT

This document is necessary to implement the streetscape and circulation policies adopted in the Rincon Hill Plan of the General Plan, adopted in 2005. As such, this document is the basis for General Plan consistency determinations for all streetscape and right-of-way improvements (including traffic configurations) in the Rincon Hill area, whether implemented by the public or private sectors. This Rincon Hill Streetscape Plan is used as the basis for, and to determine the adequacy and appropriatness of, all streetscape improvements required by Section 309.1 and 827 of the Planning Code, mandated by the Planning Commission, or voluntarily installed. All the curbline and traffic designs described here were fully analyzed and adopted in the Rincon Hill Plan EIR and Plan approvals. The purposes of this document are to

(1) provide a clear, easy-to-follow and detailed comprehensive plan for streetscape and circulation changes for the Rincon Hill area.

(2) provide detailed guidelines and standards for the design of streetscapes, including curblines, landscaping, street trees, sidewalk bulbouts, lighting, paving, and street furniture.

## RELATIONSHIP TO TRANSBAY REDEVELOPMENT AREA

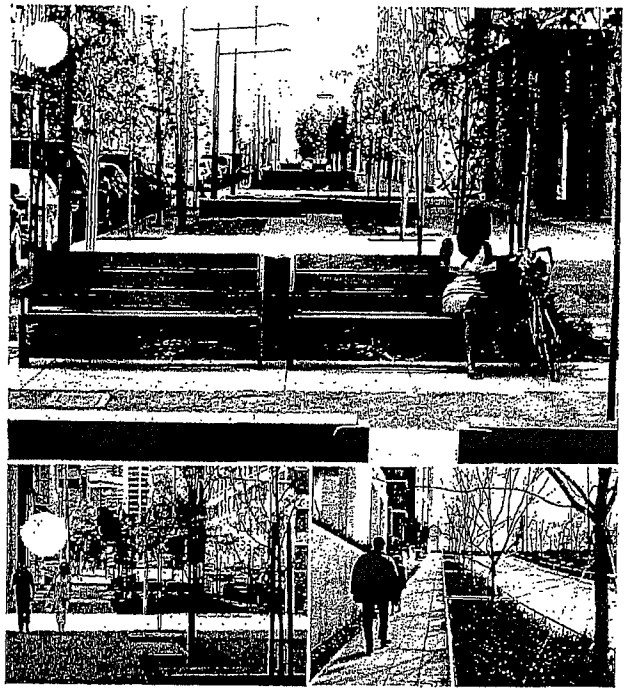
The Transbay Redevelopment area sits just to the north of Rincon Hill, on the north side of Folsom Street. The Planning Department and Redevelopment Agency have coordinated the planning of these two adjacent areas so that they will be built out as one coherent high-density residential neighborhood, and policies and controls have been coordinated for all relevant issues, including land use, building pattern, and streetscape design. The Transbay Redevelopment Project Area Streetscape and Open Space Concept Plan, approved by the Redevelopment Commission in November 2006, generally reflects the same basic configurations and streetscape standards as contained in this document. The details contained in this, the Rincon Hill Streetscape Plan, are the requirements and guidelines for Rincon Hill, but one can refer to the Transbay document for additional context and information purposes. Copies of the Transbay Streetscape document may be downloaded from the Redevelopment Agency's website at *http://www.sfgov.org/site/sfra_page.asp?id=5583*.

## ORGANIZATION OF THE DOCUMENT

This document has two main sections:

(1) **Individual Streets.** These pages outline the detailed streetscape and circulation design adopted for each street in Rincon Hill. The text includes a general descrip-

# Introduction



tion of the present right-of-way configuration and approved Rincon Hill Plan configuration, as well as a detailed accounting of all the curbline and bulbout locations and measurements. Both cross-sections and plan views are included to show the organization of the street and placement of streetscape elements. Where appropriate, references are given to other pages in the document where details may be found on related specifications.

(2) **Streetscape Element Standards and Implementation Requirements.** This section provides details for individual streetscape elements, including any dimensional, material, functional, construction or procedural requirements.

## STREETSCAPE PLAN IMPLEMENTATION

The streetscape improvement show in this document will be implemented over time incrementally, through multiple mechanisms and funding sources:

1. **Developer Requirements:** Per planning code Section 138.1 (c)(2), developments exceeding certain size thresholds described therein must build out the streetscape improvements, including sidewalk widening and all elements as a basic zoning requirement.
2. **Developer In-kind Construction:** In lieu of paying some or all of required Rincon Hill Impact fees, projects can propose to build streetscape improvements in excess of what is required by Planning Code Section 138.1
3. **City Construction:** Using available funds from some combination of impact fees, an infrastructure financing district (IFD), or other funds (e.g. grants, general fund), the City would undertake improvements

All descriptions of physical elements in this document are required to be built out as specified herein, including dimensions, materials, installation methods, and locations. Some minor variation may be necessary or desirable due to unique or unforeseen circumstances, as well as to accommodate piecemeal and gradual buildout of the district's streetscapes over time. All streetscape implementation is subject to the approval and Plan consistency finding of the Planning Department. The Department of Public Works is the permitting agency for improvements within the public right-of-way and all applications and plan submissions must meet DPW submittal requirements. All technical specifications not described in this document must meet pertinent City standards and are subject to detailed design review and approval by DPW and other relevant agencies.

All existing streetscape elements, including traffic signals, parking meters, signage, and utility boxes must be relocated to conform to the alignments and configurations described in this Streetscape Plan.

All of the specific curbline and traffic changes have been approved in detail by the MTA Board of Directors on May 30, 2006 in Resolution 06-066. All changes to curblines must be legislated by the Board of Supervisors, and this is typically done when construction drawings are completed and coordinated with the Department of Public Works Bureau of Street Use and Mapping (DPW BSM). Project sponsors implementing these new sidewalk and curblines must apply through DPW BSM and legislation will be submitted to the Board. Because the MTA Board and Planning Commission have already approved the changes in concept via this Streetscape Plan, the curbline legislation process is merely procedural, but necessary to implement an incremental buildout of streetscapes across the neighborhood.

## UTILITIES AND VAULTS

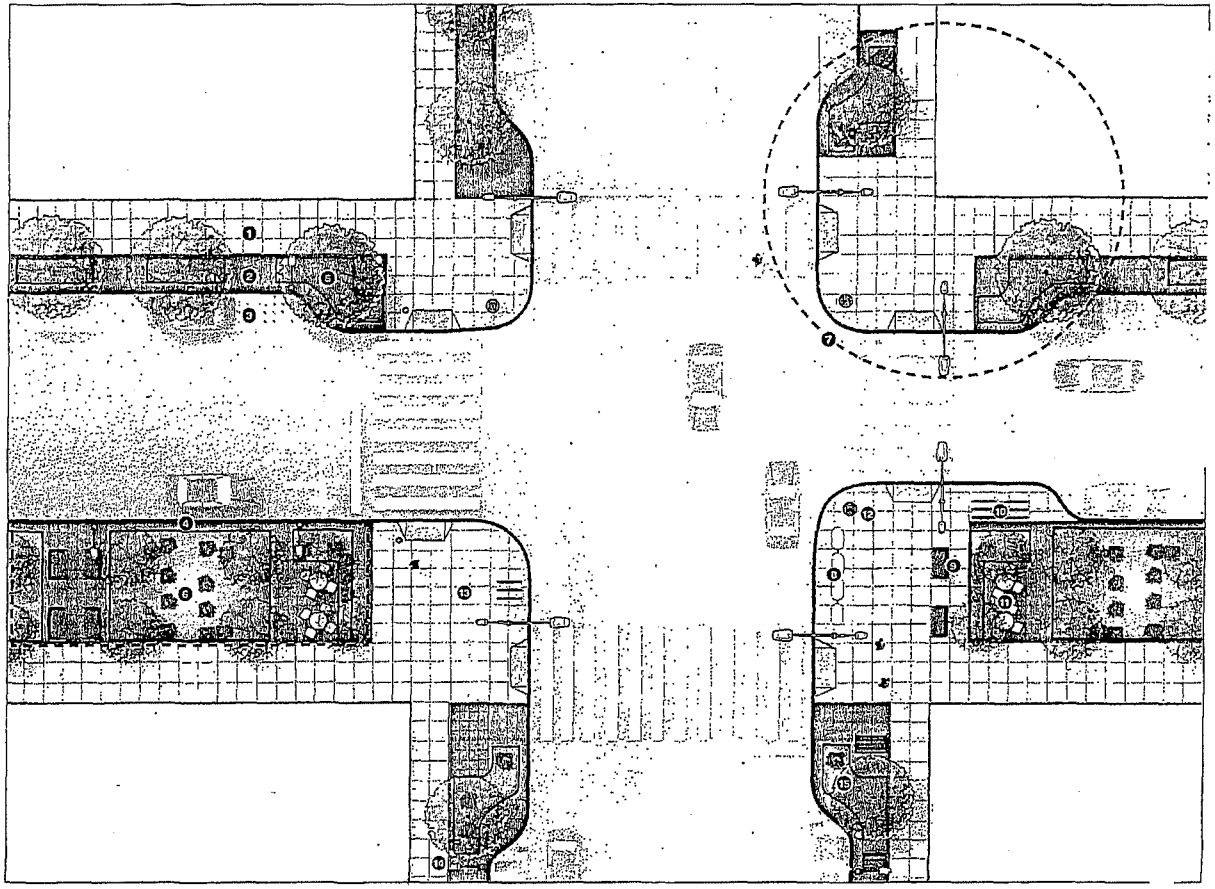
### New

It is Project Sponsor's responsibility to ensure minimal impact or interference from any utilities (e.g. sidewalk vaults for electric power transformers or switches) with required streetscape treatments, particularly street tree planting and planter bed landscaping. The location and design of electric and other utility servicing needs must be considered in the architectural design phase of the project. Any sidewalk vaults must be placed either wholly within the clear walking sidewalk surface between the building edge and the inner edge of landscaping beds and tree basins or in naturally occurring breaks in planter beds as described for each street in this document. The preferred location for electric vaults is within the driving or walking surface of driveways, alleyways or walkways on the project property. Proposals that require significant elimination of street trees or landscaping due to utilities will not be considered favorably and approval will be delayed.

### Existing

There are numerous sub-grade utilities and vaults (water, sewer, power, telecommunications) within the existing right-of-ways. The implementation of the curblines and other streetscape elements required in this document will, in some cases, require some relocation or alteration of existing utilities. Per requirements of DPW, PUC, or other agencies, project sponsors are required to carry out any and all utility relocations or modifications as necessary. Any variation from the curblines and standards contained in this document proposed by project sponsors in order to avoid modifications of existing utilities may only be considered and approved in consultation with and at the discretion of the Planning Department.

# Street Plans



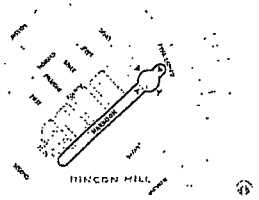
**The diagram at right, along with the associated key below, is intended to help identify streetscape features for all subsequent street plans shown on pages 3 - 19.**

**KEY**

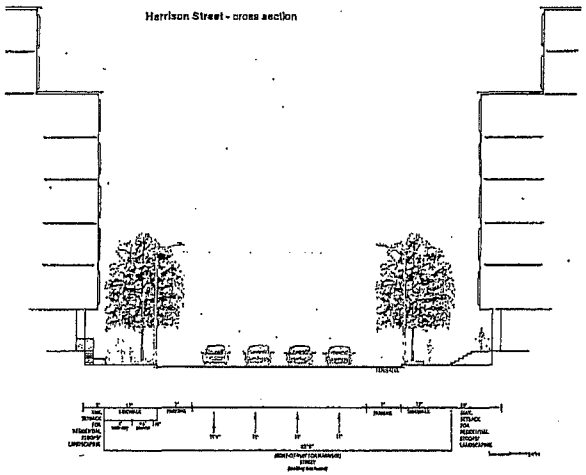
1. 3' x 3' saw-cut concrete
2. 6" x 6" granite pavers
3. Permeable pavers
4. Living Street Open Space Panel
5. Street Tree
6. Understory plantings
7. 6' x 15' Bulbout
8. Newspaper rack
9. Benches
10. Bike rack
11. Cafe seating
12. Trash can
13. Traffic/Pedestrian light
14. Pedestrian light
15. Planter

# Harrison Street

Harrison Street is a fairly heavily trafficked and auto-dominated street associated with three Bay Bridge ramps: two on-ramps (at Essex and at First Street) and one off-ramp (at Fremont Street). Westbound afternoon peak hour traffic feeding the First Street on-ramp is particularly heavy. The pedestrian realm is currently bleak, with narrow 8' sidewalks (and narrower in some places). However, traffic lanes are excessively wide, especially the much more lightly used eastbound lane, which allows some marginal room for widening sidewalks. Several major developments, including some ground floor residential townhouses, will line Harrison west of the Beale Street overpass. Additionally, the primary site identified for a public park on Rincon Hill sits along Harrison Street, just east of the Fremont Street off-ramp, making improvements to the pedestrian realm and safety imperative.




Harrison Street - cross section



Roadway:
*Current:* Three traffic lanes westbound, one eastbound. Curbside parking on both sides.

*RH Plan:* (Embarcadero to Essex) All lanes narrowed. Curbside parking lane on both sides.

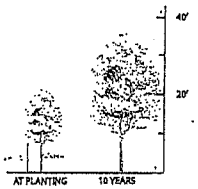
(First to Essex) Eliminate one westbound lane for a total of two lanes westbound and one eastbound. Create a 10'-wide landscaped median.

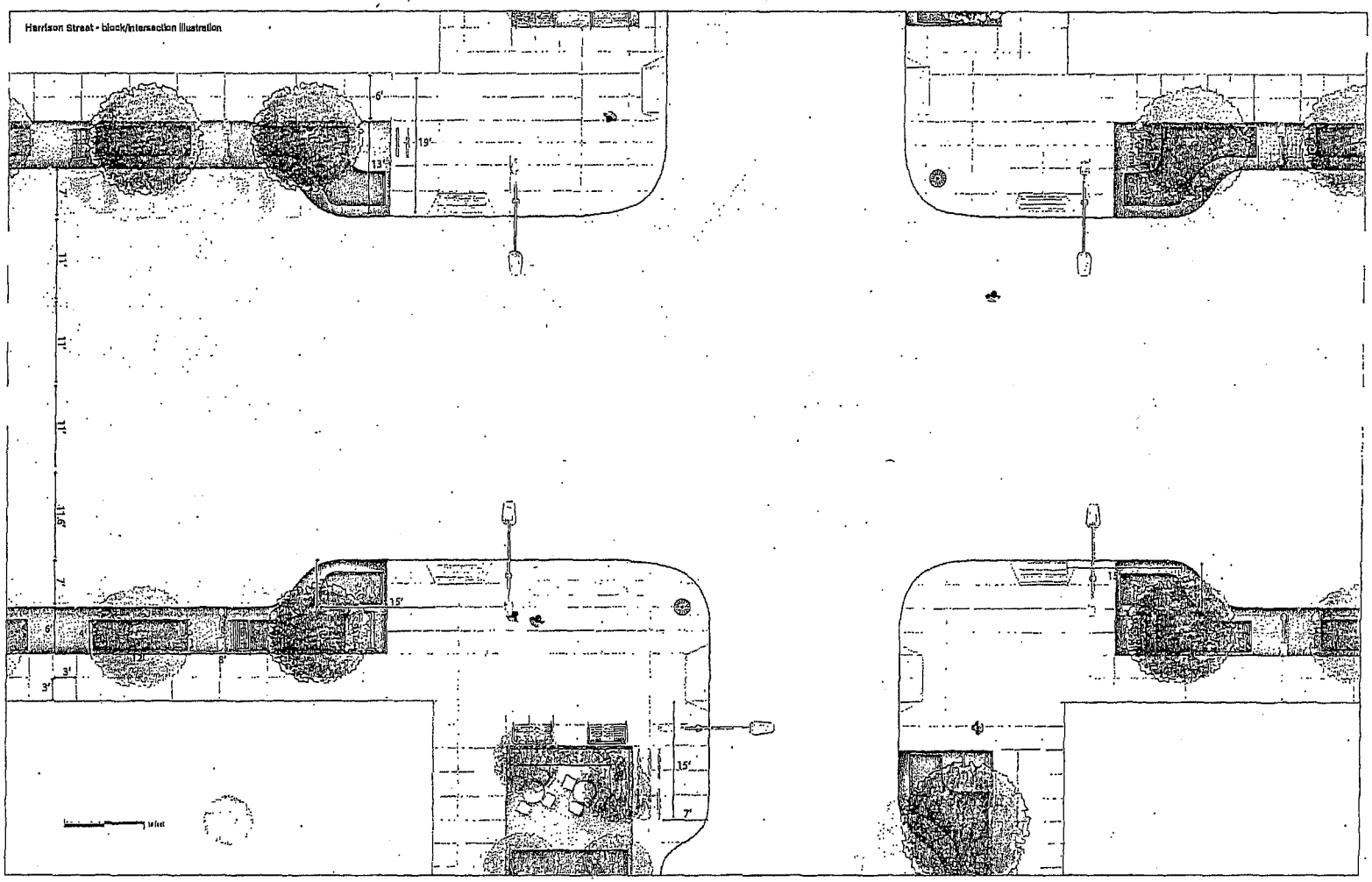
Sidewalks:
Both sides of the street shall be 12 feet to face of curb.

Bulbouts:
All corners all corners at all intersections, except SW corner at Fremont Street.

DESIGN PALETTE (SEE PAGE 31)

STREET TREE: BRISBANE BOX (SEE PAGE 30)

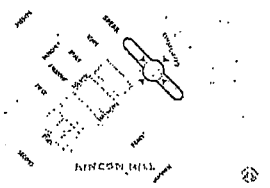



Harrison Street - block/intersection illustration
6'
15'
13'
7'
11'
11'
11'
11.5'
7'
15'
6'
8'
3'
3'
15'
7'

Harrison Street - Block/Intersection Illustration
6'
13'

# Spear Street

The Rincon Hill Plan contains explicit policies to narrow the width of the trafficways on Spear, Main and Beale Streets south of Folsom Street by reducing the number of traffic lanes and their width, allowing for one lane in each direction at all times but the peak hour, and transforming them into "Living Streets." The primary goal of Living Streets is to prioritize pedestrian activity and usable open space over traffic and to calm traffic.

