

File No. 130001

Committee Item No. 3

Board Item No. 19

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Land Use and Economic Development Date March 4, 2013

Board of Supervisors Meeting Date March 12, 2013

Cmte Board

<input type="checkbox"/>	<input type="checkbox"/>	Motion
<input type="checkbox"/>	<input type="checkbox"/>	Resolution
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Ordinance
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Legislative Digest
<input type="checkbox"/>	<input type="checkbox"/>	Budget and Legislative Analyst Report
<input type="checkbox"/>	<input type="checkbox"/>	Youth Commission Report
<input type="checkbox"/>	<input type="checkbox"/>	Introduction Form
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Department/Agency Cover Letter and/or Report
<input type="checkbox"/>	<input type="checkbox"/>	MOU
<input type="checkbox"/>	<input type="checkbox"/>	Grant Information Form
<input type="checkbox"/>	<input type="checkbox"/>	Grant Budget
<input type="checkbox"/>	<input type="checkbox"/>	Subcontract Budget
<input type="checkbox"/>	<input type="checkbox"/>	Contract/Agreement
<input type="checkbox"/>	<input type="checkbox"/>	Form 126 – Ethics Commission
<input type="checkbox"/>	<input type="checkbox"/>	Award Letter
<input type="checkbox"/>	<input type="checkbox"/>	Application
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Public Correspondence

OTHER (Use back side if additional space is needed)

<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Historic Preservation Commission Resolution No. 695
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Planning Commission Resolution Nos. 18736, 18757, 18758
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Planning Commission Motion No. 18756
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Mitigation Monitoring and Reporting Program
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Western SoMa Area Plan
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Final Environmental Impact Report **
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Notice of Public Hearing
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	
<input type="checkbox"/>	<input type="checkbox"/>	

Completed by: Alisa Miller Date March 1, 2013

Completed by: Alisa Miller Date March 7, 2013

** Due to the large size of the document, a complete copy can be found in file.

[General Plan Amendments - Western South of Market Area Plan]

Ordinance amending the General Plan, by adding the Western South of Market (SoMa) Area Plan, generally bounded on its western portion by 7th Street, Mission Street, Division Street, and Bryant Street, and on its eastern portion by 7th Street, Harrison Street, 4th Street, and Townsend Street; making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the SoMa, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 101.1.

NOTE: Additions are single-underline italics Times New Roman;
deletions are ~~strike-through italics Times New Roman~~.
Board amendment additions are double-underlined;
Board amendment deletions are ~~strikethrough normal~~.

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

Section 1. Findings.

A. Section 4.105 of the Charter of the City and County of San Francisco provides that the Planning Commission shall periodically recommend to the Board of Supervisors, for approval or rejection, proposed amendments to the General Plan.

B. On January 4, 2013, the Board of Supervisors received from the Planning Department the proposed General Plan amendments, including the addition of the Western SoMa Community Plan or Western SoMa Area Plan. These amendments are on file with the Clerk of the Board of Supervisors in File No. 130001 and are incorporated herein by reference.

1 C. Section 4.105 of the City Charter further provides that if the Board of
2 Supervisors fails to Act within 90 days of receipt of the proposed the Western SoMa Area Plan
3 amendments, then the proposed amendments shall be deemed approved.

4 D. San Francisco Planning Code Section 340 provides that the Planning
5 Commission may initiate an amendment to the General Plan by a resolution of intention,
6 which refers to, and incorporates by reference, the proposed General Plan amendments.
7 Section 340 further provides that Planning Commission shall adopt the proposed General
8 Plan amendments after a public hearing if it finds from the facts presented that the public
9 necessity, convenience and general welfare require the proposed amendment or any part
10 thereof. If adopted by the Commission in whole or in part, the proposed amendments shall be
11 presented to the Board of Supervisors, which may approve or reject the amendments by a
12 majority vote.

13 E. After a duly noticed public hearing on November 8, 2012, in Resolution No.
14 18736, the Planning Commission initiated amendments to the General Plan, in the File No.
15 130001. Said motion is on file with the Clerk of the Board of Supervisors and
16 incorporated herein by reference.

17 F. On December 6, 2012 after a duly noticed public meeting, the Planning
18 Commission certified the Final Environmental Impact Report (EIR) for the proposed Western
19 SoMa Community Plan (the Project) by Motion No. 18756 finding the Final EIR reflects the
20 independent judgment and analysis of the City and County of San Francisco, is adequate,
21 accurate and objective, contains no significant revisions to the Draft EIR, and the content of
22 the report and the procedures through which the Final EIR was prepared, publicized and
23 reviewed comply with the provisions of the California Environmental Quality Act (CEQA)
24 (California Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 Cal.
25 Code Regs. Section 15000 et seq.) and Chapter 31 of the San Francisco Administrative

1 Code. Copies of the Planning Commission Motion and Final EIR are on file with the Clerk of
2 the Board in File No. 130001 and are incorporated herein by reference.

3 G. The Project evaluated in the Final EIR includes amendments to the General
4 Plan, Planning Code and Zoning Map related to the Project that the Planning Department has
5 proposed. The Western SoMa Area Plan amendments is an action proposed by the Planning
6 Department that is within the scope of the Project evaluated in the Final EIR.

