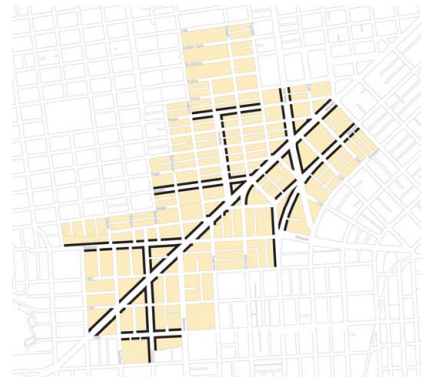
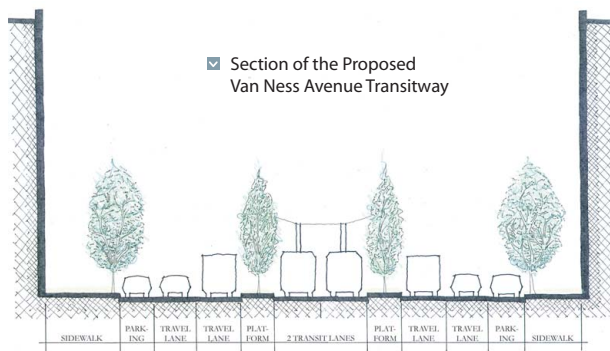


Making Public Transit Work



Market Street



Van Ness Avenue



Mission Street



The Light Rail Network

OBJECTIVE 5.1 IMPROVEMENTS TO PUBLIC TRANSIT THAT MAKE IT MORE ATTRACTIVE, CONVENIENT, AND RESPONSIVE TO INCREASING DEMAND.

Policy 5.1.1

Implement transit improvements on streets designated as "Transit Preferential Streets" in the city's General Plan.

- Market Street
- Mission Street
- Van Ness Avenue
- Haight Street
- Light Rail Network

Policy 5.1.2

Do not allow curb cuts on transit-preferential streets.

Revised Policy

Establish a Market & Octavia neighborhood improvement fund to subsidize transit, pedestrian, bicycle, and other priority improvements in the area. Possible funding sources include:

- impact fees;
- assessment districts;
- public and private revenue streams

Policy 5.1.4

Support innovative transit solutions that improve service, reliability, and overall quality of the transit rider's experience.

New Policy

Monitor transit service in the plan area as part of the one and five-year monitoring reports, through analysis of the following indicators:

- level of crowding (load factors, pass-ups): access to available services;
- peak period ridership: patronage along specific lines;
- scheduled headway adherence: confidence in design headways;
- on-time performance by mode: reliability of different transit modes;
- provision of information to passengers: ability to disseminate relevant real-time transit information (e.g., delays).²⁷

Managing Parking



Because space is at a premium, the choice to provide parking comes at a cost.

OBJECTIVE 5.2

PARKING POLICIES FOR AREAS WELL SERVED BY PUBLIC TRANSIT THAT ENCOURAGE TRAVEL BY PUBLIC TRANSIT AND ALTERNATIVE TRANSPORTATION AND REDUCE TRAFFIC CONGESTION.

Policy 5.2.1

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

Revised Policy 5.2.1

Introduce new planning code controls for the Market and Octavia plan area, limiting the total amount of new parking that may be built as part of new residential development.

Policy 5.2.3

Make the cost of parking visible to users.

Policy 5.2.4

Establish parking pricing in city-owned facilities that supports short-term use.

New Policy 5.2.2

Encourage the efficient use of space designated for parking.

New Policy 5.2.3

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

New Policy 5.2.4

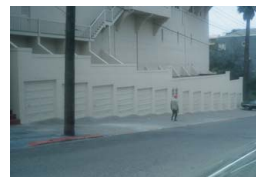
Support the choice to live without a car.

New Policy 5.2.5

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



The area's established physical fabric has a human scale that is comfortable and attractive to people.



Parking, because of the garage doors and dead walls it creates, has a negative impact on the physical quality of the neighborhood.

OBJECTIVE 5.3

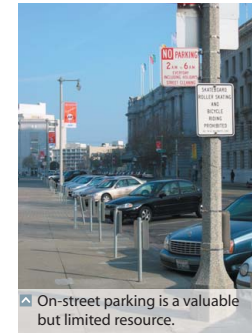
THE LEAST POSSIBLE NEGATIVE IMPACT FROM PARKING ON THE PHYSICAL CHARACTER AND QUALITY OF THE NEIGHBORHOOD.

Policy 5.3.1

Encourage the fronts of buildings to be lined with active uses and, where parking is provided, require that it be setback and screened from the street.

Proposed Parking Controls

	Van Ness & Market Downtown Transit Residential	Neighborhood Commercial-Transit (NCT-S)	Named NCT Districts (Hayes-Gough, Upper Market)	Residential Transit- Oriented (RTO)
Non- Residential Parking	No minimum required. Up to 7.5% of floor area for parking (approx 1 space per 4,500 gross sf).	No minimum required. Generally, Sec. 151 minimum requirements become maximum caps, up to 1 space per 500 sf of occupied floor area.	No minimum required. Generally, Section 151 minimum requirements become maximum caps, up to 1 space per 500 sf of occupied floor area.	Not Permitted for small corner stores; some associated with conditional institutional uses possible.
Grocery stores >20,000 sf	No Change from C-3.	May seek conditional use to raise maximum cap by 1 space per 250 sf occupied floor area for portion of use above 20,000 sf.	May seek conditional use to raise maximum cap by 1 space per 250 sf occupied floor area for portion of use above 20,000 sf.	N/A
Residential Off-street Parking	No minimum req; P up to 0.25 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max Same as C-3.	No minimum req; P up to 0.5 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max	No minimum req; P up to 0.5 spaces per unit; C up to max 0.75 spaces per unit and 1 space for 2 bedroom unit max	No minimum req; P up to 0.75 spaces per unit; conditional use could permit up to 1 space per unit max.