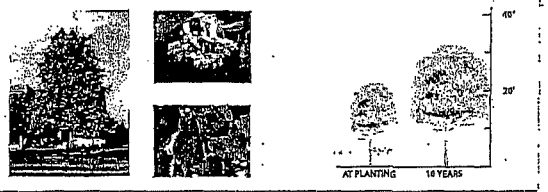



The basic design strategy of the Living Streets is to significantly widen the pedestrian space on one side of each street in order to create sufficient space for open space amenities such as pocket parks, seating areas, community gardens, dog runs, public art, and the like. This proposal is coordinated as "one neighborhood" with the Transbay area, just across Folsom Street, so that these Living Streets will form linear parks stretching from Mission Street through both districts to the Embarcadero. Rincon Hill will be a very dense neighborhood and opportunities for traditional "park" space are highly limited; the Living Streets will fill part of this need.

A mid-block crosswalk will also be created to allow pedestrians to cross safely on these long blocks and connect to a system of interior mid-block paths.

DESIGN PALETTE (SEE PAGE 34)

STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)



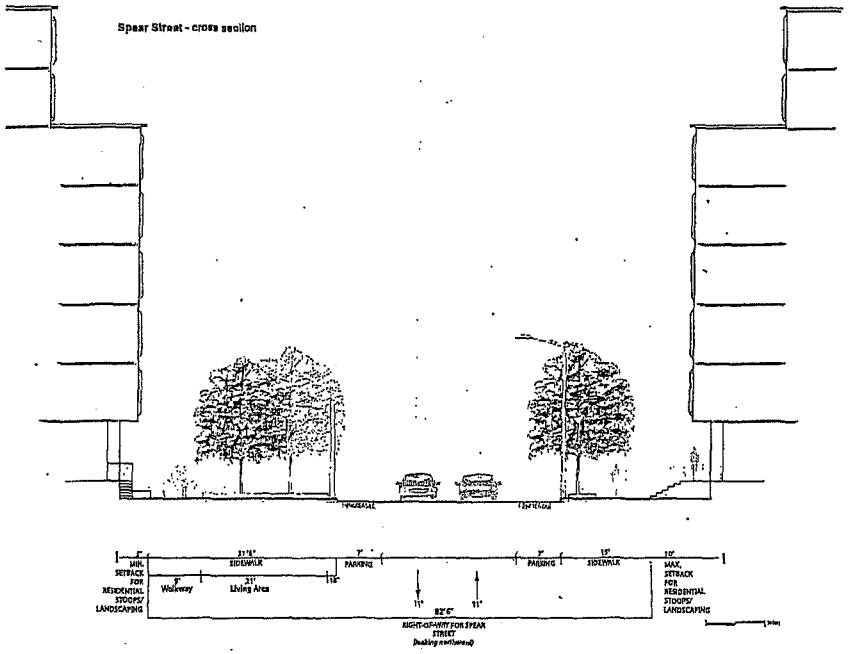

Roadway:
*Current:* Three lanes southbound. Curbside parking both sides, with perpendicular parking south of Harrison.

*RH Plan:* One lane each direction. Curbside parking both sides, all parallel. Permanent curbside right-turn pocket 100' in length in lieu of parking and bulb-out southbound at Harrison.

Sidewalks:
West side shall be 31 feet 6 inches to face of curb.
East side shall be 15 feet to face of curb.

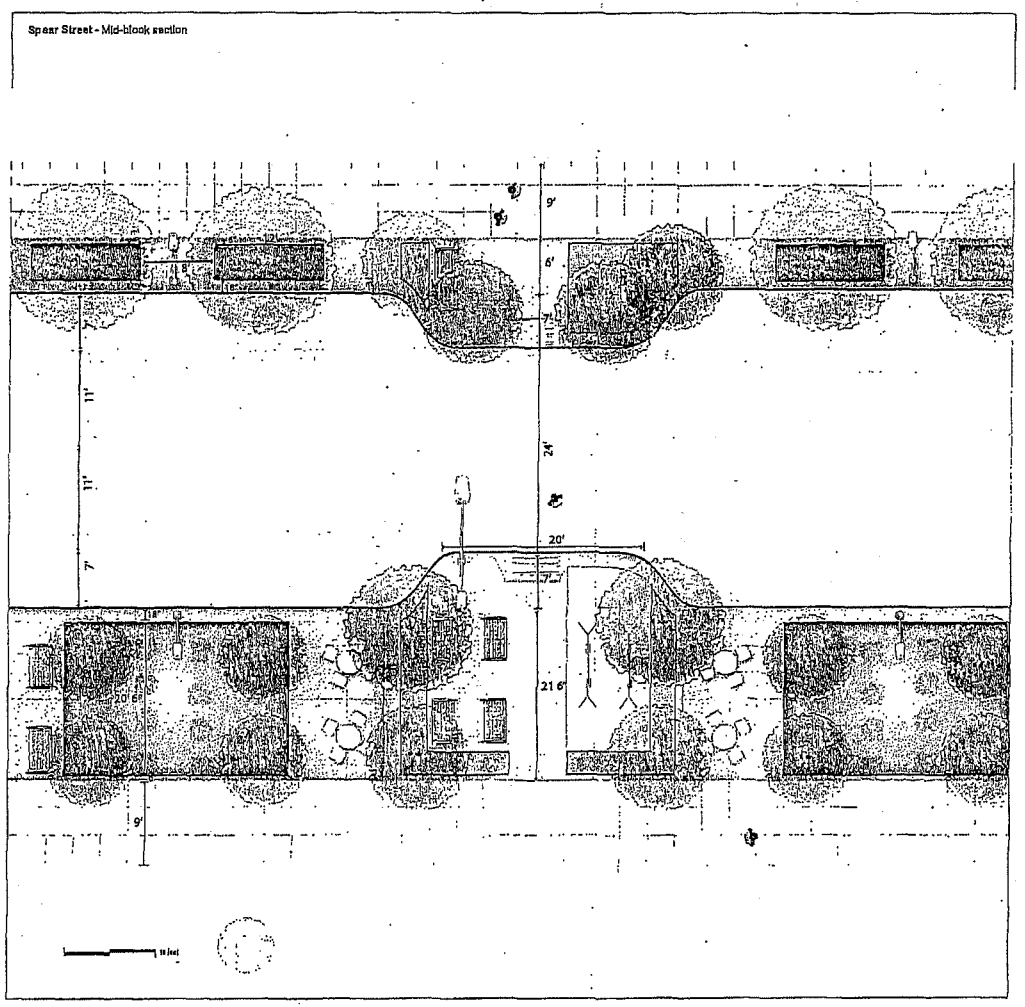
Bulbouts:
All corners except west side from Harrison Street northerly.
Mid-block: both sides, from 250 feet to 280 feet south of Folsom Street

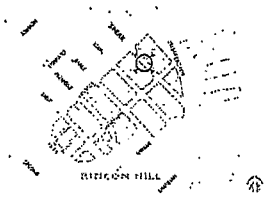
Spear Street - cross section



9'6"
9'6"
10'
7'
Spear Street - block/intersection illustration

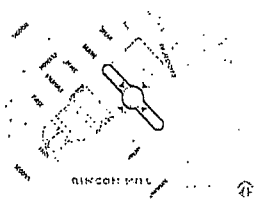
# Spear Street



# Main Street

Main Street will have an almost identical Living Street configuration to Spear Street, with a couple small, but notable differences. Main Street features heavier southbound peak hour freeway-bound traffic which turns east on Harrison. To allow the sidewalk and open space to be created while maintaining greater capacity in the peak hour when it is needed, a southbound towaway curbside lane will be created.



Roadway:
*Current:* Two lanes southbound and one northbound. Curbside parking both sides, with perpendicular parking south of Harrison.

*RH Plan:* One lane each direction. Curbside parking both sides, all parallel. Permanent curbside right turn-pockets 100' in length in lieu of parking and bulb-outs: northbound at Folsom; southbound at Harrison; northbound at Harrison; and southbound at Bryant. Curbside parking lane westside between Folsom and Harrison becomes towaway no-stopping afternoon peak hour southbound traffic lane.

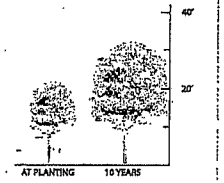
Sidewalks:
West side shall be 28.5 feet to face of curb.
East side shall be 15 feet to face of curb.

Bulbouts:
All corners except: east side from Folsom Street southerly; west side from Harrison Street northerly; east side of Harrison Street southerly, west side from Bryant Street northerly.

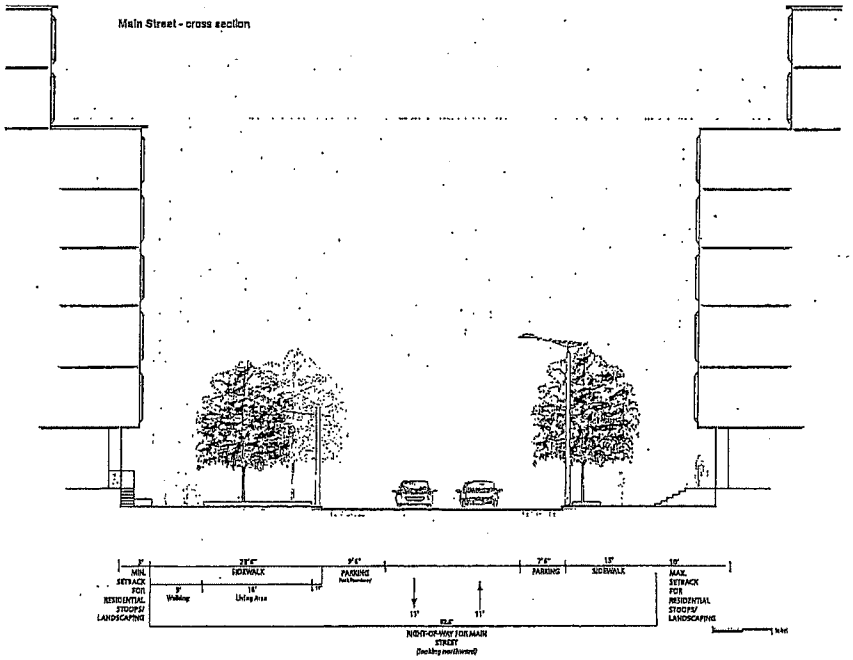
Mid-block: east side, from 250 feet to 280 feet south of Folsom Street; both sides, from 250 to 280 feet south of Harrison Street.

DESIGN PALETTE (SEE PAGE 34)

STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)

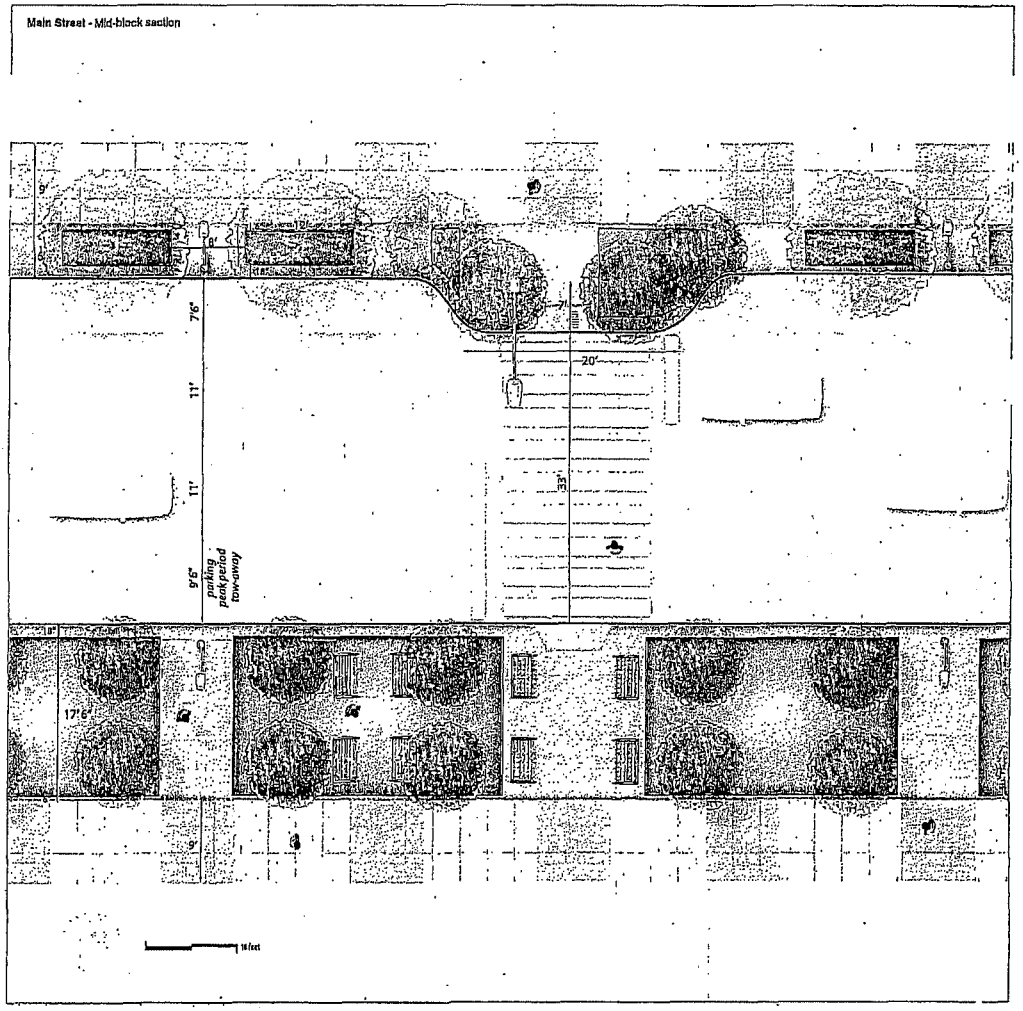



Main Street - cross section



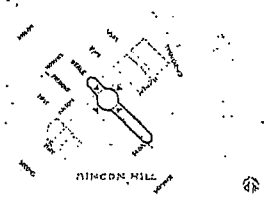
Main Street - block/intersection illustration
9'6"
10'
10'
9'6"
parking
peak period
tow-away

# Main Street



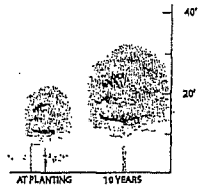

# Beale Street

Main Street will also have an almost identical Living Street configuration to Spear and Main Street, with a couple small, but notable differences. Beale Street does not intersect with Harrison Street but rather passes under it. This presents several opportunities and additional demands on Beale Street. First, it provides the only practical access from the Financial District to the Bryant Street carpool-only on-ramp to the Bay Bridge, allowing bridge-bound vehicles to avoid traffic queues on Main and Harrison Street. Second, it is a reasonably direct southbound bicycle route south through Rincon Hill to South Beach. Additionally, the Bay Bridge anchorage is adjacent to the roadway south of Harrison Street. Due to heightened security concerns for protecting the bridge anchorage, a new security wall extending out into the existing sidewalk was built by Caltrans around the anchorage. To accommodate growing carpool traffic, the road width is sufficiently wide to allow a second southbound peak hour lane as a curbside towaway lane should it be necessary in the future. A southbound bicycle lane between Folsom and Bryant is also included. (Note: After September 11, 2001, Beale Street was closed to all public access between Folsom and Bryant. It has since been re-opened after security measures were put in place, and the traffic striping was adjusted to partially conform to the Rincon Hill Plan).




DESIGN PALETTE (SEE PAGE 34)

STREET TREE: LITTLE LEAF LINDEN (SEE PAGE 29)




Roadway:
*Pre-2001:* Three lanes southbound.

*Current:* One lane each direction, southbound bicycle lane. Curbside parking both sides between Folsom and approximately Harrison, parallel west side and perpendicular east side. No parking south of northern line of Bay Bridge either side. Permanent curbside right turn-pockets 100' in length in lieu of parking: northbound at Folsom; southbound at Bryant.

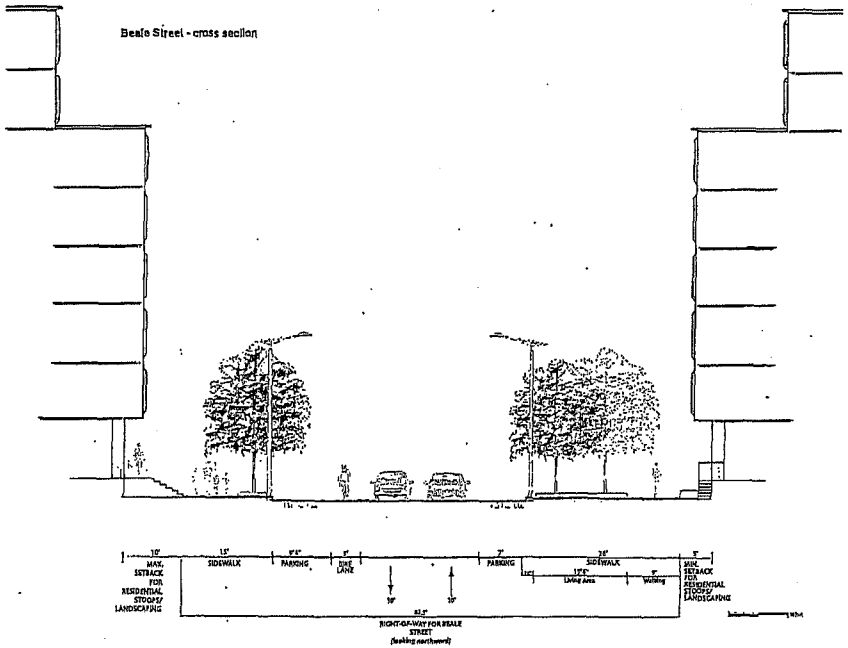
*RH Plan:* One lane each direction, southbound bicycle lane. Curbside parking both sides, all parallel. Permanent curbside right turn-pockets 100' in length in lieu of parking and bulb-outs: northbound at Folsom; southbound at Bryant.

Sidewalks:
West side shall be 15 feet to face of curb.
East side shall be 21 feet to face of curb.