7 H. At the same hearing during which the Planning Commission certified the Final
8 EIR, the Planning Commission adopted CEQA Findings with respect to the approval of the
9 proposed Western SoMa Area Plan amendments in Resolution 18757 and adopted the
10 Western SoMa Area Plan amendments in Resolution 18758, finding in accordance with
11 Planning Code Section 340 that the public necessity, convenience and general welfare
12 required the proposed amendments. The letter from the Planning Department transmitting the
13 proposed Western SoMa Area Plan amendments to the Board of Supervisors, the Final EIR,
14 the CEQA Findings adopted by the Planning Commission with respect to the approval of the
15 Western SoMa Area Plan amendments, including a mitigation monitoring and reporting
16 program and a statement of overriding considerations, the Western SoMa Area Plan
17 amendments and the Resolution approving the Western SoMa Area Plan Amendments are on
18 file with the Clerk of the Board in File No. 130001. These and any and all other documents
19 referenced in this Ordinance have been made available to the Board of Supervisors and may
20 be found in either the files of the Planning Department, as the custodian of records, at 1650
21 Mission Street in San Francisco, or in File No. 130001 with the Clerk of the Board of
22 Supervisors at 1 Dr. Carlton B. Goodlett Place, San Francisco and are incorporated herein by
23 reference.

24 I. The Board of Supervisors has reviewed and considered the Final EIR and the
25 environmental documents on file referred to herein. The Board of Supervisors has reviewed

1 and considered the CEQA Findings adopted by the Planning Commission in support of the
2 approval of the Western SoMa Area Plan amendments, and hereby adopts as its own and
3 incorporates the CEQA Findings contained in Planning Commission Resolution No. 18757 by
4 reference as though such findings were fully set forth in this Ordinance.

5 J. The Board of Supervisors endorses the implementation of the mitigation
6 measures identified in the Planning Commission's CEQA Findings including those for
7 implementation by other City Departments and recommends for adoption those mitigation
8 measures that are enforceable by agencies other than City agencies, all as set forth in the
9 CEQA Findings, including the mitigation monitoring and reporting program contained in the
10 referenced CEQA Findings.

11 K. The Board of Supervisors finds that no substantial changes have occurred in the
12 Project proposed for approval under this Ordinance that will require revisions in the Final EIR
13 due to the involvement of new significant environmental effects or a substantial increase in the
14 severity of previously identified significant effects, no substantial changes have occurred with
15 respect to the circumstances under which the Project proposed for approval under the
16 Ordinance are undertaken which will require major revisions to the Final EIR due to the
17 involvement of new environmental effects or a substantial increase in the severity of effects
18 identified in the Final EIR and no new information of substantial importance to the Project as
19 proposed for approval in the Ordinance has become available which indicates that (1) the
20 Project will have significant effects not discussed in the Final EIR, (2) significant
21 environmental effects will be substantially more severe, (3) mitigation measure or alternatives
22 found not feasible which would reduce one or more significant effects have become feasible
23
24
25

1 or (4) mitigation measures or alternatives which are considerably different from those in the
2 Final EIR would substantially reduce one or more significant effects on the environment.

3 M. The Board of Supervisors finds, pursuant to Planning Code Section 340, that the
4 Western SoMa Area Plan amendments set forth in the documents on file with the Clerk of the
5 Board in File No. 130001 will serve the public necessity, convenience and general welfare
6 for the reasons set forth in Planning Commission Resolution No. 18758 and incorporates
7 those reasons herein by reference.


8 N. The Board of Supervisors finds that the Western SoMa Area Plan amendments
9 are, on balance, in conformity with the General Plan, as amended by this Ordinance, and the
10 priority policies of Planning Code Section 101.1 for the reasons set forth in Planning
11 Commission Resolution No. 18758. The Board hereby adopts the findings set forth in
12 Planning Commission Resolution No. 18758.

13 Section 2. The Board of Supervisors hereby approves the Western SoMa Area Plan
14 amendments, an amendment to the General Plan, as recommended to the Board of
15 Supervisors by the Planning Commission in Resolution No. 18758, and directs the Planning
16 Department to update the General Plan's Land Use Index to reflect these Amendments. Said
17 amendments are on file with the Clerk of the Board of Supervisors in File No. 130001
18 and are incorporated herein by reference.

19 Section 3. Effective Date. This ordinance shall become effective 30 days from the
20 date of passage.

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

23 By:

24 
25 ANDREA RUIZ ESQUIDE
Deputy City Attorney

Planning Department
BOARD OF SUPERVISORS

LEGISLATIVE DIGEST

[General Plan Amendments - Western South of Market Area Plan]

Ordinance amending the General Plan, by adding the Western South of Market (SoMa) Area Plan, generally bounded on its western portion by 7th Street, Mission Street, Division Street, and Bryant Street, and on its eastern portion by 7th Street, Harrison Street, 4th Street, and Townsend Street; making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the SoMa, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 101.1.

Existing Law

The General Plan of the City and County of San Francisco is a planning document that sets a strategic and long term vision for the City. State law requires that the General Plan address seven issues: land use, circulation, housing, conservation, open space, noise and safety. In addition, a general plan can also contain area plans, which cover specific geographic areas of a city. In San Francisco, area plans have been adopted for Glen Park, Balboa Park Station, Bayview Hunters Point, Central Waterfront, Chinatown, Civic Center, Downtown, East Soma (South of Market), Hunters Point Shipyard, Market and Octavia, Mission, Northeastern Waterfront, Rincon Hill, Showplace Square/Potrero, South of Market, Van Ness Avenue and Western Shoreline. In these area plans the more general policies in the General Plan elements are made more precise as they relate to specific parts of the city.