On-street parking is a valuable but limited resource.



Priorities for on-street parking should be based on need.



City-owned parking in transit-served areas should be carefully managed to maximize access.



Carsharing programs are an important way to provide people with access to an auto, without the burdens of ownership.

OBJECTIVE 5.4

EXISTING PARKING RESOURCES THAT ARE MANAGED TO MAXIMIZE SERVICE AND ACCESSIBILITY TO ALL.

Revised Policy 5.4.1

Consider revisions to the Residential Parking Permit (RPP) program for the Market & Octavia neighborhood.

Policy 5.4.2

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

Policy 5.4.3

Permit off-street parking only where loss of on-street parking is adequately offset, and recover the full costs of new curb cuts to the city.

- Do not allow new curb cuts in the Market & Octavia area where they would result in the removal of on-street parking and create fewer than two fully-enclosed off-street spaces.

- Raise DPW's new curb cut fee, to account for the long-term value of the street area no longer available for public use.

Policy 5.4.4

Recover the full costs of new parking to the neighborhood and use the proceeds to improve transit.

Policy 5.4.5

Improve the safety and accessibility of city-owned parking structures.

Policy 5.4.6

Require annual permitting for surface parking as a temporary use.

Policy 5.4.7

Support innovative mechanisms for local residents and businesses to share automobiles.

New Policy

Monitor parking supply in reports published every five-years.

Improving Modal Circulation



Proposed Bicycle Network

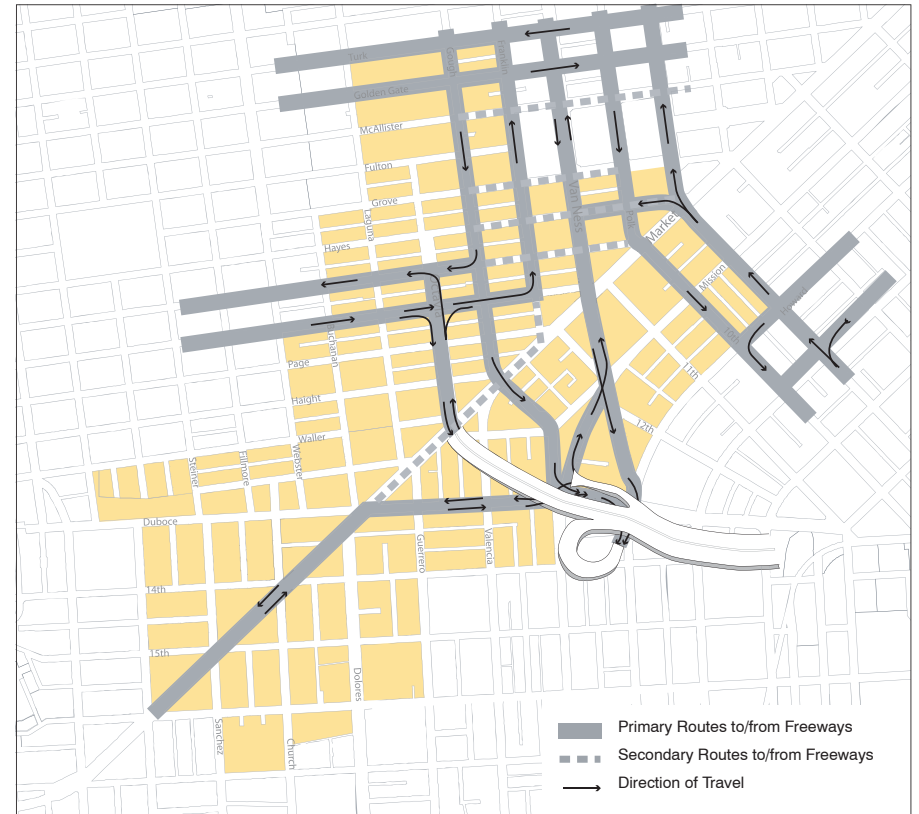
OBJECTIVE 5.5
A BICYCLE NETWORK THAT PROVIDES A SAFE AND ATTRACTIVE ALTERNATIVE TO DRIVING FOR BOTH LOCAL AND CITYWIDE TRAVEL NEEDS.

New Policy 5.5.2

Require a minimum amount of bicycle parking on-site for new development.



With the completion of the new Octavia Boulevard, it will not be necessary to route large flows of through-traffic down Hayes Street.

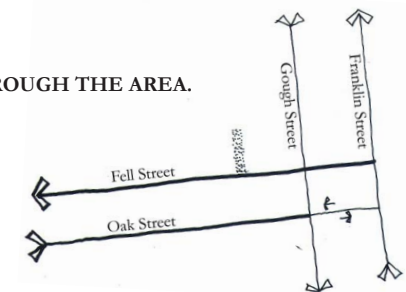


Major Routes for Vehicular Circulation

OBJECTIVE 5.6
IMPROVED VEHICULAR CIRCULATION THROUGH THE AREA.

Revised Policy 5.6.1

Conduct a traffic study to explore the feasibility of eliminating one-way streets in the plan area.



Construction of Octavia Boulevard makes it unnecessary for one-way Oak Street traffic to be routed east of Van Ness Avenue via Franklin Street, or westbound Fell Street traffic to come from the east via Hayes Street and Gough Street. Reorganizing will greatly simplify traffic patterns, make street crossings for pedestrians safer, and return Hayes Street to a two-way local street, better suited to its commercial nature and role as the heart of Hayes Valley.