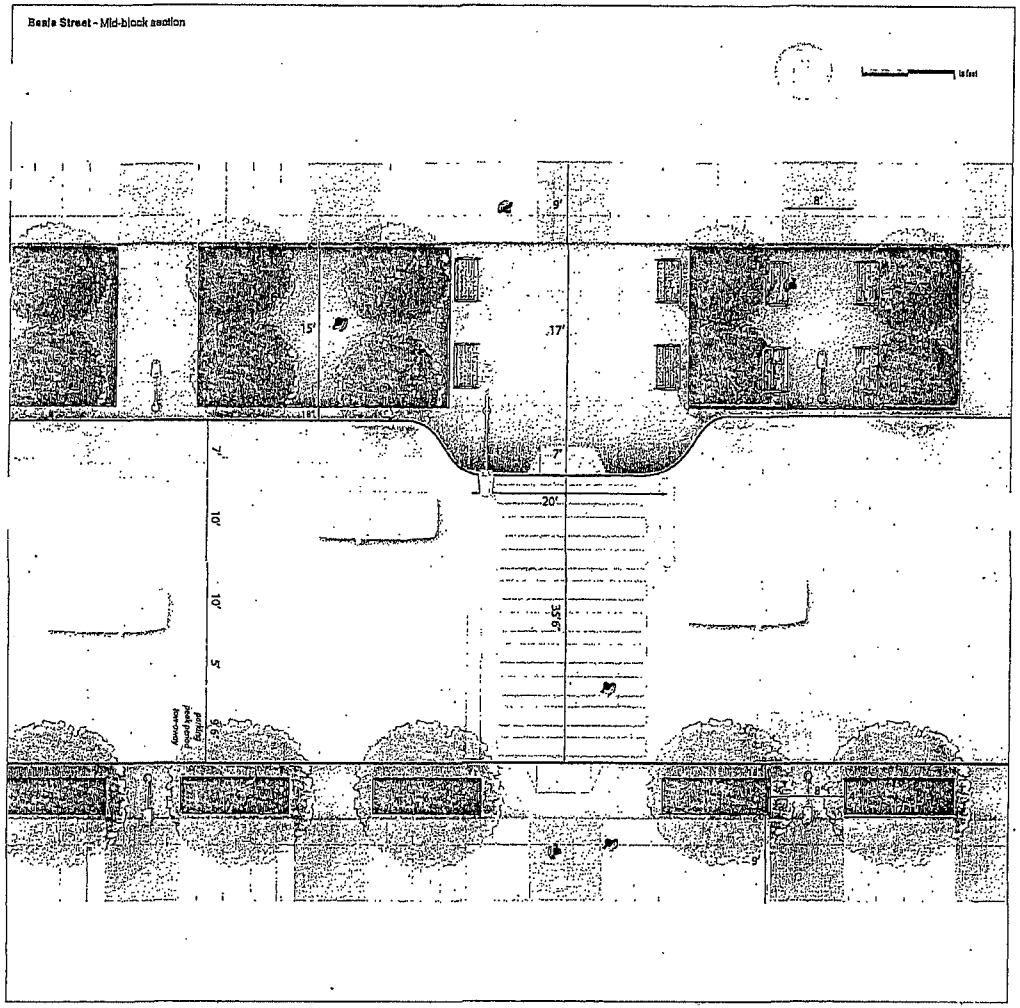
Bulbouts:
All corners except: east side from Folsom Street southerly; west side from Bryant Street northerly;

Mid-block: east side, from 250 feet to 280 feet south of Folsom Street.

Beale Street - cross section

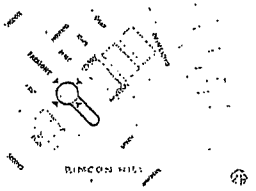


# Beale Street



# Fremont Street

While there is an off-ramp feeding directly onto Fremont Street northbound, there is relatively light traffic on Fremont Street between Harrison and Folsom Streets, and therefore excess capacity. This street will see major land use transformation, with approximately 750 housing units on this one block, including numerous ground floor townhouses on both sides of the street.




Roadway:
*Current:* Two traffic lanes each direction, except the southbound direction narrows to one lane at Harrison Street. Curbside parking on both sides.

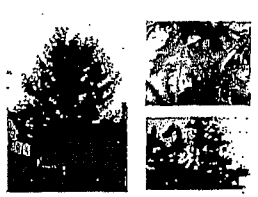
*RH Plan:* One lane southbound and two northbound. One southbound (uphill) bicycle lane. Curbside parking on both sides.

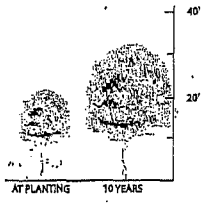
Sidewalks:
Both sides of the street shall be 15 feet to face of curb.

Bulbouts:
All corners (both sides from Folsom Street southerly; both sides from Harrison Street northerly)

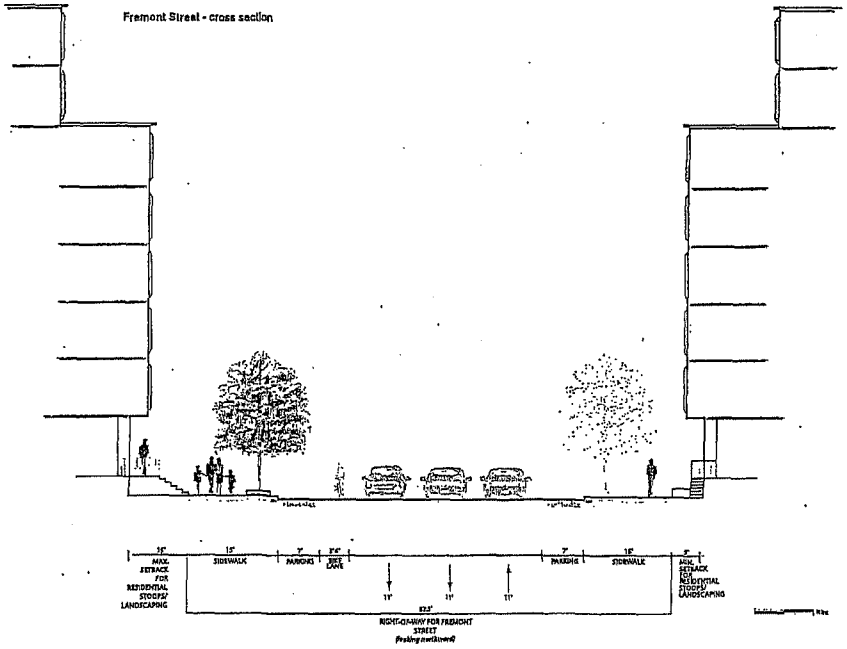
DESIGN PALETTE (SEE PAGE 34)

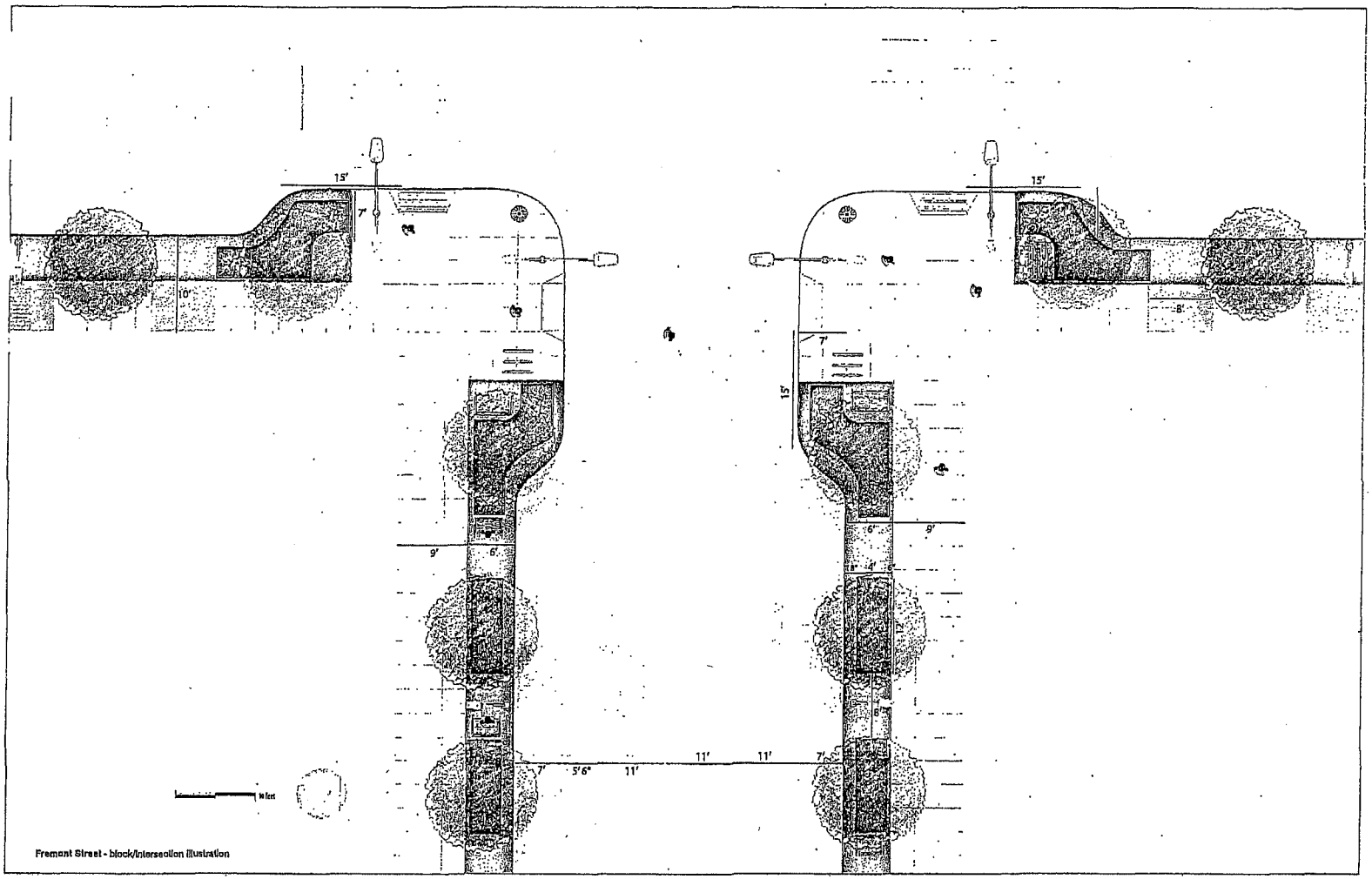
STREET TREE: RED SUNSET MAPLE (SEE PAGE 31)






Fremont Street - cross section





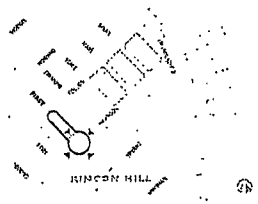

Fremont Street - block/intersection illustration

Note: Folsom Street streetscape improvements including sidewalk widths, paving and all other elements must be coordinated with the Redevelopment Agency and Planning Department for consistency with the Transbay Redevelopment Plan, and Transit Center District Plan.

# First Street

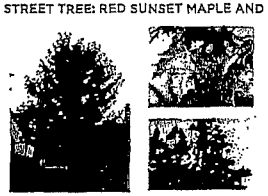
First Street's primary function is as a feeder to the Bay Bridge. Between Folsom and Harrison there is little opportunity to widen sidewalks significantly or eliminate traffic lanes. The east sidewalk at the north half of the block was widened during the Rincon Hill planning process. To improve pedestrian crossing at Harrison Street, beautify and soften the street environment, and facilitate local-traffic flow in the outer lanes, landscaped medians are included at the southern end of the block, roughly between Lansing and Harrison Streets, where there are currently painted medians only.

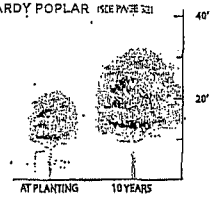
The topography of Rincon Hill is such that First Street terminates at the top of the hill, just south of Harrison Street. This stub end is to be narrowed to the minimum necessary to serve development at the top of the hill, and the remainder converted into landscaped open space.




DESIGN PALETTE (SEE PAGE 34)

STREET TREE: RED SUNSET MAPLE AND LOMBARDY POPLAR (SEE PAGE 32)






Roadway:
*Current:* (Folsom to Harrison) Four traffic lanes southbound. Curbside parking on both sides, except south of Lansing Street.

(Harrison to end) One lane each direction. Perpendicular parking both side.

*RH Plan:* (Folsom to Harrison) Four traffic lanes southbound. Curbside parking on both sides, except south of Lansing Street.

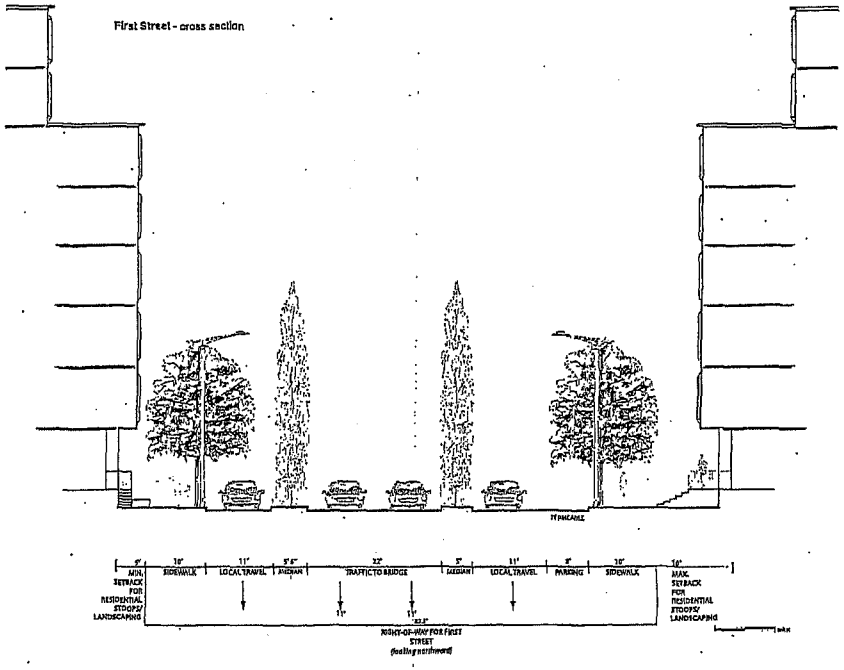
(Harrison to end). One lane each direction. No on-street parking.

Sidewalks:
(Folsom to Harrison) East side of the street shall be 15 feet to face of curb, transitioning to 10 feet south of Lansing Street. West side shall be 10 feet.

(Harrison to end) 12 feet both sides.

Bulbouts:
All corner except west side from Harrison Street northerly.

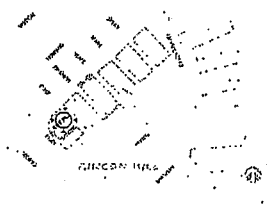
First Street - cross section



First Street - block/intersection illustration
11'
11'
11'
11'
8'
10'
10'
8'
8'
8'
8'
8'
8'

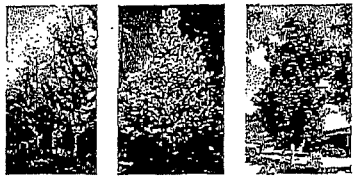
# Guy Place

Guy Place and Lansing Street are narrow streets (35' wide) that form a continuous semi-loop connecting to the west side of First Street, between Folsom and Harrison Streets. A public staircase descends from the west end of Lansing Street down to Essex Street. These streets see only light traffic serving buildings directly on these streets, as they connect only to First Street, but the right-of-way width limits the width of the narrow sidewalks. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street tree planting in between parked cars. The street should be designed as a single-surface "shared street" without curbs pursuant to the Better Streets Plan guidelines. Additionally, raised crosswalks across the mouth of the streets at First Street will define a threshold into which vehicles enter a mostly pedestrian environment.



DESIGN PALETTE (SEE PAGE 34)

STREET TREES: COLUMNAR VARIEGATES (SEE PAGE 33)



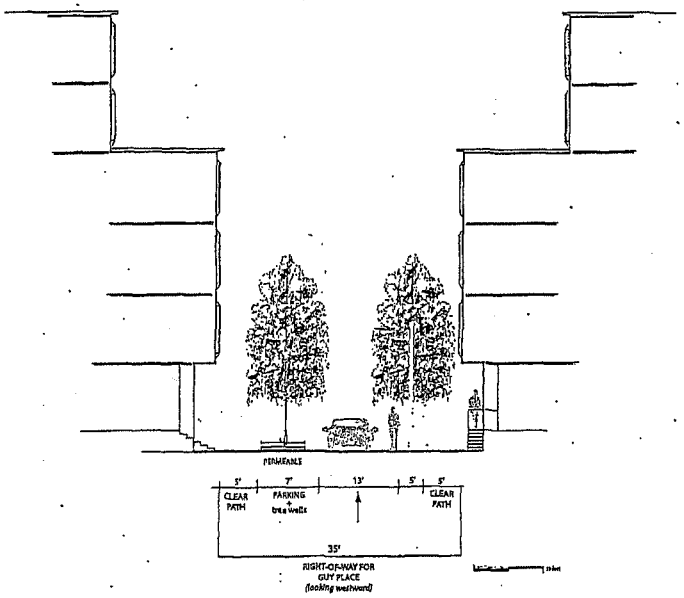
Roadway:
*Current: One travel lane. Curbside parallel parking one side.*

*RH Plan: No change.*

Sidewalks:
The protected pedestrian area adjacent to parking shall be 6 feet in width, the other protected pedestrian area shall be 9 feet to face of curb.

Bulbouts:
None.

Guy Place - cross section



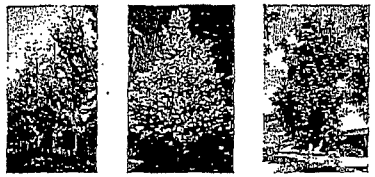
Guy Place - block/intersection illustration
16'
14'
8'
24'

# Lansing Street

Guy Place and Lansing Street are narrow streets (35' wide) that form a continuous semi-loop connecting to the west side of First Street, between Folsom and Harrison Streets. A public staircase descends from the west end of Lansing Street down to Essex Street. These streets see only light traffic serving uses directly on these streets, as they connect only to First Street, but the right-of-way width limits the width of the narrow sidewalks. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street tree planting in between parked cars. Additionally, raised crosswalks across the mouth of the streets at First Street will define a threshold into which vehicles enter a mostly pedestrian environment.