Amendments to Current Law

This Ordinance would add the new Western SoMa Area Plan ("Area Plan"), the area roughly bounded by 7th Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street on the eastern portion of the plan area, to the San Francisco General Plan. The Area Plan presents a vision and a set of objectives and policies that recognize Western SoMa unique character and seek to enhance the neighborhood's special quality and function.

The Area Plan builds on the Eastern Neighborhoods Plans' vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Area Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The legislation makes findings, including environmental findings and findings of consistency with the General Plan, as proposed for amendment, and the Priority Policies of Planning Code Section 101.1.

Background Information

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods, with the goal of developing new zoning controls for the industrial portion of this neighborhood. The Western SoMa plan area was eventually removed from the Eastern Neighborhoods planning process and on November 23, 2004 the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force ("Task Force"). The Task Force was charged with conducting a comprehensive analysis of the Western SoMa plan area and developing recommendations. The Task Force, with assistance from the Planning Department held numerous public workshops and worked with consultants throughout 2008, resulting in the publication of a Draft Western SoMa Community Plan in September 2008. An updated version of the plan was published in October 2011.



SAN FRANCISCO PLANNING DEPARTMENT

January 3, 2013

Angela Calvillo, Clerk
Board of Supervisors
City Hall, Room 244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RE: Transmittal of the Western SoMa Community Plan
Planning Case No. 2008.0877EMTZU

130001, 130002,
Board File Number: 130003, 130004 (pending)
Planning Commission Recommendation: Approval

Dear Ms. Calvillo, the Honorable Mayor Ed Lee, and the Honorable Supervisor Jane Kim:

I am pleased to transmit the Planning Commission's recommendation for adoption of the Western SoMa Community Plan (Case 2008.0877EMTZU) to the Board of Supervisors. Please find here a description of the approval actions and supporting documentation for the Board's consideration.

The result of a multi-year public planning process that began in 2005, the Western SoMa Community Plan is a comprehensive vision for shaping growth on the western side of the South of Market area, designed to reduce land use conflicts between industry and entertainment and other competing uses, such as office and housing in areas designated as Service, Arts, and Light Industrial (SALI); protect existing residential uses on the alleys; retain existing jobs in the area; and encourage diverse and affordable housing, mixed-used areas, and a complete neighborhood. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area, and would result in the potential to generate over \$42 million for public infrastructure. The Plan was created and shaped by the Western SoMa Citizen's Planning Task Force, created by the Board of Supervisors through ordinance in 2004.

On November 8, 2012 the San Francisco Planning Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider the initiation of proposed Ordinances.

On December 6, 2012 the Commission conducted a duly noticed public hearing at a regularly scheduled meeting and voted to recommend approval of the proposed Ordinances.

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The following items are included in this package and were reviewed by the Historic Preservation Commission and approved by the Planning Commission:

1. Environmental Review CEQA Findings and Mitigation Measures

The Environmental Review findings identify significant unavoidable environmental impacts, compare Project alternatives, describe mitigation measures, and make a Statement of Overriding Considerations recognizing the Project's unique benefits.

2. General Plan Amendments Ordinance

Amendments to the General Plan include the addition of the Western SoMa Area Plan to the General Plan and updates to various General Plan Elements to include text and map references to the Area Plan.

3. Planning Code Amendments Ordinance

Proposed Planning Code amendments would revise controls including but not limited to those for land use, density, height, open space, parking, and impact fees; and make related amendments to the Planning Code necessary to implement the Western SoMa Community Plan, including adding Sections 175.5, 261.2, 263.28, 263.29, 703.9, 743 et seq., 744 et seq., 844 et seq., 845 et seq., 846 et seq., 847 et seq., and 890.81, and amending Planning Code Sections 121.1, 121.2, 121.7, 124, 134, 135, 141, 145.1, 151.1, 155, 182, 201, 204.4, 207.4, 207.5, 207.6, 208, 270.2, 316, 329, 401, 423 et seq., 429.2, 607.1, 702.1, 703.2, 802.1, 802.4, 802.5, 803.3, 803.6, 803.7, 803.9, 813, 822, 823, and 890.88.

4. Zoning Map Amendments Ordinance

Proposed amendments to the Zoning Maps include amendments to Sectional Maps ZN01, ZN07, ZN08 (Zoning Districts), HT01, HT07, and HT08 (Height and Bulk Districts). Proposed map amendments will reclassify properties as necessary to implement the General Plan as proposed to be amended pursuant to adoption of the Western SoMa Community Plan. These amendments would generally reclassify areas zoned SLR north of Harrison Street to WMUG, RCD, Folsom Street NCT, WMUO, RED, or RED-MX, and areas zoned SLI and SSO south of Harrison Street to SALI, WMUO, RED, and RED-MX.

These amendments would also reclassify the height and bulk districts of certain parcels consistent with the proposed Western SoMa Community Plan. Heights north of Harrison Street range from 40 feet in the RED districts to 55-65 feet on most parcels larger than one-half acre. Heights south of Harrison Street range from 30 feet on blocks adjacent to the I-80 freeway, to 40-55 feet in the SALI district, and up to 85 feet in the WMUO district along Townsend Street.