DESIGN PALETTE (SEE PAGE 34)

STREET TREES: COLUMNAR VARIEGATES (SEE PAGE 36)



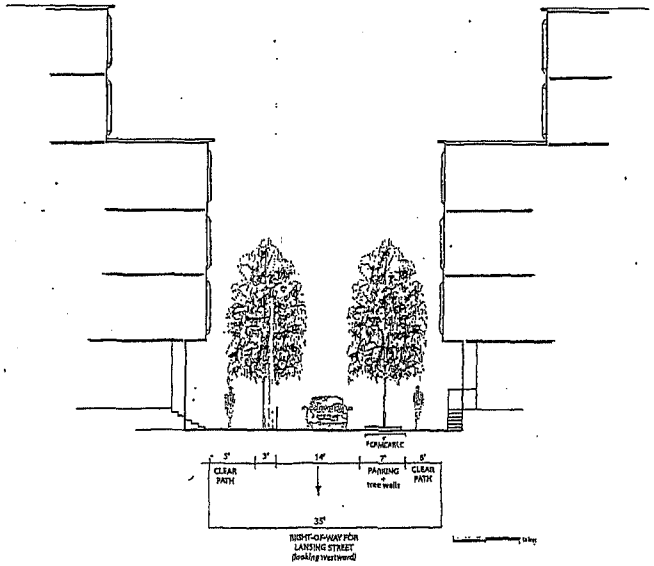
Roadway:
*Current: One travel lane. Curbside parallel parking one side.*

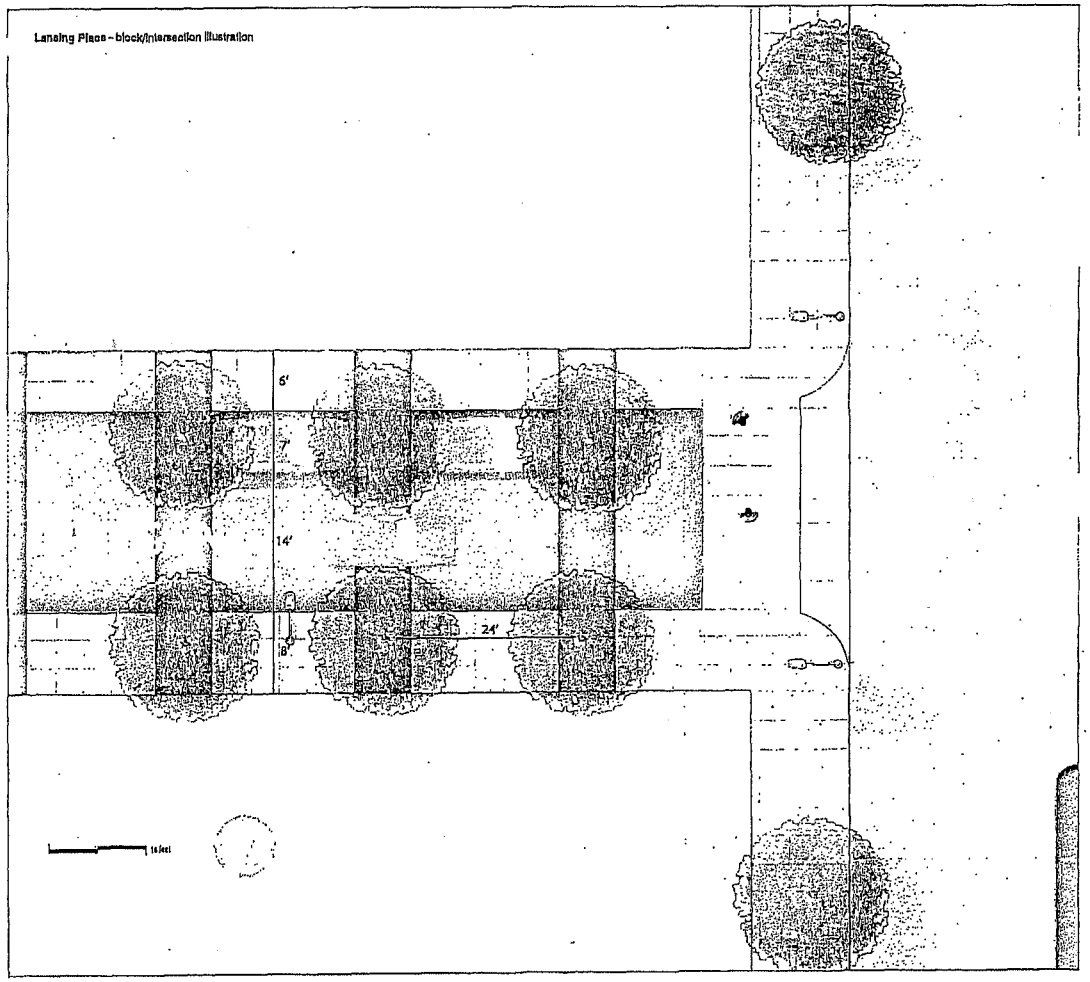
*RH Plan: Maintain existing pedestrian zone and travel lane dimensions but convert to street to Shared Public Way (curbless street).*

Pedestrian-Safe Zones (sidewalks):
The sidewalk adjacent to curb parking ("outer sidewalk") shall be 6 feet to face of curb, the other sidewalk shall be 8 feet to face of curb.

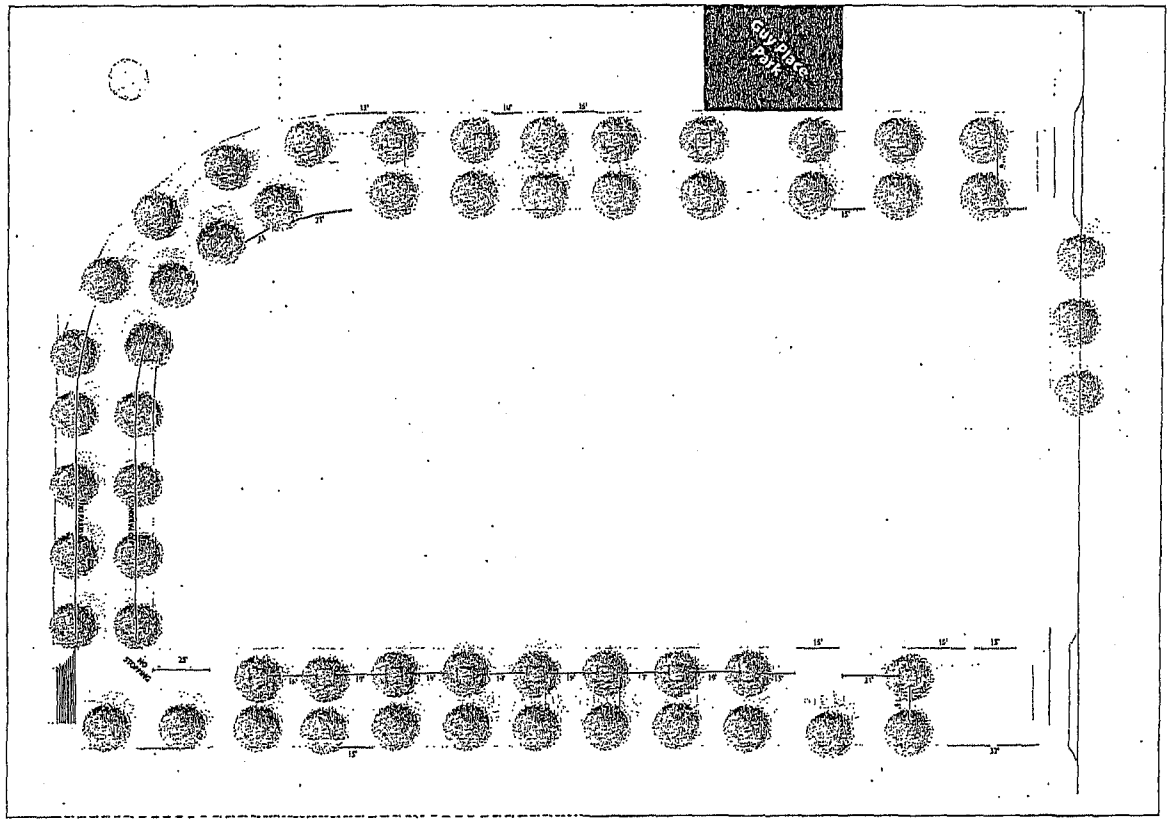
Bulbouts:
None.

Lansing Street - cross section



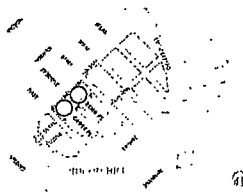

Lansing Place - block/intersection illustration
5'
7'
14'
24'
8'

# Guy Place and Lansing Street Tree Spacing



# Grote Place and Zeno Place

Grote Place and Zeno Place are narrow alleys (12.5' and 17.5' wide respectively) that extend about halfway into their blocks. Because of their constrained width, lack of space for cars to turn around, Zeno Place has insufficient space to safely handle two-way traffic. Accommodating motorized vehicles on these streets, especially if not accessing parking garages, raises significant design challenges. The streets shall be designed to encourage pedestrian use for the entire street width, particularly in the use of special paving across the entire roadway, as well as street trees and landscaping areas. If vehicular access to these alleys is deemed infeasible, they shall be designed as pedestrian only plazas.



Roadway:
*Current: One travel lane.*

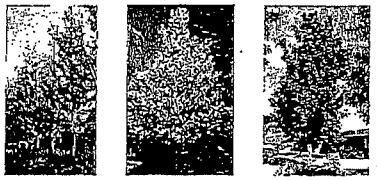
*RH Plan: Possible pedestrian only depending on future development.*

Sidewalks:
Street shall be designed to be curbless to encourage pedestrain use of full ROW, except Zeno Place should have protected pedestrian-only area on one side.

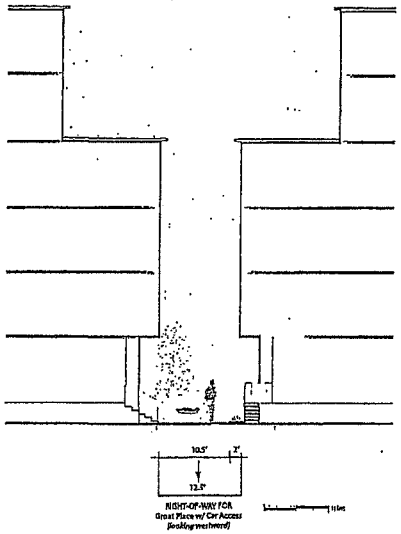
Bulbouts:
None.

DESIGN PALETTE (SEE PAGE 34)

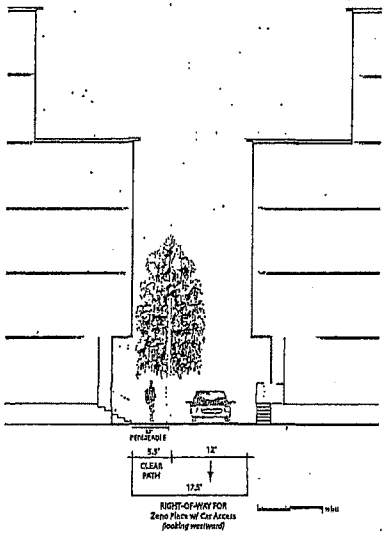
STREET TREES: COLUMNAR VARIEGATES (SEE PAGE 33)



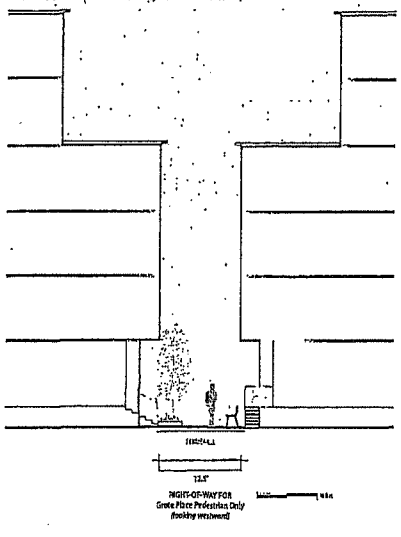
Grote Place - one way traffic cross section



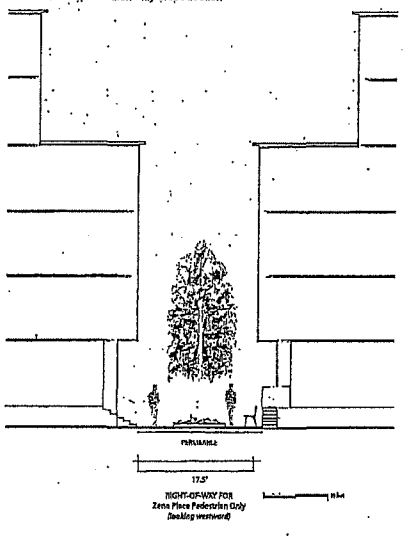

Zeno Place - one way traffic cross section



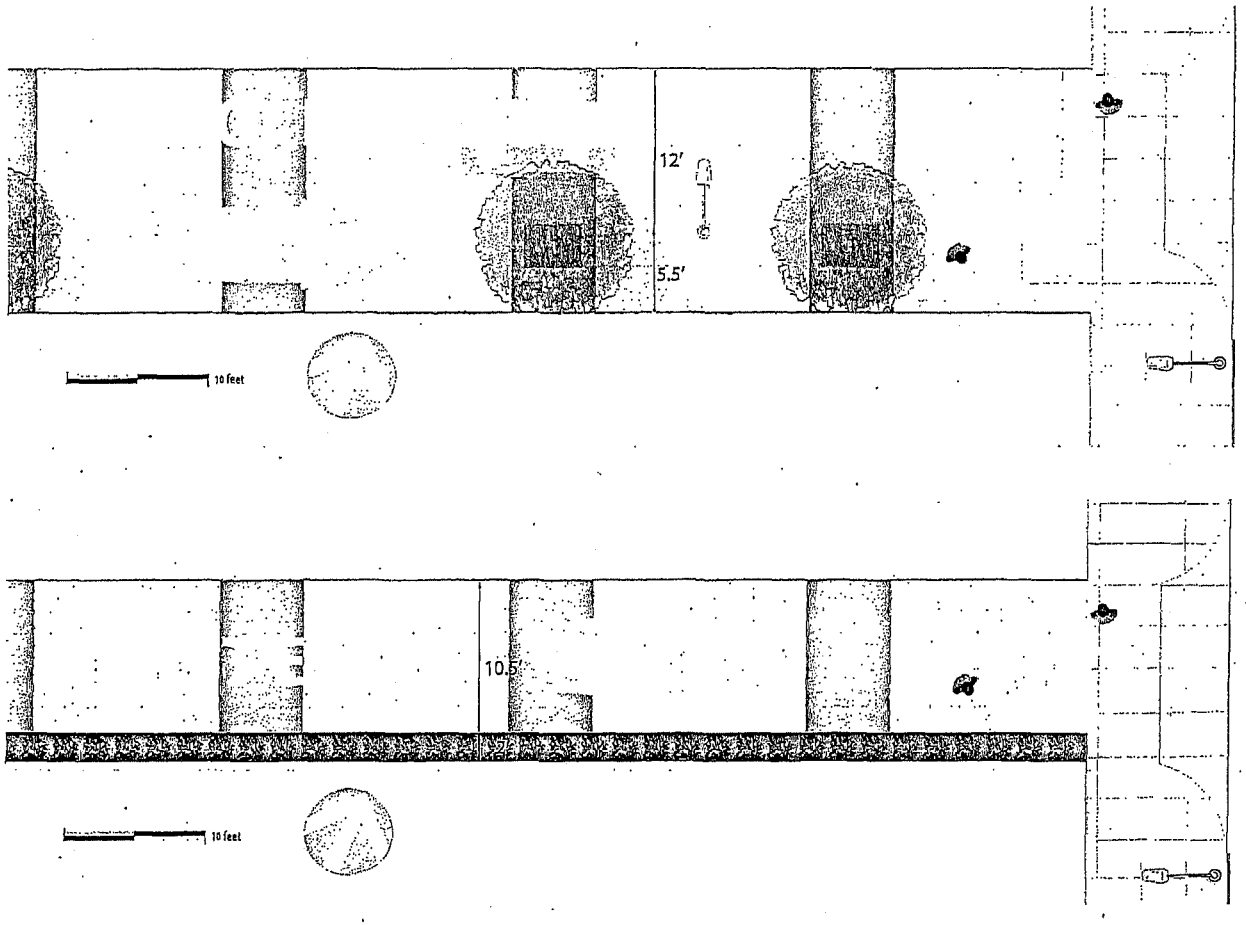

Grote Place - pedestrian only cross section




Zeno Place - pedestrian only cross section

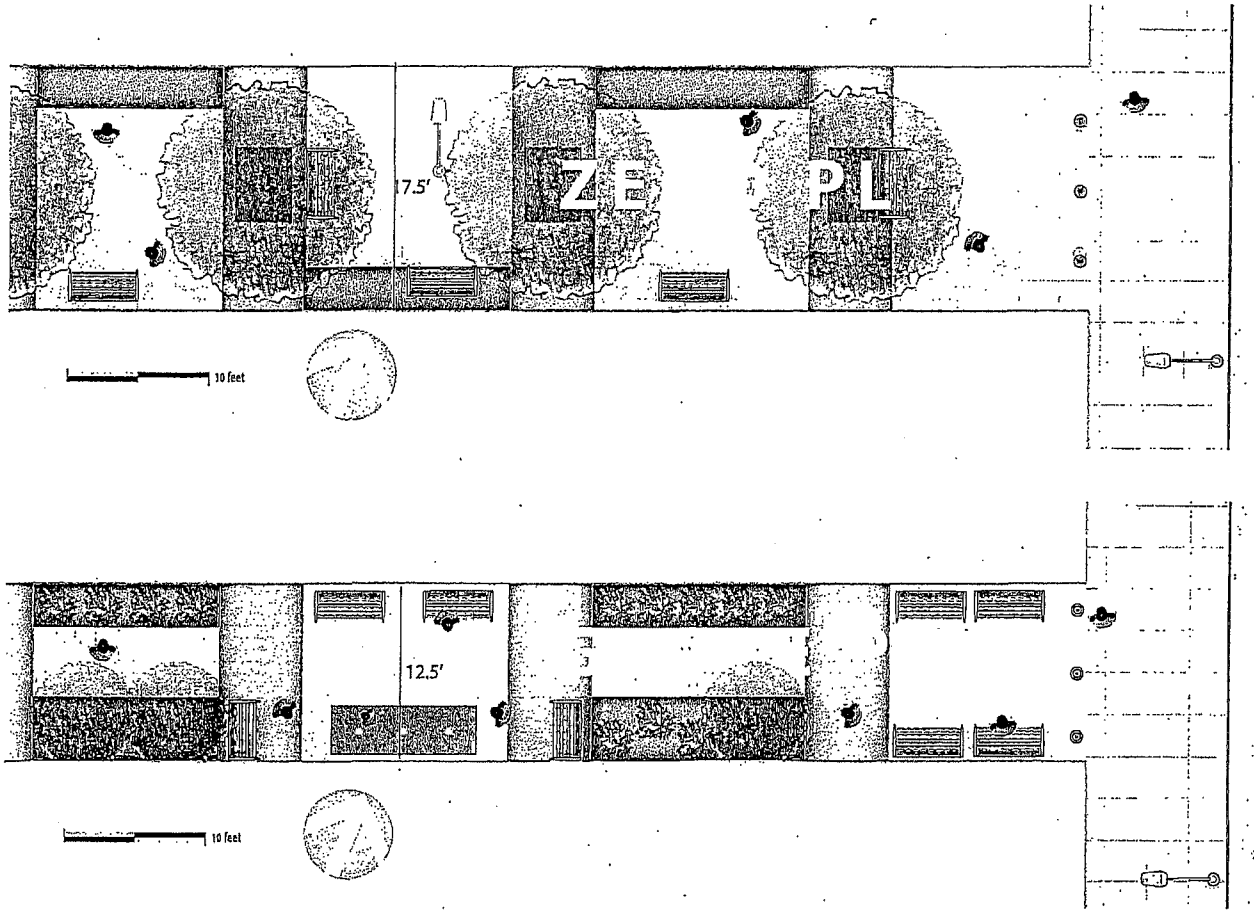


# Grote Place and Zeno Place – Car Traffic




501

# Grote Place and Zeno Place – Pedestrian Only

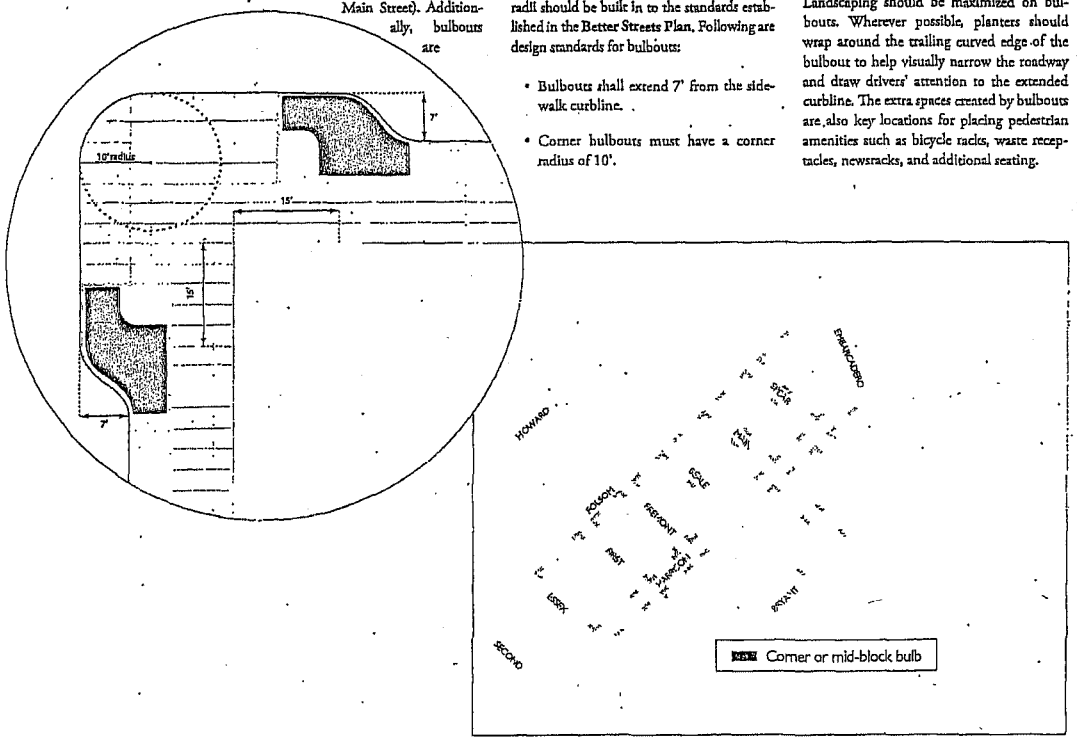


# Corner Bulbout/Curb Extension Design

Most corners in the Plan area must be built with "corner bulbouts." Corner bulbouts shall be built in all corner locations except where curbside turn lanes are necessary and in locations where curb parking lanes become peak hour towaway lanes for transit and auto traffic (e.g. north side of Harrison Street, west side of Main Street). Additionally, bulbouts are required where mid-block crosswalks are located and at some bus stops. Bulbouts in the Rincon Hill Plan Area will be longer in length than typical San Francisco bulbouts. This additional length creates space for amenities like bike parking or greening. Other proposed bulbout dimensions such as depth and corner radii should be built in to the standards established in the Better Streets Plan. Following are design standards for bulbouts:

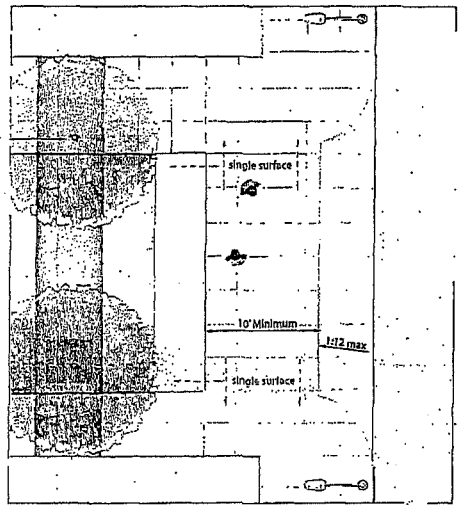
- Bulbouts shall extend 7' from the sidewalk curbline.
- Corner bulbouts must have a corner radius of 10'.
- Corner bulbouts should extend inward along the block for 15 feet along the property line. See diagram.
- Mid-block bulbouts shall be 30' in length.

Landscaping should be maximized on bulbouts. Wherever possible, planters should wrap around the trailing curved edge of the bulbout to help visually narrow the roadway and draw drivers' attention to the extended curbline. The extra spaces created by bulbouts are also key locations for placing pedestrian amenities such as bicycle racks, waste receptacles, newsracks, and additional seating.




## RAISED CROSSWALKS

Raised crosswalks must be used where alleys that have vehicular access (Guy, Lansing, Zeno, Grote, and any newly created alleys) intersect with primary streets. The sidewalk level portion of the raised crosswalk shall be at least 10' wide and shall be designed for a continuous walking surface along the primary street at sidewalk level. Roadway ramp transitions shall be 10%.



# Living Street Open Space Panels

## LIVING STREET DESIGN ON SPEAR, MAIN AND BEALE STREETS

The widened side of Spear, Main and Beale Streets will function as linear parks, stretching from Mission Street all the way through Transbay and Rincon Hill to the Embarcadero on the south. These spaces must actively contribute to the open space in the neighborhood, providing public amenities and open space opportunities. They are not intended to be simply visual show gardens or visual patches of green, but actual usable and inhabitable pockets of open space in this very dense neighborhood.

### OPEN SPACE PANELS

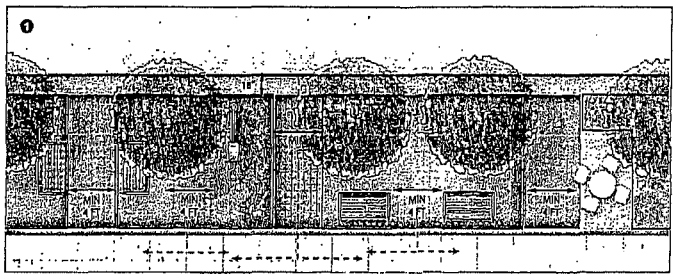
Though discussed as "linear parks," the open space strip shall be designed not as a unified park strip with continuous paths and unified continuous design, but rather a linked linear necklace of unique open space panels, or modules. This modular structure is designed to both provide variety and practically reflect the necessity of breaking the open space multiple times per block for driveway and other access. The design and uses for these panels are flexible and open for proposal and interpretation. Designs must foster and encourage active use by area residents and visitors – they should be welcoming and encourage informal use, while de-emphasizing overly-manicured and high-maintenance showpieces. Following are suggestions for open space panels:

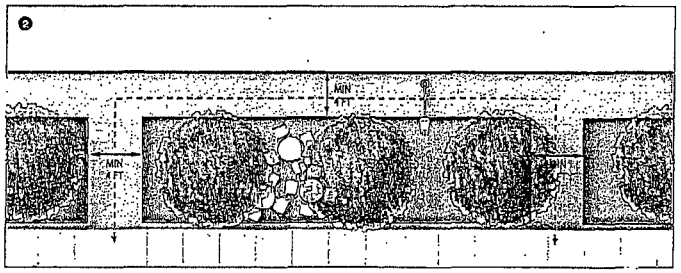
- seating
- café tables (for immediately adjacent commercial uses)
- public art/sculpture
- play structures
- lawn
- dog runs
- community garden
- gaming (e.g. chess tables)
- ecological/educational displays
- community bulletin board

A diversity of panels on each street is desirable. A continuous row of the same repeated module (e.g. all lawn or all similar seating arrangements) would be both aesthetically and functionally monotonous.

The panel structure allows and expects evolution of individual spaces over time. As the neighborhood evolves and tastes or needs change, the design of individual panels can evolve and be refreshed (as opposed to the more static nature of a unified singular linear park design).

Panels should minimize hardscape and maximize permeability and landscaping, though balance landscaping with inhabitable open space.



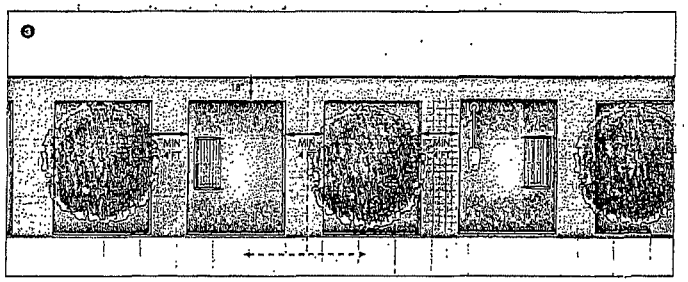

## PANEL DIMENSIONS AND SPECIFICATIONS

The width of each module varies according to the specific street: 22'6" on Spear, 19'6" on Main, and 17' on Beale. The length of each module may and will vary according to the designs proposed and influenced by the location of driveways, loading zones, crosswalks, and the like. Recommended lengths are 15' minimum and 40' maximum.

Where curbside parking exists, ADA-accessible pathways must be provided. This may take one of three forms:

1. It is possible to provide an accessible pathway (using appropriate clearances and walking surfaces) through a panel, incorporating this space into the panel's design.
2. Alternatively, where multiple panels are fused together without breaks, a 4'-wide walk along the curb can be provided connecting to the nearest pathway around the panels.
3. A minimum 4'-wide gap between open space panels, centered on the parking space, to connect the curb parking to the primary walkway/sidewalk.

The first form is preferable. Where ADA accessible paths cannot be integrated into the design of the panels, the second form should be chosen. The third form, shown below, should be used only as a last result. However, specific designs will be evaluated on their individual proposals.



# Street Trees and Understory Plantings

## EXISTING TREES

Existing street trees are very spotty except where recent new development has installed street trees in front of their buildings. Below is a rough inventory of the 224 existing street trees within the plan area boundary.

As the plan for many of the streets in the district calls for widening sidewalks, maintaining some existing street trees is not desirable or practical because of the new configurations of walkways, street trees, landscaping, and other sidewalk elements. Most of the existing trees to be removed were planted within the past 10 years. Approximately 84 trees will likely be removed or relocated over the course of the implementation of the Streetscape Plan, and a total of approximately 1290 new trees will be planted to the neighborhood upon final buildout, for a net gain of 1206 trees over the life of the Plan.

RH STREET TREE ANALYSIS 7.07.2007

| STREET | COUNT | REMOVE | KEEP | Incorrect Species* |
|---|---|---|---|---|
| Spear | 43 | 22 | 21[1] | all |
| Main | 21 | 6 | 15[1] | all |
| Beale | 29 | 5 | 24[1] | all |
| Fremont | 11 | 11[2] | 0 | all |
| First | 24 | 1[2] | 23 | all |
| Harrison | 47 | 4[2] | 43 | 26 |
| Folsom | 10 | 0 | 10 | 0 |
| Guy | 14 | 10 | 4 | all[4] |
| Lansing | 25 | 25 | 0 | all[4] |
| Essex | 0 | 0 | 0 | n/a |
| TOTAL | 224 | 84 | 140 | |

a. Existing trees are different species than those called for in this Plan.
1. To be removed if required for construction. Could remain as secondary planting row.
2. Trees to be removed are dead as of 7.07.
3. Existing trees are in above-grade planters.
4. Always - majority currently upright juniper cultivars.

## NEW TREES

The box at right lists the required street tree species and cultivars for each street in the district. Project sponsors must use the primary tree species and cultivar indicated unless it is unavailable, in which case the alternative selection may be used. Botanical names are given in italics, specific cultivars (if any) follow in plain text with single quotes, and common names are given in parentheses.

## TREE SELECTION AND PLANTING SPECIFICATIONS

Basic requirements for street trees in Rincon Hill are established in Planning Code Section 138(c)(1). Some of these requirements are reprinted here and augmented with additional specifications.

### SIZE

Recommended nursery-grown container sizes are 48" box for all street trees except for 36" boxes on alleys and mid-block paths. All new street trees must have a minimum 2" caliper at approximately 4.5 feet above sidewalk grade and branch a minimum of 8 feet above sidewalk grade. Trees must be planted in a sidewalk opening of at least 16 square feet.

### STRUCTURAL SOILS

Trees must be planted in basins with structural soils and a minimum soil depth of 3'6". This basin must provide nutrient-rich soils, free from overly-compacted soils, and generally be conducive to tree root development. Where multiple adjacent trees are being planted on a block face, trees shall be planted in a continuous soil-filled trench parallel to the curb, such that the basin for each tree is connected below the sidewalk.

### IRRIGATION

All street trees are to receive automatic irrigation, including trees set within tree grates.

### LOCATION

Planning Code Section 138.1 requires every newly constructed or significantly modified building to plant street trees at a rate of one tree for every 20 feet of street frontage. In Rincon Hill street trees must be planted in the ground at all feasible locations per the spacing pattern required for the particular street per this document illustrated on pages 24-28. Street trees may not be omitted from the pattern for any reason, such as in front of the lobby or signage of a particular building or business. In the case that sub-sidewalk utility vaults preclude the planting of any particular street trees, the project sponsor shall work with the Planning Department to propose an above-grade planter or pedestrian amenity appropriate for the specific sidewalk condition and width.

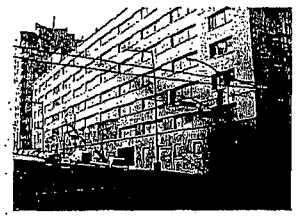
Folsom and Harrison Streets:
*Lophostemon conferta* (Brisbane Box)

Spear, Main, and Beale Streets:
*Tilia cordata* 'Greenspire' (Little Leaf Linden)
alternative: *Liquidambar styraciflora* 'Rotundiloba' (Liquidambar/Fruitless Sweetgum)

Fremont, First, and Essex Streets:
*Acer rubrum* 'Red Sunset' (Red Maple)
alternative: *Acer x Freemanii* 'Autumn Blaze' (Freeman Maple)

*First Street Center Medians*
*Populus nigra 'Italica'* (Lombardy Poplar)

*Guy Place, Lansing Street, Zeno Place, Grote Place, and mid-block pedestrian paths:*
*Pyrus calleryana* 'Chanticleer' (Columnar Ornamental Pear)
*Acer rubrum* 'Bowhall' (Columnar Red Maple)
*Ginkgo biloba* 'Princeton Sentry' (Columnar Gingko)



Currently, RH streets have few, if any, street trees.

## UNDERSTORY PLANTINGS

At-grade landscaping in planters is a key component of greening and softening the streetscape in the district. Extensive planters are required on most streets. In addition to providing color and natural relief from the hard cityscape at pedestrian level, planters along the sidewalk edge buffer pedestrians from traffic and parked cars, as well as serve valuable ecological functions by collecting, filtering, and slowing sidewalk stormwater runoff. The Streetscape Plan's goal is to maximize permeable surface and greenery wherever possible.

Plantings should be as exuberant as possible, with significant seasonal or year-round color. A diversity of plantings and species is encouraged to create heterogeneity and a casual, informal feeling consistent with a residential neighborhood. Developments that are landscaping extensive sidewalk frontages or multiple consecutive planting beds are strongly encouraged to avoid repetitive or homogenous treatments. Boxy or rigid evergreen hedges or bushes, such as Japanese Boxwood, should be avoided, except in limited usage, such as on the wide parkway side of Spear, Main, or Beale Streets for the purpose of creating intimate sitting or activity areas. Recommended plant types include flowering plants and grasses, including Flax, Phormium, Sedge, Carex, Hemerocallis (Daylilies), and other drought tolerant species. Landscape architects are encouraged to meet and confer with the DPW Bureau of Urban Forestry to review species proposed for each specific streetscape implementation.

## PLANTER DESIGN

Planters are required on almost all sidewalks in Rincon Hill. Planter dimensions are given for each street on those street's respective sections of the document.

### LOCATION

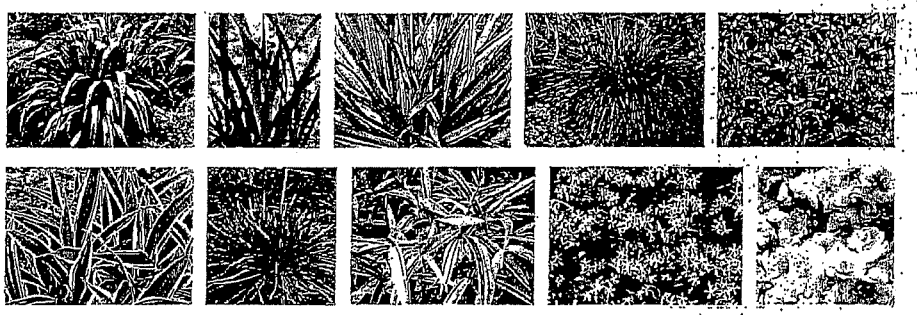
Planters meeting the minimum dimensional standards must be located at all feasible locations per the spacing pattern and dimensional standards required for the particular street per this document. In general, planters may not be omitted from the pattern, such as in front of a particular business or building entrance. The Planning Department may permit up to two street trees to be placed in tree grates in lieu of planters in front of a building with a particularly high volume of curb-side drop-off activity and an official white curb loading zone.

### GRADE

All planting beds should be designed to allow sidewalk stormwater runoff to filter through planting beds. Planting beds should be flush or slightly depressed from sidewalk grade.

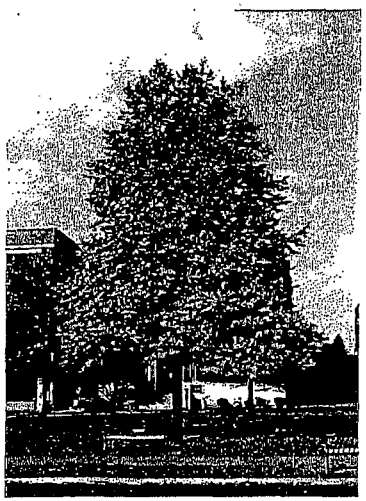
### EDGING

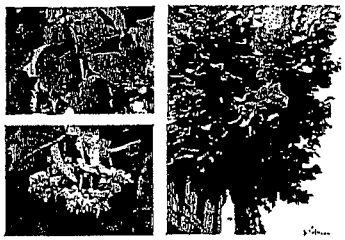
Planter edging features are encouraged and may be incorporated along the perimeter of the planter. The edging feature must be permeable to allow water to flow into and through the planter. Edging features should not be higher than 18" above grade, and may consist of ornamental railings or other materials such as decorative stone, brick, or concrete. If constructed of a non-permeable material such as stone, brick, or concrete, the edging must be significantly perforated at sidewalk grade at regular intervals to allow runoff to flow through the planter.