The Planning Commission voted to amend the proposed zoning for the properties along 11th Street between Harrison Street and Folsom Street, and the two properties immediately north of the intersection of Folsom Street and 11th Street from WMUG to WMUO. This amendment was detailed in Planning Commission Resolution No. 18760, which included a list of Block and Lot numbers intended to represent these properties along 11th Street. Additionally, the associated

Zoning Map Amendment Ordinance was updated to reflect this amendment, and subsequently approved as to form by the City Attorney.

However, the list of Block and Lot numbers detailed in Resolution No. 18760 did not accurately reflect all of the intended properties. An updated list of properties is provided as an attachment to this letter, and the Planning Department will request the Board of Supervisors to amend the final Zoning Map Amendment Ordinance to reflect the updated list.

5. Administrative Code Amendments Ordinance

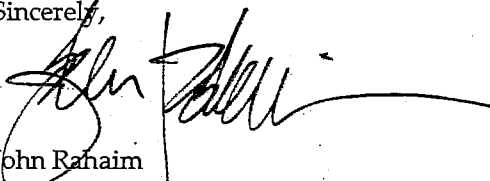
These include amendments to Chapter 10E to incorporate the Western SoMa Community Plan into the Eastern Neighborhoods program area and its associated monitoring and interagency implementation framework.

6. Implementation Plan

The document provides an inventory of public improvements and a recommended funding program to implement these improvements. This document would guide the Board of Supervisors and Interagency Plan Implementation Committee in expending Plan-related revenues.

On November 7, 2012 the Historic Preservation Commission considered elements of the Plan related to historic preservation, and recommended their approval by the Board with comments. The Planning Commission incorporated all of the Historic Preservation Commission comments and approved all of these items on December 6, 2012 and recommends Board approval of the ordinances necessary to implement the Western SoMa Community Plan. If you have further questions, please contact Corey Teague, the Plan Manager, at (415) 575-9081. We look forward to the Board's consideration of these items and to the implementation of this Plan.

Sincerely,



John Rahaim
Director of Planning

CC: Mayor's Office, Jason Elliot
Deputy City Attorney, Andrea Ruiz-Esquide
Alisa Miller, Clerk of the Land Use Committee

Attachments (two copies of the following):

Planning Commission Resolution Nos. 18757, 18758, 18759, 18760, 18761, and 18762
Planning Commission Executive Summary for Case No. 2008.0877EMTZU
Environmental Review CEQA Findings and Mitigation Measures
Draft Ordinance General Plan Amendment and Legislative Digest
(original sent via interoffice mail)

Draft Ordinance Planning Code Text Amendment and Legislative Digest
(original sent via interoffice mail)

Draft Ordinance Zoning Map Amendment and Legislative Digest
(original sent via interoffice mail)

Zoning Map Amendment – 11th Street Update

Draft Ordinance Administrative Code Amendment and Legislative Digest
(original sent via interoffice mail)

Implementation Plan

Historic Preservation Commission Resolution No. 695

Note: In compliance with San Francisco's Administrative Code Section 8.12.5 "Electronic Distribution of Multi-Page Documents", the Planning Department has submitted multi-page documents related to the Western SoMa Plan [BF pending] in digital format. A hard copy of these documents is available from the Clerk of the Board. Additional hard copies may be requested by contacting Corey Teague of the Planning Department at 415-575-9081.



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit I-1: Western SoMa Community Plan Adoption Packet Executive Summary HEARING DATE: DECEMBER 6, 2012

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Date: November 29, 2012
Case No.: 2008.0877MTZU
Western SoMa Community Plan Adoption
Staff Contact: Corey Teague - (415) 575-9081
corey.teague@sfgov.org
Recommendation: Approval

SUMMARY

The San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan ("the Plan"). The result of a multi-year public planning process that began in earnest in 2005, the Plan is a comprehensive vision for shaping growth on the western side of the South of Market area. The Plan's chief objectives are to reduce land use conflicts between industry and entertainment and other competing uses, such as office and housing in areas designated as Service, Arts, and Light Industrial (SALI); protect existing residential uses on the alleys; retain existing jobs in the area; and encourage diverse and affordable housing, mixed-used areas, and a complete neighborhood.

Adoption of the Plan will consist of numerous actions. These include:

1. Adoption of CEQA Findings, including a Statement of Overriding Considerations
2. General Plan Amendments
3. Planning Code Amendments
4. Zoning Map Amendments
5. Administrative Code Amendments
6. Approval of a Program Implementation Document

Together with actions related to certification of the Final Environmental Impact Report and adoption of CEQA Findings, these actions will constitute the Commission's approval of the Western SoMa Community Plan and its implementing mechanisms.

On November 8, 2012 the Planning Commission passed resolutions to Initiate the Amendments to the General Plan, Planning Code, and Zoning Maps and instructed Planning staff to provide public notice for a public hearing on the proposed amendments on or after December 6, 2012. Proper notification was provided according to the requirements of the Planning Code, including a newspaper advertisement 20

days prior to the hearing and mailed notice to all property owners within the Plan Area and within 300 feet of the Plan Area 20 days prior to the hearing.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolutions for all items related to adoption of the Western SoMa Community Plan.

PLAN BACKGROUND

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods, with the goal of developing new zoning controls for the industrial portion of this neighborhood. The Western SoMa plan area, which focuses on the area roughly bounded by 7th Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street on the eastern portion of the plan area, was eventually removed from the Eastern Neighborhoods planning process.

On November 23, 2004 the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force ("Task Force"). The Task Force was charged with conducting a comprehensive analysis of the Western SoMa plan area and developing recommendations, and specifically to:

- (1) Use existing zoning as the starting point for an analysis of land use decisions that will shape the future of the entire community;
- (2) Map and evaluate existing Residential Enclave Districts (REDs) and consider modifications to existing RED zoning map boundaries;
- (3) Recommend basic RED preservation policies including height, density and design guidelines;
- (4) Map and evaluate land uses proximate to existing and proposed REDs and develop basic height, density and design guidelines in order to provide a buffer between REDs and areas where more intense development might be allowed;
- (5) Map overall western SoMa existing land use conditions;
- (6) Recommend policies for the preservation of service and light industrial jobs, residential uses, and arts and entertainment opportunities;
- (7) Consider policies to guide increased heights and density along the major arterial streets where appropriate;
- (8) Recommend policies that promote more community-serving retail and commercial uses and that encourage improvements to transportation, open space, street safety, bicycle circulation, and mass transit; and

(9) Develop recommendations to ensure that the creation of a future Folsom Boulevard be developed in such a manner as to complement all of the above referenced goals.

The Task Force, with assistance from the Planning Department, held numerous public workshops and worked with consultants throughout 2008, resulting in the publication of a Draft Western SoMa Community Plan in September 2008. An updated version of the plan was published in October 2011.

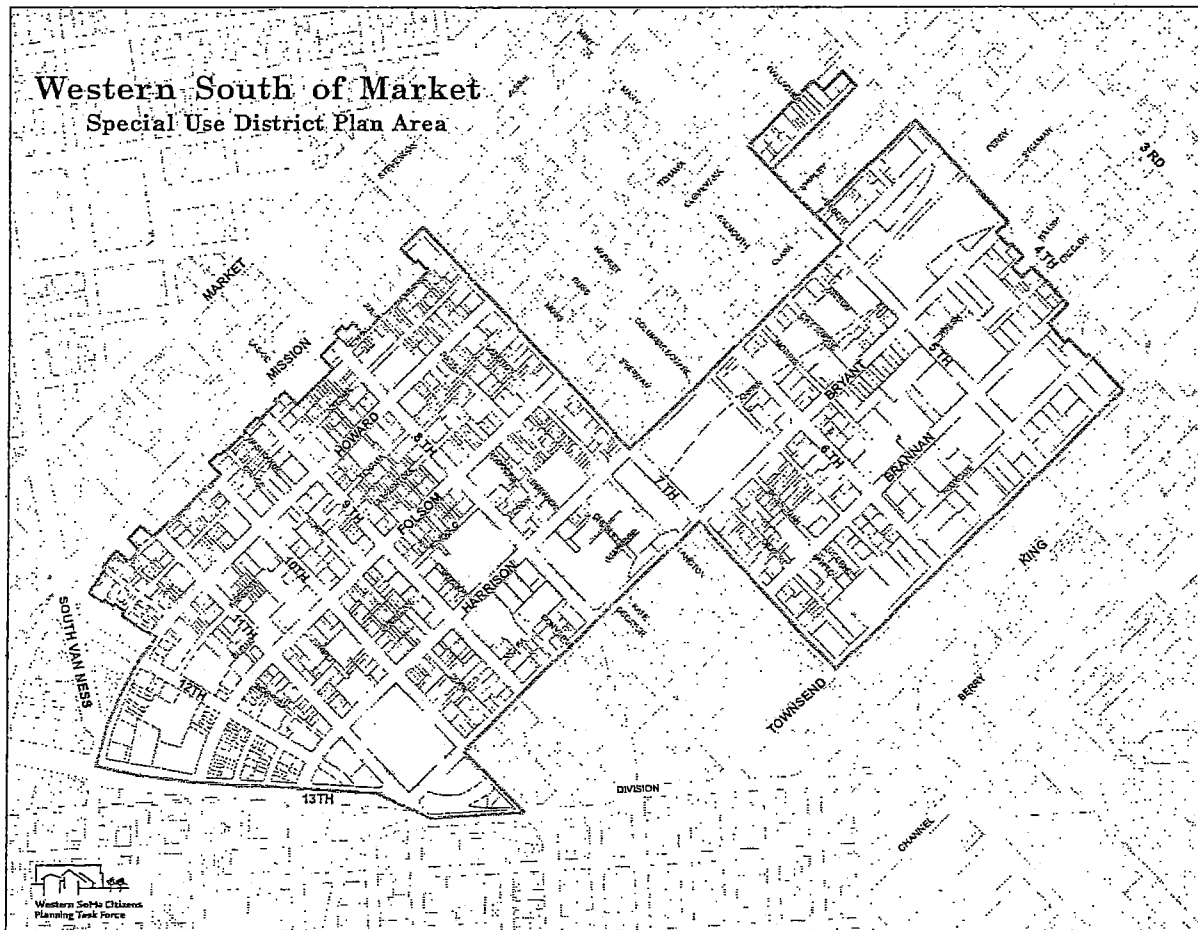
The Western SoMa Area Plan ("the Plan") supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The Plan lays the policy foundation for additional changes that are detailed in the Planning Code and Zoning Map amendments and other proposed implementation measures. The following Key Principles inform all the objectives and policies contained in the Plan:

- Encourage new housing at appropriate locations and make it as affordable as possible to a range of City residents;
- Reserve sufficient space for production, distribution and repair activities, in order to support the City's economy and provide good jobs for residents
- Generally maintain the existing scale and density of the neighborhood, allowing appropriate increases in strategic locations;
- Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods;
- Protect and support the social heritage resources of the Filipino and LGBT communities within the plan area;
- Plan for new development that will serve the needs of existing residents and businesses; and
- Maintain and promote a diversity of land uses, and reserve new areas for arts activities and nighttime entertainment.