# Street Trees and Understory Plantings

## SPEAR, MAIN, & BEALE STREETS - Living Streets





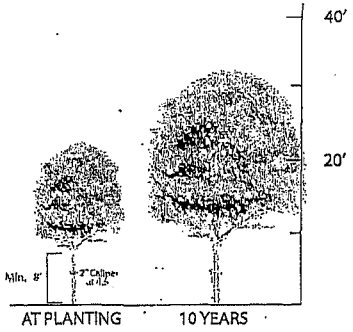
*TILIA CORDATA* 'GREENSPIRE'
(LITTLE LEAF LINDEN)

Character:
Pyramidal in youth, ovate when mature; deciduous; dense and compact branching; branches are upright and spreading.

Size:
Height: 40' – 50'
Spread: 35'

Flower/Bark:
Small, yellow or light cream flowers in drooping clusters during summer months. Ridged, grey-brown bark.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".




ALTERNATE
*LIQUIDAMBAR STYRACIFLORA* 'ROTUNDILOBA'
(FRUITLESS SWEETGUM)

Character:
Pyramidal when young, oblong to rounded when mature; deciduous shade tree; alternate, star-shaped leaves; usually maintains a single leader.

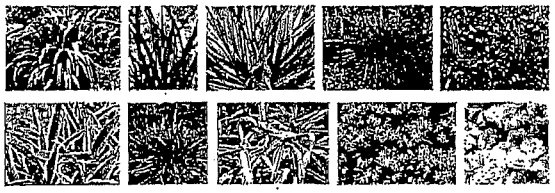
Size:
Height: 40' – 60'
Spread: 35'

Flower/Bark:
Small, non-descript flowers. Corky, deeply furrowed ridges, yellowish-brown bark.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



# Street Trees and Understory Plantings

## HARRISON & FOLSOM STREETS

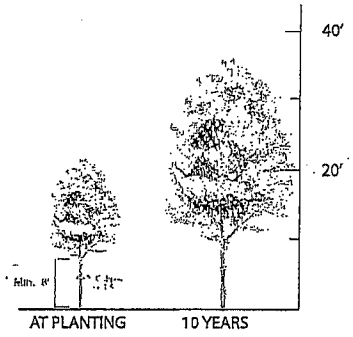
*LOPHOSTEMON CONFERTUS*
(BRISBANE BOX)

Character:
Broadleaf; evergreen; upright; oval form.

Size:
Height: 35' – 40'
Spread: 25'

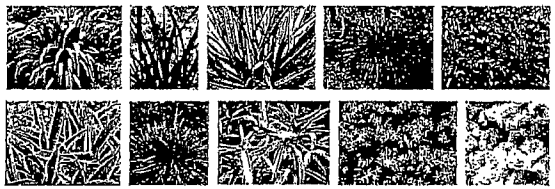
Flower/Bark:
Small, white, distinctive, flowers in clusters 2-4" across during summer months. Mottled, shredding, light brown or reddish bark, similar to Madrone.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



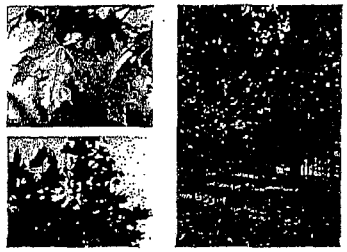

UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



# Street Trees and Understory Plantings

## FREMONT & ESSEX STREETS



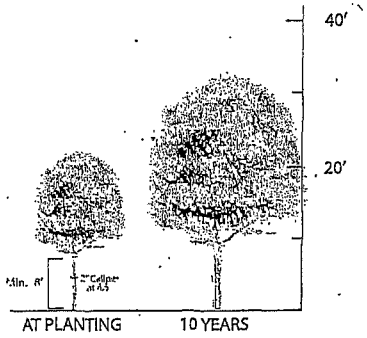
*ACER RUBRUM* 'RED SUNSET'
(RED MAPLE)

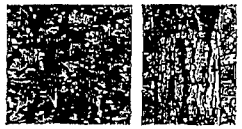
Character:
Symmetrical, upright ovate in youth and when mature; deciduous; branches upright and require pruning for optimal shape. Showy red foliage during fall months.

Size:
Height: 40'-45'
Spread: 25'-35'

Flower/Bark:
Small, red showy flowers in spring. Reddish-grey bark, smooth.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



ALTERNATE
*ACER FREEMANII* 'AUTUMN BLAZE'
(FREEMAN MAPLE)

Character:
Distinct, upright ovate form in youth and when mature; deciduous; well-defined central leader with ascending branches; rapid growth rate; not as dense as other cultivars. Showy orange-red foliage during fall months, medium-green, shiny foliage in summer.

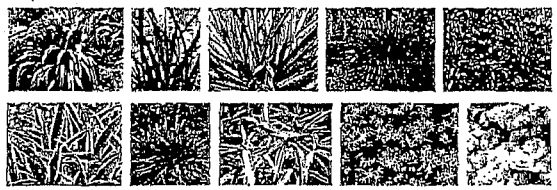
Size:
Height: 40'-50' | Spread: 30'-40'

Flower/Bark:
Non-descript flowers. The bark is smooth, whitish when young, becoming furrowed with dark ridges as it ages.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



# Street Trees and Understory Plantings

## FIRST STREET

*ACER RUBRUM* 'RED SUNSET'
(RED MAPLE)

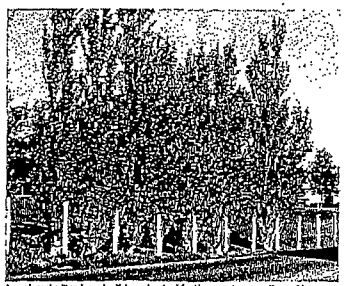
Character:
Symmetrical, upright ovate in youth and when mature; deciduous; branches upright and require pruning for optimal shape. Showy red foliage during fall months.

Size:
Height: 40'-45' | Spread: 25'-35'

Flower/Bark:
Small, red showy flowers in spring. Reddish-grey bark, smooth.

Planting Specifications:
Red Sunset Maple shall be used for sidewalk planting

New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".



**Lombardy Poplar shall be planted in the center median. No alternate species has been selected.**

*POPULUS NIGRA* 'ITALICA'
(LOMBARDY POPLAR)

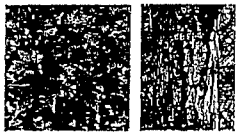
Character:
Very slender upright crown (column-like); deciduous, small shiny green leaves, serrated at edge; upward bending branches start close to the ground.

Size:
Height: 40'-60' | Spread: 10'-15'

Flower/Bark:
Slender, reddish to yellow-green, hanging catkins, 2 to 3 inches long, appear in early spring before the leaves. Smooth grey-green bark.

Planting Specifications:
Lombady Poplar shall be planted in the center median.

Trees are to be planted every 20' along both median strips but shall not be closer than 25' to the intersection with Harrison Street or 10' from the intersection with Lansing Street. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6". The median shall be planted with low-growing shrubs and impervious cover shall be kept to a minimum. The median curbs shall be reinforced and include root barriers to protect the integrity of the surrounding roadway.



ALTERNATE
*ACER FREEMANII* 'AUTUMN BLAZE'
(FREEMAN MAPLE)

Character:
Distinct, upright ovate form in youth and when mature; deciduous; well-defined central leader with ascending branches; rapid growth rate; not as dense as other cultivars. Showy orange-red foliage during fall months, medium-green, shiny foliage in summer.

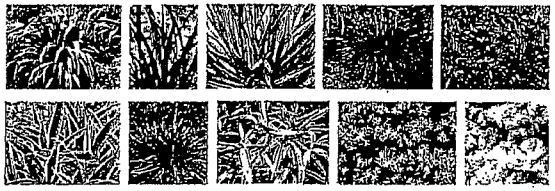
Size:
Height: 40'-50' | Spread: 30'-40'

Flower/Bark:
Non-descript flowers. The bark is smooth, whitish when young, becoming furrowed with dark ridges as it ages.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

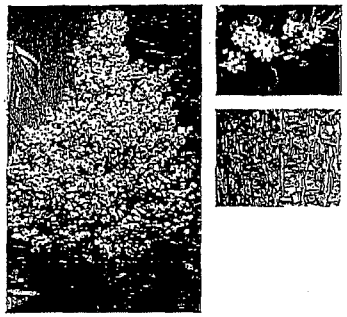
UNDERSTORY PLANTING PALETTE

Understory plantings, such as different Carex, Hemerocallis, Koeleria, Flax, Phormium, and Sedge cultivars, are required in all planters. While the general visual theme of these plantings should be consistent, variety is encouraged and the choice of specific plantings is flexible.



# Street Trees

## GUY PLACE, LANSING STREET, ZENO PLACE, GROTE PLACE, & mid-block pedestrian paths



*PYRUS CALLERYANA 'CHANTICLEER'*
(COLUMNAR ORNAMENTAL PEAR)

Character:
Pyramidal to columnar in youth and when mature; upright branching; oval, glossy green leaves in summer that 'dance' in breezes; attractive reddish-purple leaves in fall. Showy flowers in spring.

Size:
Height: 25'-35'
Spread: 15'

Flower/Bark:
Five-petaled, creamy-white flowers in spring, showy; deeply furrowed, textured bark.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

*ACER RUBRUM* 'BOWHALL'
(COLUMNAR RED MAPLE)

Character:
Upright pyramidal, fast growth rate, deciduous; showy red-orange leaves in fall, single-trunk with upright branching; medium-textured dark green leaves in summer.

Size:
Height: 45'-50'
Spread: 18'-25'

Flower/Bark:
Showy red flowers in spring; reddish-gray trunk, furrowed.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

*GINKGO BILOBA* 'PRINCETON SENTRY'
(COLUMNAR GINGKO)

Character:
Upright columnar, highly irregular picturesque branching when mature; deciduous; medium-green and unusually obovate (fan-shaped) leaves in summer, striking yellow color in fall; plant male specimens only to avoid seed dropping.

Size:
Height: up to 80'
Spread: 10'

Flower/Bark:
Non-descript flowers; light brown to brownish-gray bark is deeply furrowed and becomes highly ridged with age.

Planting Specifications:
New street trees must have a minimum 2" caliper at 4.5' above sidewalk grade and branch at a minimum of 8' above sidewalk grade. Trees are to be planted every 20' in sidewalk openings of at least 16 square feet, and shall not be closer than 25' to an intersection approach or 10' from the far side of the intersection. Trees shall be planted in a continuous, connected soil-filled trench of structural soils to a depth of at least 3' 6".

# Street Furnishings & Amenities

There will be a common palette of street furnishings for Rincon Hill and Transbay. These furnishings are also described in the Transbay Redevelopment Area Streetscape and Open Space Concept Plan. The furnishings listed below must be used. However, given that manufacturers and their products come and go over time, if these furnishings are not available, a substitute comparable in aesthetics and performace may be proposed subject to the approval of the Planning Department.

BICYCLE RACK
"Welle Circular" - Square Tube
Manufacturer: Palmer Group
(www.bikeparking.com)

Bicycle racks should be installed throughout the district, at least one rack per block on each side of the street on the shorter east-west blocks (e.g. Harrison between First and Fremont Streets) and at least two on the longer north-south blocks (e.g. Fremont between Folsom and Harrison Streets). At least two bike racks should be located on each block of Folsom Street.

TREE GRATE
"Chinook" – 4', Cast Iron
Manufacturer: Urban Accessories
(www.urbanaccessories.com)

In general, trees are to be un-grated and planted in landscaped planting beds as illustrated on the pages pertaining to each relevant street. However, there are limited locations where tree grates may be used and planting beds are not desireable or feasible in areas with high pedestrian traffic and narrower sidewalks, such as along Folsom Street. Additionally, one or two trees may be placed in grates adjacent to designated curbside loading zones. The approved grate, the Urban Accessories "Chinook" grate, is capable of being modified over time to accomodate the increasing trunk girth of a growing tree. There are supporting ribs for the distinctive concentric squares of the Chinook grate that can be easily scored, sawed, or ground in order to remove the innermost concentric squares and allow the tree additional space. Where tree grates are proposed, project sponsors must commit to maintaining and adjusting the tree grate over time.

BENCHES
Preffered Bench
"Folsom Street Custom Bench"

Manufacturer: Galanter and Jones

Contact: Office of Community Investment and Infrastructure (OCII - Successor Agency to the Redevelopment Agency)

Alternative:
"Knight Bench"
Manufacturer: Forms + Surfaces

Benches length may vary depending on the constraints of the location. Although all benches should feature backs and armrests, at least one bench in each group of benches must have armrests and a backrest of 18" minimum height.

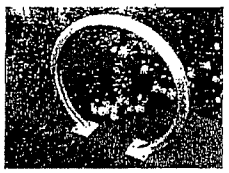
FOLSOM AND HARRISON STREETS AND AT TRANSIT STOPS
Metal Perch Seating with Custom Back and Base
Manufacturer: Hess

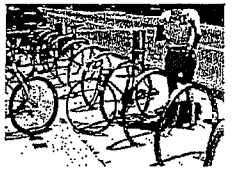
TRASH RECEPTACLES
Dual Trash Recycling Receptacle
Manufacturer: Forms and Surfaces

Maximum 34" height is recommended.

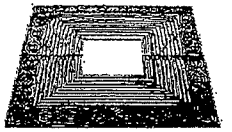
BOLLARDS
"DG-5", "DG-1" (with light incorporated)
Manufacturer: Urban Accessories

Minimum recommended bollard height is 3' 6".

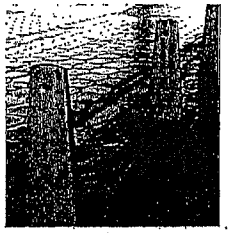


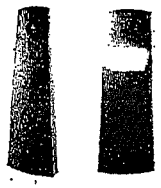


Bicycle Rack. "Welle Circular" by Palmer Group



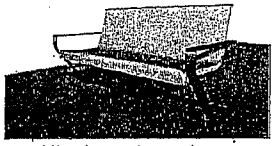
Tree Grate. "Chinook" 4 ft cast iron, by Urban Accessories

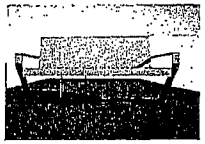




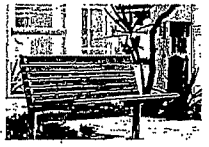
Bollard. "DG-5" or "DG-1" (w/ light) by Urban Accessories

Trash & Recycling. Dual Trash Recycling Receptacle by Forms & Surfaces





Benches. "Folsom Street Custom Bench" designed by CMG Landscape Architecture, Manufacturer: Galantor and Jones



Benches. "Knight Bench" by Forms + Surfaces

# Street Lighting

One common unifying element of the public realm is the lighting scheme, whose elements include the light fixtures, illumination levels, and fixture locations. Unique light fixtures, common to Rincon Hill and Transbay, are intended to replace all of the existing street lighting in the districts, including all of the standard "Cobra" head fixtures. The fundamental principles guiding these lighting standards are:

(1) Illumination should be oriented to the pedestrian realm, with roadway lighting serving to highlight conflict points and pedestrian crossings only at intersections and crosswalks.

(2) The pattern of illumination and fixture placement should create a clear hierarchy and classification of streets, differentiating the function of Folsom and Harrison Streets from the more residential streets and alleys.

The City, through ordinance by the Board of Supervisors and the Mayor, have declared Rincon Hill and Transbay a unique special lighting area, due to the neighborhoods' cohesiveness, distinctness and size.

The City has adopted the following fixtures and standards for lighting in Rincon Hill and Transbay:

ROADWAY AND PEDESTRIAN LIGHTS:

**Pole:** The city has commissioned Valmont Industries to manufacture a custom light pole for the Rincon Hill Streetscape Master Plan area. The light pole is available as a tall roadway light and shorter pedestrian light. Specific pole heights, luminaire arm lengths and pole spacing will vary depending on site conditions.

**Manufacturer:** Valmont Industries.
**Luminare:** "Lumec GPLS / GPLM"
**Manufacturer:** Philips Lumec

Interested parties should contact SFPUC Utility Services for detailed specifications and construction standards for street lights. Current contacts are Sue Black (sblack@sfwater.org) and Kevin Sporer (ksporer@sfwater.org).

**Note:** A special streetlight configuration will be selected for Folsom Street as a special street, but this has yet to be selected. Any implementation of streetlights on Folsom will require coordination of Planning Dept, SFPUC, and SF Redevelopment Agency.

STREET LIGHTING PATTERN:

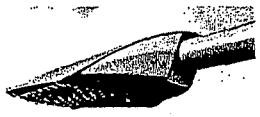
**Folsom Street:** Roadway lights, with Roadway/Pedestrian combo, four per block, spaced roughly every 75-80 feet. Roadway lights must be paired/aligned to the greatest extent feasible with roadway lights on opposite side of Folsom Street. Pedestrian lights infill midway between Roadway/Pedestrian lights (i.e. three per block). Lamping: Roadway: 100W Pedestrian: 70W.

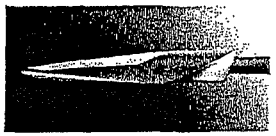
**Spear, Main, Beale Fremont, First, Harrison Streets:** Pedestrian lights spaced every 40 feet (roughly between every other street tree), both sides of the block. One Roadway/Pedestrian combo light at each crosswalk/intersection – one at either end of the block and one at mid-block. Lamping: Roadway: 100W Pedestrian: 70W.

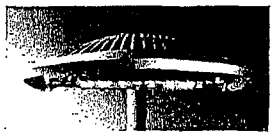
**Guy Place, Lansing Street, Zeno, Grote Streets:** Alleyway light spaced 40' apart on one side of street only. Pendant lights, suspended on a cable mounted to abutting buildings, may be substituted for pedestrian lights.

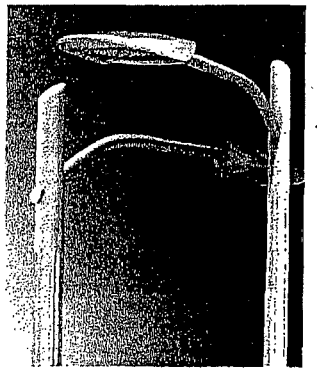
LIGHT POLLUTION, UPLIGHTING, SUPPLEMENTAL LIGHTING

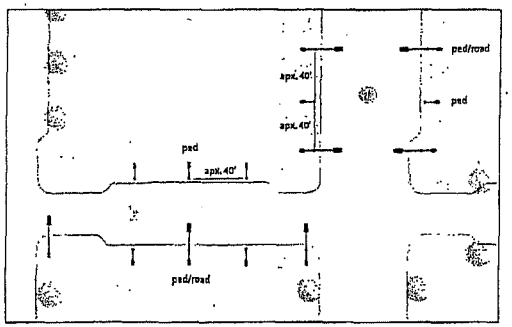
To avoid unnecessary light pollution of the night sky and of upper level residential units, uplighting is generally not permitted, including uplighting in planters and of street trees. Luminaires with open lamps and the use of non-cutoff fixtures is prohibited. Lighting meant to supplement existing street lighting to enhance the pedestrian realm or create dramatic architectural effects (bollards, wall soffits, wall lanterns with cutoffs) should be directed downward and kept to low levels.

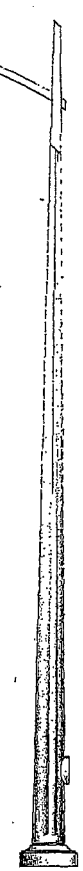










1. FOLSOM STREET
   - 4 ped/road lights per block, spaced approximately every 75-80 feet; aligned
   - Ped lights infill midway between ped/road lights ( three per block )

2. SPEAR / MAIN / BEALE / FREMONT / FIRST / HARRISON STREETS
   - 1 ped/road at both block ends
   - 1 ped/road light midblock
   - Ped lights approximately every 40 feet, both sides of street; aligned.

# Paving

Sidewalk paving provides the common floor that ties the public ground plane in the district together, as well as establishes "zones" of use on the sidewalk through subtle variation. Individual sidewalk paving patterns unique to a particular development are not permitted in Rincon Hill. Rather, a common vocabulary, pattern, and materials shall be used as described in this document.

BASIC SIDEWALK

The basic sidewalk shall consist of:

- Concrete
- Light Grey color
- Light sandblast finish
- 3' x 3' scoring
- Saw-cut joints

SIDEWALK BANDING

Bands of contrasting color and pattern are required on all streets. The pattern for each street is established on the respective pages. Materials shall be as follows:

CURB BAND PARALLEL TO ROADWAY ON FOLSOM

- Concrete
- Medium or Dark Grey color
- Light sandblast finish
- 3' x 3' scoring
- Saw-cut joints

CROSS-SIDEWALK BANDS PERPENDICULAR TO ROADWAY ON FOLSOM, MAIN, AND BEALE STREETS

- 4" x 4" Granite Setts or Unit Paver, or 4"x8" Unit Paver
- Dark Grey or Black

CURB LANDSCAPING ZONE ON 12'-15' SIDEWALKS ON SPEAR, MAIN, BEALE, FREMONT, FIRST, HARRISON, AND ESSEX STREETS

- 6" x 6" Unit Paver
- Dark Grey or Black

PARKING LANE PAVING

All on-street curbside parking lanes not used as peak-hour tow-away lanes or turning lanes should be paved with permeable unit pavers medium to dark-grey in color, designed to provide sub-surface peak-flow detention of stormwater. The specific performance measures and engineering characteristics are to be determined on a site-by-site basis in consultation with the Public Utilities Commission and the Department of Public Works.

ALLEY PAVING (GUY PLACE, LANSING STREET, ZENO AND GROTE ALLEYS, AND ANY NEWLY CREATED ALLEYS)

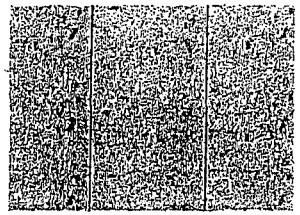
Sidewalks, where present, shall be paved with the basic sidewalk pattern as described at left. Additionally, cross-sidewalk banding of a contrasting color and pattern shall extend across both sidewalks and continue across the street, perpendicular to the flow of traffic. Spacing of these bands shall be approximately every 20' aligned with tree planting.

The street surface of the alley shall be a stamped and/or colored asphalt, of a pattern and color complimentary to the cross-banding. The intent is for the alley to read as a visually uniform, cohesive surface.

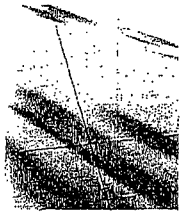
The street surface of the alley shall be a stamped and/or colored asphalt, of a pattern and color complimentary to the cross-banding. The intent is for the alley to read as a visually uniform, cohesive surface from building face to building face.

SIDEWALK VAULTS

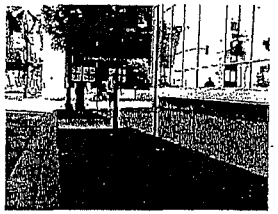
Where sub-grade utility vaults must be located in the sidewalks, paving patterns and materials should be continued across the surface of the vaults.



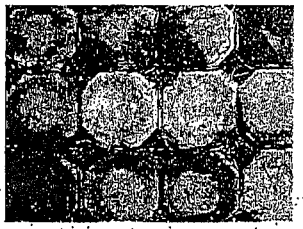
BASIC 3' X 3' SIDEWALK PAVERS



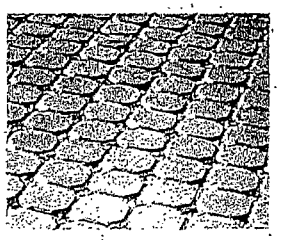
Required saw-cut joints

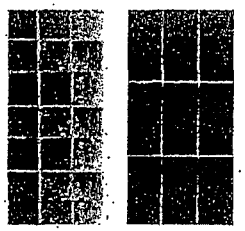


Paving bands



PERMEABLE PARKING PAVERS





CURB LANDSCAPING AREA

UTILITIES

Many of the streetscape improvements proposed within this document necessitate expansion of the sidewalk area and relocation of curbs into the street.

These designs may pose conflicts with existing overhead or underground utilities. For example, overhead electrical wires may conflict with proposed street tree placement and fire hydrants and water lines may conflict with a proposed curb extension.

Project sponsors are expected to design and construct public realm improvements that are reflective of the designs articulated in this document. City standards restrict the placement of some above ground infrastructure such as retaining walls and landscaping over certain utilities within the right-of-way. City standards also regulate the location of certain utilities within the right-of-way. For example, high-pressure fire hydrants must be located within XXX feet of the curb. Streetscape upgrades will likely necessitate the relocation of existing utilities, the costs of which will be borne by the project sponsor.

Project sponsors are encouraged to consider and analyze the location and potential impacts local utilities may pose early on in the design process. To learn more about the City's standards and regulations concerning utilities, coordinate with the SFPUC.

See:

The Better Streets Plan (www.sfbetterstreets.org) provides guidance on design of specific streetscape features related to utility placement and relocation when installing street trees and traffic calming devices.

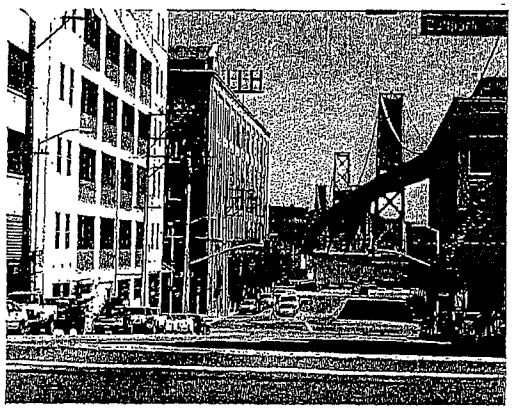
SFPUC Standards for the Placement of Water Facilities with Respect to Street and Sidewalk Improvements

# Utilities

There are numerous sub-grade utilities and vaults (water, sewer, power, telecommunications) within the existing right-of-ways. The implementation of the curblines and other streetscape elements articulated in this document (e.g. required by Planning Code Section 138.1) will in some instances require some relocation or alteration of existing utilities. Per requirements of DPW, PUC or other agencies, project sponsors are required to carry out any and all utility relocations or modifications as necessary. These costs must be borne by the project sponsor. Any variation from the curblines and standards contained in this document proposed by project sponsors in order to avoid modifications of existing utilities may only be considered and approved in consultation with and at the discretion of the Planning Department.

Utility relocation costs will not typically stand as a reason for deviating from or degrading the concept designs articulated in this document. Project sponsors are encouraged to consider and analyze the location and potential impacts local utilities may pose early on in the design process. To learn more about the City's standards and regulations concerning utilities, coordinate with the SFPUC and DPW.

High Pressure (AWS) Fire Hydrant.
Photo by Flickr user *fiveinchpixie*.



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SAN FRANCISCO PLANNING DEPARTMENT

## AKNOWLEDGEMENTS


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London Breed
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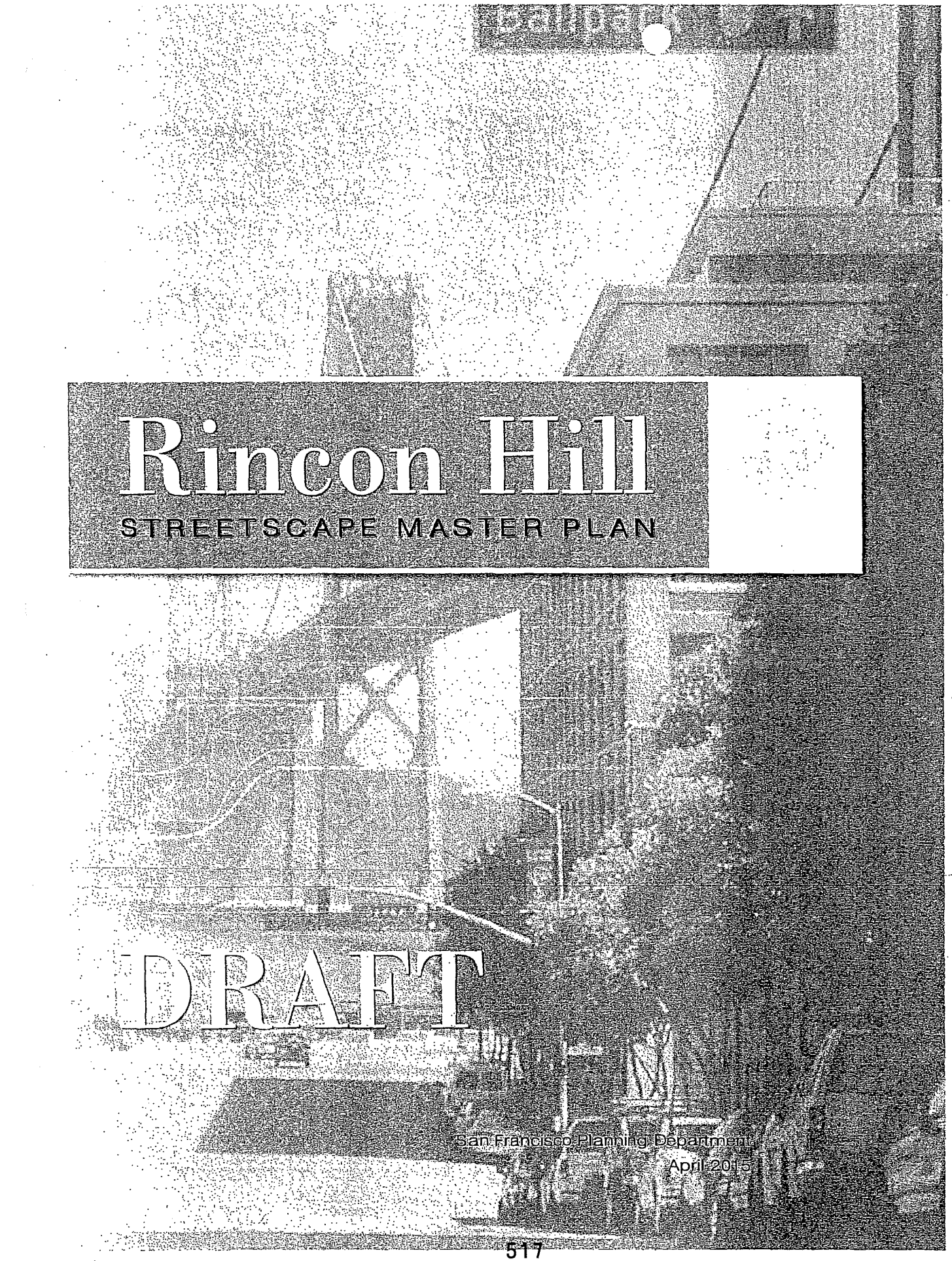
**Bureau of Urban Watershed Management**
Rosey Jencks

REDEVELOPMENT AGENCY
Mike Grisso

CITY ATTORNEY'S OFFICE
John Malamut

TRANSBAY STREETSCAPE PLAN CONSULTANT TEAM
Zimmer Gunsul Frasca
Marta Fry Lndscape Architects
CHS Consulting Group
ARUP

And a special thanks to the 300 Spear Street team:
Tishman Speyer
Hargreaves Associates



# Rincon Hill

## STREETSCAPE MASTER PLAN

DRAFT

San Francisco Planning Department

April 2015

BOARD of SUPERVISORS

City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
Fax No. 554-5163
TDD/TTY No. 554-5227

May 1, 2015

**File No. 150357**

Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Ms. Jones:

On April 21, 2015, the Planning Commission introduced the following legislation:

**File No. 150357**

**Ordinance amending Planning Code, Section 138.1, to acknowledge approval of the Rincon Hill Streetscape Master Plan; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

By: Andrea Ausberry, Assistant Clerk

Attachment

cc: Joy Navarrete, Environmental Planning
Jeanie Poling, Environmental Planning

BOARD of SUPERVISORS

City Hall
Dr. Carlton B. Goodlett Place, Room 244
San Francisco 94102-4689
Tel. No. 554-5184
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TDD/TTY No. 554-5227

# MEMORANDUM

TO: Regina Dick-Endrizzi, Director
**Small Business Commission, City Hall, Room 448**

FROM: Andrea Ausberry, Assistant Clerk, Land Use and Transportation Committee, Board of Supervisors

DATE: May 1, 2015

SUBJECT: REFERRAL FROM BOARD OF SUPERVISORS
Land Use and Transportation Committee

The Board of Supervisors' Land Use and Transportation Committee has received the following legislation, which is being referred to the Small Business Commission for comment and recommendation. The Commission may provide any response it deems appropriate within 12 days from the date of this referral.

**File No. 150357**

**Ordinance amending Planning Code, Section 138.1, to acknowledge approval of the Rincon Hill Streetscape Master Plan; and making findings under the California Environmental Quality Act, findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1.**

Please return this cover sheet with the Commission's response to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

**********

**RESPONSE FROM SMALL BUSINESS COMMISSION - Date: _____**

**____ No Comment**

**____ Recommendation Attached**

_____
**Chairperson, Small Business Commission**

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 15-035

WHEREAS, The City adopted the Rincon Hill Plan in August 2005; and,

WHEREAS, The Municipal Transportation Agency Board of Directors adopted the Rincon Hill Plan as a concept on May 30, 2006; and,

WHEREAS, The San Francisco Planning Department developed the 2014 Update to the Rincon Hill Plan in order to capitalize on emerging opportunities resulting from MUNI transit changes that will remove the 12 Folsom bus line from Harrison Street, and,

WHEREAS, The Rincon Hill Plan and the 2014 Update are the culmination of extensive public planning that began in 2003, with more than 30 workshops, hearings and walking tours, input of the existing residents and businesses, advocates and other public agencies, including the SFMTA and that resulted in a plan that balances Rincon Hill's potential to provide much-needed housing with the design requirements of a livable neighborhood; and,

WHEREAS, The 2014 Update to the Rincon Hill Plan was discussed at SFMTA public hearings held on September 19, 2014 and on January 30, 2015, where no objections by the public were raised; now therefore, be it

RESOLVED, That the Municipal Transportation Agency Board of Directors endorses the Planning Department's 2014 Update to the conceptual pedestrian safety project for the Rincon Hill Area.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2015.

R. Boomer

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

# SAN FRANCISCO
# PLANNING COMMISSION

## DRAFT – Meeting Minutes

Commission Chambers, Room 400
City Hall, 1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

## Thursday, March 5, 2015
## 12:00 p.m.
## Regular Meeting

**COMMISSIONERS PRESENT:** **Fong, Hillis, Moore, Richards**
**COMMISSIONERS ABSENT:** **Wu, Antonini, Johnson**

**THE MEETING WAS CALLED TO ORDER BY PRESIDENT WU AT 12:08 p.m.**

**STAFF IN ATTENDANCE: John Rahaim – Planning Director, Nicholas Foster, Paul Chasan, Rich Sucre, Laura Ajello, Marcelle Boudreaux, and Jonas P. Ionin – Commission Secretary**

SPEAKER KEY:

+ indicates a speaker in support of an item;
- indicates a speaker in opposition to an item; and
= indicates a neutral speaker or a speaker who did not indicate support or opposition.

**A. CONSIDERATION OF ITEMS PROPOSED FOR CONTINUANCE**

The Commission will consider a request for continuance to a later date. The Commission may choose to continue the item to the date proposed below, to continue the item to another date, or to hear the item on this calendar.