PLAN AREA

The Western SoMa Community Plan Area consists of approximately 298 acres (including public rights-of-way) stretching from 4th Street to Division Street. The boundaries of the Plan area are roughly 7th Street, Mission Street, Division Street, and Bryant Street in the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street in the eastern portion of the plan area.



Western SoMa Community Plan Area

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on June 20, 2012. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA Findings prior to consideration of this item at the hearing on December 6, 2012.



SAN FRANCISCO PLANNING DEPARTMENT

Western SoMa Community Plan Transmittal Packet to Board of Supervisors

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Staff Contact: Corey Teague - (415) 575-9081
corey.teague@sfgov.org

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VIII. Historic Preservation Commission Actions

- VIII-1 HPC Resolution No. 695 (Review and Comment on Western SoMa Community Plan Adoption and Related Ordinances)



SAN FRANCISCO PLANNING DEPARTMENT

Historic Preservation Commission Resolution No. 695

HEARING DATE: November 7, 2012

Date: November 7, 2012
Case No.: 2008.0877MTZU
Project Name: Western SoMa Community Plan
Review and Comment on Plan Adoption and related Ordinances
Staff Contact: Corey Teague – (415) 575-9081
corey.teague@sfgov.org
Reviewed By: Tim Frye, Preservation Coordinator – (415) 575-6822
tim.frye@sfgov.org

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RECOMMENDING THAT THE BOARD OF SUPERVISORS ADOPT PROPOSED ORDINANCES ASSOCIATED WITH THE WESTERN SOMA COMMUNITY PLAN TO AMEND THE SAN FRANCISCO GENERAL PLAN, PLANNING CODE, AND ZONING MAPS, INCLUDING AMENDMENTS TO PLANNING CODE, AND MAKING FINDINGS, INCLUDING ENVIRONMENTAL FINDINGS, OF CONSISTENCY WITH THE GENERAL PLAN AND THE PRIORITY POLICIES OF PLANNING CODE SECTION 101.1.

PREAMBLE

1. WHEREAS, on November 7, 2012, the San Francisco Historic Preservation Commission (hereinafter "Commission") conducted a duly noticed public hearing at a regularly scheduled meeting to consider aspects in the proposed Western SoMa Community Plan and related Ordinances that directly impact historic resources; and
2. WHEREAS, Article 10 of the San Francisco Planning Code establishes, the purpose, powers and duties of the Historic Preservation Commission. Per Planning Code Section 1002(a)(9), the Historic Preservation Commission shall review and provide written reports to the Planning Commission and Board of Supervisors on ordinances and resolutions concerning historic preservation issues and historic resources, redevelopment plans, waterfront land use and project plans, and such other matters as may be prescribed by ordinance; and
3. WHEREAS, the San Francisco Planning Department is seeking to implement the Western SoMa Community Plan ("the Plan"), which seeks to reduce land use conflicts between industry and entertainment and other competing uses, such as office and housing in areas designated as Service, Arts, and Light Industrial (SALI); protect existing residential uses on the alleys; retain existing jobs in the area; and encourage diverse and affordable housing, mixed-used areas, and a complete neighborhood. The Plan contains goals and policies that would affect historic resources.

The Western SoMa neighborhood is a place containing a balance of production, distribution, and repair (PDR) uses mixed with other uses. The objectives of maintaining a balance of PDR uses with housing, offices, retail and other uses and seeking to avoid future land use conflicts are at the heart of the Western SoMa Community Plan.

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods Plan, with the goal of developing new zoning controls for the industrial portion of this neighborhood. On November 23, 2004, the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force, which was charged with conducting a comprehensive analysis of the plan area and developing recommendations.

A series of workshops and surveys were conducted where stakeholders articulated goals for the neighborhood and considered how new zoning and policies might promote these goals. The Western SoMa Citizens Planning Task Force further developed these ideas and developed Strategic Analysis Memos (SAMs) on housing, preservation, transportation, open space, and economics. The Task Force also worked with the San Francisco Department of Public Health's *Healthy Development Measurement Tool* to ensure the Plan met strategic public health goals. This community outreach, research, and City agency collaboration led to the creation and publication of a *Draft Community Plan for Citizens Review* in 2008. The additional comments collected from the community in response to that document allowed the task force to finalize the Draft Western SoMa Community Plan later that year. Based on Planning Department and City Attorney review, the Draft Western SoMa Community Plan was further updated in 2011.

The Western SoMa Community Plan supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The Plan lays the policy foundation for additional changes that are detailed in the Planning Code, Zoning Map and other implementation measures. The following Key Principles inform all the objectives and policies contained in the Plan:

- Encourage new housing at appropriate locations and make it as affordable as possible to a range of City residents;
- Reserve sufficient space for production, distribution and repair activities, in order to support the City's economy and provide good jobs for residents
- Generally maintain the existing scale and density of the neighborhood, allowing appropriate increases in strategic locations;

- Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods;
- Protect and support the social heritage resources of the Filipino and LGBT communities within the plan area;
- Plan for new development that will serve the needs of existing residents and businesses; and
- Maintain and promote a diversity of land uses, and reserve new areas for arts activities and nighttime entertainment.

The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General Plan. The General Plan, Planning Code, and Zoning Map Amendments, along with the Implementation Document, provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms, and interagency coordination the City must pursue to implement the Plan.

Policies envisioned for the Community Plan are consistent with the existing General Plan. However, a number of amendments to the General Plan are required to further achieve and clarify the vision and goals of the Western SoMa Community Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to changed physical, social and economic conditions in this area.

4. WHEREAS, the Historic Preservation Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented at the hearing by Department staff and other interested parties; and
5. WHEREAS, all pertinent documents may be found in the files of the Department, as the custodian of records, at 1650 Mission Street, Suite 400, San Francisco; and

THEREFORE BE IT RESOLVED that the Historic Preservation Commission has reviewed the proposed Western SoMa Community Plan, including Chapter 6 on Preservation, and recommends **APPROVAL** of the proposed Western SoMa Community Plan and the associated ordinances with the following comments:

- Within the Western SoMa Community Plan, all reference to the "Landmarks Preservation Advisory Board" should be edited to refer to the "Historic Preservation Commission."
- The Western SoMa Community Plan should contain timeline and implementation plan for specific actions.

- In implementing the objectives and policies of the Western SoMa Community Plan, the Commission recommends exploring new strategies, including use of public art, for integrating social history into traditional historic preservation.
- The Western SoMa Community Plan should provide zoning and land use incentives for properties that are not eligible for local landmark status, but which retain strong historic character and integrity.
- Within the Chapter 6 (Preservation) of the Western SoMa Community Plan, the Commission recommends the following edits:
 - Policy 6.1.3 should be edited to read: *"Conduct historic and socio-cultural heritage resource surveys within the Western SoMa."*
 - Policy 6.1.4 should be edited to read: *"Establish boundaries and designations in all proposed and new preservation districts."*
 - Policy 6.2.3 should be edited to read: *"Protect properties associated with events contributing to local history, including events that occur in public streets and alley."*
 - Policy 6.2.4, 6.2.5, 6.2.6, and 6.2.7 should be condensed into one policy statement, which reads: *"Protect properties that are significant for their architecture and design, including those eligible under National Register Criteria C (Design/Construction) and California Register Criterion 3 (Architecture)"*
 - Policy 6.3.3 should be edited to read: *"Prevent or avoid historic resource demolitions."*
 - Policy 6.3.6 should be edited to read: *"Preserve and protect all identified Native American and other archaeological resources."*

BE IT FURTHER RESOLVED that the Historic Preservation Commission hereby directs its Recording Secretary to transmit this Resolution, and other pertinent materials in the Case File No. 2008.0877MTZU to the Planning Commission and Board of Supervisors.

I hereby certify that the foregoing Resolution was ADOPTED by the Historic Preservation Commission at its regularly scheduled meeting on November 7, 2012.

Jonas P. Ionin
Acting Commission Secretary

PRESENT: Chase, Damkroger, Hasz, Johns, Martinez and Wolfram

ABSENT: Matsuda

ADOPTED: November 7, 2012



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 18736

HEARING DATE NOVEMBER 8, 2012

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Date: November 1, 2012
Case No.: 2008.0877MTZU
Western SoMa Area Plan –
General Plan Amendments
Staff Contact: Corey Teague - (415) 575-9081
corey.teague@sfgov.org
Reviewed By: Joshua Switzky – (415) 575-6815
joshua.switzky@sfgov.org
Recommendation: Approval

ADOPTING A RESOLUTION OF INTENTION TO INITIATE AMENDMENTS TO THE SAN FRANCISCO GENERAL PLAN TO INCORPORATE AMENDMENTS PURSUANT TO THE ADOPTION OF THE WESTERN SOMA AREA PLAN

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions.

The San Francisco Planning Department is seeking to implement the Western SoMa Area Plan, which seeks to reduce land use conflicts between industry and entertainment and other competing uses, such as office and housing in areas designated as Service, Arts, and Light Industrial (SALI); protect existing residential uses on the alleys; retain existing jobs in the area; and encourage diverse and affordable housing, mixed-used areas, and a complete neighborhood.

The Western SoMa neighborhood is a place containing a balance of production, distribution, and repair (PDR) uses mixed with other uses. The objectives of maintaining a balance of PDR uses with housing, offices, retail and other uses and seeking to avoid future land use conflicts are at the heart of the Western SoMa Area Plan.

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods, with the goal of developing new zoning controls for the industrial portion of this neighborhood. On November 23, 2004 the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force, which was charged with conducting a comprehensive analysis of the plan area and developing recommendations.

A series of workshops and surveys were conducted where stakeholders articulated goals for the neighborhood and considered how new zoning and policies might promote these goals. The Western SoMa Citizens Planning Task Force further developed these ideas and developed Strategic Analysis Memos (SAMs) on housing, preservation, transportation, open space, and economics. The Task Force also worked with the San Francisco Department of Public Health's *Healthy Development Measurement Tool* to ensure the Plan met strategic public health goals. This community outreach, research, and City agency collaboration led to the creation and publication of a *Draft Community Plan for Citizens Review* in 2008. The additional comments collected from the community in response to that document allowed the task force to finalize the Draft Western SoMa Community Plan later that year. Based on Planning Department and City Attorney review, the Draft Western SoMa Community Plan was further updated in 2011.