1. 2014-002385OFA (R. SUCRÉ: (415) 575-9108)
101 TOWNSEND STREET - located at the southeast corner of Townsend and 2nd Streets, Lot 015 in Assessor's Block 3794 – Request for an **Office Development Authorization,** pursuant to Planning Code Sections 321, 322 and 842.66 to legalize a change in use from PDR (Production, Distribution and Repair) to office use and authorize 41,206 gross square feet from the Office Development Annual Limit. The project would maintain the existing

ground floor retail space (approximately 1,600 square feet). The subject property is located within the South End Landmark District, and is located within the MUO (Mixed-Use Office) Zoning District, and a 105-F Height and Bulk District.
**(Proposed for Continuance to March 19, 2015)**

SPEAKERS: None
ACTION: Continued to March 19, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

2. 2014-001033PCA (A. STARR: (415) 558-6362)
AMENDING REGULATION OF SHORT-TERM RESIDENTIAL RENTALS AND ESTABLISHING FEE [BOARD FILE 141036] - **Amendment to the Administrative Code** to provide an exception for permanent residents to the prohibition on short-term residential rentals under certain conditions; to create procedures, including a registry administered by the Planning Department, for tracking short-term residential rentals and compliance; to establish an application fee for the registry; amending the Planning Code to clarify that short-term residential rentals shall not change a unit's type as residential; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan and the eight priority policies of Planning Code Section 101.1.
Preliminary Recommendation: Adopt a Recommendation for Approval
(Continued from Regular Meeting of March 5, 2015)
**(Proposed for Continuance to April 2, 2015)**

SPEAKERS: None
ACTION: Continued to April 2, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

3. 2014.1253D (E. TUFFY: (415) 575-9191)
276 HARTFORD STREET - west side of Hartford Street between 19th and 20th Streets; Lot 021 in Assessor's Block 6505 - **Mandatory Discretionary Review**, pursuant to Planning Code Section 317, to legalize the present single family use as part of a residential expansion proposal. The proposal includes rehabilitation of the building interior, raising the existing front gable roof structure 1 foot in height, and increasing the overall building depth through a 3-story rear horizontal addition. The existing structure is two-stories over a crawlspace, originally built as a two-family dwelling, located within an RH-3 (Residential, Home, Three-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Preliminary Recommendation: Pending
(Continued from Regular Meeting of January 15, 2015)
**(Proposed for Continuance to April 16, 2015)**

SPEAKERS: None
ACTION: Continued to April 16, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

## B. CONSENT CALENDAR

All matters listed hereunder constitute a Consent Calendar, are considered to be routine by the Planning Commission, and may be acted upon by a single roll call vote of the Commission. There will be no separate discussion of these items unless a member of the Commission, the public, or staff so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item at this or a future hearing

4. 2011.0929CUA-02 (R. SUCRÉ: (415) 575-9108)
1401 HOWARD STREET - located at the southeast corner of Howard and 10th Streets, Lot 035 in Assessor's Block 3517 – Request for a **Conditional Use Authorization**, pursuant to Planning Code Sections 121.2, 303, 703.9, 744.21, 744.81 and 790.50 to establish a non-residential use larger than 10,000 square feet and to establish an assembly use in the RCD (Regional Commercial) Zoning District. The project includes construction of an interior mezzanine and a change in use from church (approximately 17,060 sf) to office (18,260 sf), retail (1,300 sf) and assembly (2,500 sf). The subject property is designated as Landmark No. 120, and is located within the RCD (Regional Commercial) Zoning District, and 55/65-X Height and Bulk District.
Preliminary Recommendation: Approve with Conditions

SPEAKERS: None
ACTION: Approved with Conditions
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
MOTION: 19128

## C. COMMISSION MATTERS

5. Consideration of Adoption:
- Draft Minutes for Rules Committee February 12, 2015

SPEAKERS: None
ACTION: Adopted
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

6. Commission Comments/Questions
- Inquiries/Announcements. Without discussion, at this time Commissioners may make announcements or inquiries of staff regarding various matters of interest to the Commissioner(s).
- Future Meetings/Agendas. At this time, the Commission may discuss and take action to set the date of a Special Meeting and/or determine those items that could be placed on the agenda of the next meeting and other future meetings of the Planning Commission.

**Commissioner Moore:**
I read an interesting article which ranks the world cities based on quality of living, and it was very interesting. San Francisco ranked 27. Vienna, Austria ranked 1, Auckland, New

Zealand 3, Munich, Vancouver, Frankfurt, Geneva, Copenhagen, and Sidney filled the first 10. And I was very surprised with the bench marking set was New York that San Francisco only came up as 27.

**Commissioner Richards:**
A couple of things, the first one here is, in this week's Chronicle there was an article on the Airbnb law starts slowly. I actually talked to some folks that I know who knows hosts or are host and are blaming the process for why things are starting slow, and I guess my comment on that is, if there are 8,000 rentals out there right now and we had only 700 calls, not even the majority of people called and actually said there's something wrong with the process. I think there is something wrong with what is going on, we need to have more calls, we need have more people engaged with the Department and if there's a process issue, we can figure that out, but 10 percent of the people calling, that actually have listings is not good enough for me, so that's my comment on that. I'd love to see how this shapes up in the future. A couple of other things, there is not a day goes by that I pick up a paper and there are issues about market-rate housing, affordable housing, there's we should put a moratorium on the Mission, and I sit here and I know we've talked about this in the fall, about the Mayor's housing work streams. I guess I am trying to understand when that going come before us for review. I understand there are three or four different proposals might come, including density bonus of the dial, etc., we've been hearing about it for a while, if anybody knows when that is going to come before us, I'd love to know.

## D. DEPARTMENT MATTERS

7. Director's Announcements

**Director of Current Planning Jeff Joslin - (For Director Rahaim):**
While I've got the mic, I thought I take the opportunity to introduce, yet another new member of our planning family, Nick Foster, identify yourself, has joined our Planning Department as a Planner in Northeast quadrant. Nick is an Urban Planner with considerable work experience in boththe public and private sectors, sorry, public and nonprofit sectors. His public sector experience includes 10 years with the San Francisco International Airport and the Planning Department of Oakland, Los Angeles and Madison Wisconsin. At the national level Nick served as the Deputy Director of the Mayor Institute in City Design. Nick holds a Master degree in Urban and Regional Planning from UCLA and a Bachelor degree in Geography from the University of Wisconsin. Welcome, Nick's first hearing. You will be hearing from him on Item 9.

8. Review of Past Events at the Board of Supervisors, Board of Appeals and Historic Preservation Commission

**BOARD OF SUPERVISORS:**
**LAND USE COMMITTEE:**

- **150087 Interim Zoning Controls - Building Permits for Commercial Uses in an Area Bounded by Market, 2nd, Brannan, and Division Streets, and South Van Ness Avenue.** Sponsor: Kim, Cohen, Wiener. Recommended
- **140954 Planning Code - Exceptions from Dwelling Unit Density Limits and from Other Specified Code Requirements. Sponsor: Wiener, Breed.** This ordinance

provides for density exceptions for buildings undergoing seismic retrofitting. This item was before this commission on February 12th and was approved unanimously. Supervisor Wiener incorporated all Planning Commission recommendations. Supervisor Kim appreciated that the affordability monitoring recommendation was in place. She also expressed interest in banning Accessory Dwelling Units from short term rentals but acknowledged that this needs to happen in a different setting where it applies to all ADUs rather than just the ones in seismic retrofit buildings. The committee recommended this item to the full board.

- **150122 Agreement to Rent Units - Raintree 2051 Third Street, LLC – Eastern Neighborhoods Rental Incentive Option - 2051 Third Street. Sponsor: Cohen. Recommended**
- **150121 Agreement to Rent Units - AGI-TMG Housing Partners I, LLC – Eastern Neighborhoods Rental Incentive Option - 1201-1225 Tennessee Street. Sponsor: Cohen.**
- The Land Use Committee also heard two Rental Incentive Agreements, which are agreements between the property owner and the City to deed-restrict new dwelling units as rental units for 30 years. These agreements are for the properties located at 2051 Third Street and 1201 Tennessee Street.
- 1201 Tennessee includes the demolition of the existing two-story commercial/warehouse and automotive service buildings and construction of a six-story building with 259 dwelling units. This project was approved by the Planning Commission unanimously on May 1, 2014.
- 2051 Third Street includes the demolition of the existing structures on three separate lots, and construction of a six-story building with 93 dwelling units. This project was approved by the Planning Commission unanimously on June 5, 2014.
- Within the UMU Zoning District, if the developer enters into an agreement with the City to restrict the units as rental for at least 30 years, they can reduce the inclusionary housing percentage by 3% and the amount of Eastern Neighborhoods Impact Fee by $1.00 per gross square foot. There has only been one project, located at 2121 3rd Street, that utilized the rental incentive alternative to date.
- The Land Use committee approved both agreements unanimously. Supervisor Kim suggested that when the Department re-examines Eastern Neighborhoods plan that we re-examines this incentive within the UMU District given the prevalence of rental housing development currently in that district.

**Budget Committee:**

- **On Wednesday the Budget Committee held a hearing at the request of Supervisors Farrell and Christensen on the Planning Department's capabilities to enforce the Short-Term Rentals Ordinance, and the financial resources necessary for effective enforcement.** Department staff presented an overview of the new law; the process for registration; some of the stats on how registration is progressing; and then provided our assessment of what's working and what could work better.
- Staff emphasized that the Commission felt that if housing and neighborhood character could be preserved, it would be reasonable to allow short-term rentals. So while the Commission felt comfortable with permitting the use in a way that did not reduce our housing; this use is predicated on *if* those limits could be enforced.

- While some potential applicants complained about the burden of registering, staff stated that appointments save both applicants and planners from a chaotic intake situation. The face-to-face meetings allow for applicants to ask important questions and learn about the program in greater detail. Staff believes the face-to-face, scheduled appointments also help to reduce the occurrence of fraudulent applications being filed.

- The members of this Committee are typically Chair Farrell, Tang, and Mar. Yesterday, Supervisors Christensen, Campos, and Kim joined in for the hearing. Supervisor Farrell restated his commitment to ensuring sufficient resources to enforce this law. Supervisor Campos stated that he has asked the Board's Budget Analyst to report on the issue and that the City may need to subpoena some hosting platforms to increase our understanding. Supervisor Christensen wanted to increase motivation for registry and thought the City should get clear about our goals and develop a timeline for hosts to register. Supervisor Mar stated that he felt it was hypocritical for a home-grown billion dollar firm to not cooperate better. He said he liked the idea of adding a cap to the registry. Supervisor Kim again stated that the law has put the Planning Department in a difficult position of enforcing a law that is inherently difficult to enforce. She noted that she had a proposed bill that would before this Commission on April 2 and that a separate set of amendments was pending before the Board's Land Use and Transportation Committee. **The hearing was filed at the end of the meeting.**

**FULL BOARD OF SUPERVISORS:**

- **150087 Interim Zoning Controls - Building Permits for Commercial Uses in an Area Bounded by Market, 2nd, Brannan, and Division Streets, and South Van Ness Avenue.** Sponsor: Kim, Cohen, Wiener. Adopted.

**BOARD OF APPEALS:**

No Report

**HISTORIC PRESERVATION COMMISSION:**

Good afternoon Commissioners, Tim Frye, Department staff, here to share a few couples items from the Historic Preservation Commission hearing. The Commission began the hearing by welcoming the reappointment of Commissioners Haaz, Wolfram and Johns. We believe that now they've been reappointed the HPC will take up election of officers at their next hearing on March 18th. The Commission also approved a Certificate of Appropriateness for exterior alterations to create a new unit within a contributing building in the Liberty Hill Landmark District. The Commission also approved the restoration of an Italianate single-family home within the Liberty Hill Historic District and both projects were unanimously approved per staff's recommendations. Finally, the HPC unanimously recommended landmark designation to the Board of Supervisor for the Swedish American Hall. The Hall is significant under the events and architecture criterion as an excellent example of the work of Swedish Architecture, August Nordin. The owners of the property, the Swedish Society, were in attendance and gave their enthusiastic support for the proposed designation and we believe this will be before the Board of Supervisors very shortly. I am certainly

happy to forward a copy of the designation reports if you're interested. That concludes my comments, unless you have any questions.

9. 2014-00107IMP (N. FOSTER: (415) 575-9167)
536 MISSION STREET, GOLDEN GATE UNIVERSITY - Informational presentation on Golden Gate University's **Abbreviated Institutional Master Plan** (IMP), pursuant to Planning Code Section 304.5. Golden Gate University is located at 536 Mission St. (Block/Lot: 3708/098) and 40 Jessie Street (Block/Lot: 3708/023). The Abbreviated IMP contains information on the nature and history of the institution, the location and use of affiliated buildings, and development plans.
Preliminary Recommendation: None - Informational

SPEAKERS: + Mike Koperski – Sponsor presentation
ACTION: None - Informational

## E. GENERAL PUBLIC COMMENT – 15 MINUTES

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items. With respect to agenda items, your opportunity to address the Commission will be afforded when the item is reached in the meeting. Each member of the public may address the Commission for up to three minutes.

SPEAKERS: Georgia Schuttish – Potential Code violations

## F. REGULAR CALENDAR

The Commission Hearing Procedures provide for presentations by staff; followed by the project sponsor team; followed by public comment for and against the proposal. Please be advised that the project sponsor team includes: the sponsor(s) or their designee, lawyers, architects, engineers, expediters, and/or other advisors.

10a. 2014.0925T (P. CHASAN: (415) 575-9065)
INITIATION OF PLANNING CODE AMENDMENTS TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN – Pursuant to Planning Code Sections 302, the Planning Commission will consider a Resolution to **Initiate Planning Code Amendments** to reflect the adoption of the Rincon Hill Streetscape Plan. The amendments are intended to a) acknowledge the completion and adoption of the Rincon Hill Streetscape Plan, and, b) remove outdated language in Planning Code section proposed for amendment is Section 138.1.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: + Adam Tarakovsky - Support
ACTION: Adopted a Resolution to Initiate and scheduled a hearing for March 26, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
RESOLUTION: 19239

10b. 2014.0925M (P. CHASAN: (415) 575-9065)
INITIATION OF GENERAL PLAN AMENDMENTS TO REFLECT ADOPTION OF THE RINCON HILL STREETSCAPE PLAN – Pursuant to Planning Code Sections 340, the Planning Commission will consider a Resolution to **Initiate General Plan Amendments** to reflect the adoption of the Rincon Hill Streetscape Plan. The amendments are intended to a) acknowledge the completion and adoption of the Rincon Hill Streetscape Plan, and, b) remove outdated language in the Rincon Hill Area Plan of the General Plan.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: Same as Item 10a.
ACTION: Adopted a Resolution to Initiate and scheduled a hearing for March 26, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
RESOLUTION: 19330

11. 2013.0069Z (R. SUCRÉ: (415) 575-9108)
241-261 LOOMIS STREET - east side of Loomis Street between Industrial Street and Oakdale Avenue, Assessor's Block 5583, Lots 010, 014 and 015. Request to **Initiate Zoning Map Amendment**, pursuant to Planning Code Sections 302 and 306, to amend San Francisco Zoning Map Sheet No. SU10 to include Block No. 5583, Lots 010, 014 and 015 (241-261 Loomis Street) in the Bayshore Boulevard Home Improvement Special Use District. Currently, the subject lots are located within a PDR-2 (Core Production, Distribution and Repair) Zoning District, Industrial Protection Zone Special Use District, and 65-J Height and Bulk District.
Preliminary Recommendation: Adopt a Resolution to Initiate; and schedule a hearing

SPEAKERS: + Tom Tunny – Sponsor presentation
ACTION: After Hearing and closing public comment; Continued to March 19, 2015
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu

## G. DISCRETIONARY REVIEW CALENDAR

The Commission Discretionary Review Hearing Procedures provide for presentations by staff; followed by the DR requestor team; followed by public comment opposed to the project; followed by the project sponsor team; followed by public comment in support of the project. Please be advised that the DR requestor and project sponsor teams include: the DR requestor and sponsor or their designee, lawyers, architects, engineers, expediters, and/or other advisors.

12. 2014.1093DRP (L. AJELLO: (415) 575-9142)
235 LAUSSAT STREET – south side between Steiner and Fillmore Streets; Lot 046 in Assessor's Block 0860 - Request for **Discretionary Review** of Building Permit Application No. 2013.09.09.6298 proposing to construct a 22'-4" tall firewall at the rear of a four-story, two-unit building. The proposed firewall will be located at the west property line alongside an existing spiral staircase approved through a separate permit. The project requires a rear yard Variance, Case No. 2014.1093V, for which a separate hearing was conducted by the Zoning Administrator on October 22, 2014. The project is located within a RH-3 (Residential House, Three-Family, Detached) District and 40-X Height and Bulk District. This

action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Abbreviated Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve

SPEAKERS: - Thomas Drohan –forgiveness versus permission;
+ Nils Welin – small yards
ACTION: Took DR and Disapproved
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
DRA No: 0407

13. 2014-000977DRP (M. BOUDREAUX: (415) 575-9140)
360 EUREKA STREET – west side between 20th and 21st Streets; Lot 013 in Assessor's Block 2749 - Request for **Discretionary Review** of Building Permit Application No. 2014.03.07.0226 proposing a two-story rear addition and expansion of the subterranean basement level, modification of the gable roof to a flat roof, and introduction of a roof deck on an existing two-story-over-raised basement single-family dwelling within a RH-2 (Residential, House, Two-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Abbreviated Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve

SPEAKERS: - Gabrielle Jenny-Haramoto – DR presentation, more airy approach, privacy
- Robert Dorner – Proximity to window
- Rochelle Gottlieb – Massive intrusion
+ Andy Rodgers – Sponsor presentation
+ Nich Nash – Support, within neighborhood character
+ Peter – City life
+ Debra Rubius – Housing families in SF
+ Catherine Lee – Desire to move to SF
ACTION: After Hearing and closing public comment; a motion to Take DR and modify the project failed +3 -1 (Moore Against); a second motion to Not Take DR and approve the project as proposed failed +1 -3 (Hillis, Moore, Richards against); without a subsequent motion, the project was approved as proposed by default.
AYES: Fong, Hillis, Moore, Richards
ABSENT: Antonini, Johnson, Wu
DRA No: 0408

14. 2013.1799D (M. BOUDREAUX: (415) 575-9140)
1608-1612 DOLORES STREET – The Request is for a **Mandatory Discretionary Review** of Building Permit Application No. 2013.11.27.3000. The proposal involves moving the front wall of the existing building forward, expanding the side walls to the side property line, adding a rear addition, and increasing the height by two-stories. The work is tantamount to demolition. The work will maintain the existing number of dwelling units (3 units), by reconfiguring floor plans to establish one unit per floor level. A three-car garage will be

introduced at ground level. This is within a RH-2 (Residential, House, Two-Family) Zoning District and 40-X Height and Bulk District. This action constitutes the Approval Action for the project for the purposes of CEQA, pursuant to Section 31.04(h) of the San Francisco Administrative Code.
Staff Analysis: Mandatory Discretionary Review
Preliminary Recommendation: Do Not Take Discretionary Review and Approve
(Continued from the Regular Meeting of November 6, 2014)

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| SPEAKERS: | + Tom McElroy – Project presentation;<br>+ Thomas Firpo – Owner comments<br>- (F) Speaker – alternate plans, negative impacts |
| ACTION: | Took DR and approved the project with a condition for the Project Sponsor to continue working with staff on the design |
| AYES: | Fong, Hillis, Moore, Richards |
| ABSENT: | Antonini, Johnson, Wu |
| DRA No: | 0409 |

## H. PUBLIC COMMENT

At this time, members of the public may address the Commission on items of interest to the public that are within the subject matter jurisdiction of the Commission except agenda items. With respect to agenda items, your opportunity to address the Commission will be afforded when the item is reached in the meeting with one exception. When the agenda item has already been reviewed in a public hearing at which members of the public were allowed to testify and the Commission has closed the public hearing, your opportunity to address the Commission must be exercised during the Public Comment portion of the Calendar. Each member of the public may address the Commission for up to three minutes.

The Brown Act forbids a commission from taking action or discussing any item not appearing on the posted agenda, including those items raised at public comment. In response to public comment, the commission is limited to:

(1) responding to statements made or questions posed by members of the public; or
(2) requesting staff to report back on a matter at a subsequent meeting; or
(3) directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

ADJOURNMENT – **2:27 P.M.**