The Western SoMa Area Plan ("the Plan") supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The Plan lays the policy foundation for additional changes that are detailed in the Planning Code, Zoning Map and other implementation measures. The following Key Principles inform all the objectives and policies contained in the Plan:

- Encourage new housing at appropriate locations and make it as affordable as possible to a range of City residents;
- Reserve sufficient space for production, distribution and repair activities, in order to support the City's economy and provide good jobs for residents
- Generally maintain the existing scale and density of the neighborhood, allowing appropriate increases in strategic locations;
- Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods;
- Protect and support the social heritage resources of the Filipino and LGBT communities within the plan area;
- Plan for new development that will serve the needs of existing residents and businesses; and
- Maintain and promote a diversity of land uses, and reserve new areas for arts activities and nighttime entertainment.

The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General Plan. The General Plan, Planning Code, and Zoning Map Amendments, along with the Implementation Document, provide a comprehensive set of policies and

implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms, and interagency coordination the City must pursue to implement the Plan.

Policies envisioned for the Area Plan are consistent with the existing General Plan. However, a number of amendments to the General Plan are required to further achieve and clarify the vision and goals of the Western SoMa Community Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to changed physical, social and economic conditions in this area. Proposed amendments to the General Plan, including the Area Plan, are attached hereto as Exhibits II-4 and II-4A. The City Attorney's Office has reviewed the draft ordinance and approved it as to form.

Staff recommends adoption of the draft resolution initiating amendments to the General Plan, which includes adding the Western SoMa Area Plan to the General Plan, and making related amendments to various elements of the General Plan, including the Housing Element, Recreation and Open Space Element, Commerce and Industry Element, the Land Use Index, and the East SoMa, Mission, Showplace Square/Potrero, Central Waterfront, and South of Market Area Plans.

NOW, THEREFORE, BE IT RESOLVED, That pursuant to Planning Code Section 340(c), the Planning Commission Adopts a Resolution of Intention to Initiate amendments to the General Plan, as contained in the draft General Plan amendment ordinance, approved as to form by the City Attorney in Exhibit II-3, II-4, and II-4A.

AND BE IT FURTHER RESOLVED, That pursuant to Planning Code Section 306.3, the Planning Commission authorizes the Department to provide appropriate notice for a public hearing to consider the above referenced General Plan amendments contained in an ordinance approved as to form by the City Attorney hereto attached as Exhibit II-3, II-4, and II-4A to be considered at a publicly noticed hearing on or after December 6, 2012.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on November 8, 2012.

Jonas P. Ionin
Commission Secretary

AYES: Antonini, Borden, Fong, Hillis, Sugaya, and Wu

NOES:

ABSENT: Moore

ADOPTED: November 8, 2012



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Motion 18756

HEARING DATE: December 6, 2012

Hearing Date: December 6, 2012
Case Nos.: 2008.0877E and 2007.1035E
Project Address: Western SoMa Community Plan, Rezoning of Adjacent Parcels
and 350 Eighth Street Project
Zoning: Various
Block/Lot: Various
Project Sponsors: San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
and
Archstone
Amir Massih, Group Vice President
807 Broadway, Suite 210
Oakland, CA 94607
Staff Contact: Andrea Contreras – (415) 575-9044
andrea.contreras@sfgov.org

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ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED WESTERN SOMA COMMUNITY PLAN, REZONING OF ADJACENT PARCELS AND 350 EIGHTH STREET PROJECT.

MOVED, that the San Francisco Planning Commission (hereinafter "Commission") hereby CERTIFIES the Final Environmental Impact Report identified as Case Nos. 2008.0877E and 2007.1035E, Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project (hereinafter "Project"), based upon the following findings:

1. The City and County of San Francisco, acting through the Planning Department (hereinafter "Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 *et seq.*, hereinafter "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 *et seq.*, hereinafter "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code (hereinafter "Chapter 31").
 - A. The Department determined that an Environmental Impact Report (hereinafter "EIR") was required and provided public notice of that determination by publication in a newspaper of general circulation on August 11, 2009.
 - B. On June 20, 2012, the Department published the Draft Environmental Impact Report (hereinafter "DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for public review and comment and of the date and time of the Planning Commission public

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hearing on the DEIR; this notice was mailed to the Department's list of persons requesting such notice.

- C. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by Department staff on June 20, 2012.
 - D. On June 20, 2012, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.
 - E. Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on June 20, 2012.
2. The Commission held a duly advertised public hearing on said DEIR on July 26, 2012 at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on August 6, 2012.
 3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 48-day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a Comments and Responses document, published on November 21, 2012, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.
 4. A Final Environmental Impact Report (hereinafter "FEIR") has been prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.
 5. Project EIR files have been made available for review by the Commission and the public. These files are available for public review at the Department at 1650 Mission Street, Suite 400, and are part of the record before the Commission.
 6. On December 6, 2012, the Commission reviewed and considered the FEIR and hereby does find that the contents of said report and the procedures through which the FEIR was prepared, publicized, and reviewed comply with the provisions of CEQA, the CEQA Guidelines, and Chapter 31 of the San Francisco Administrative Code.
 7. The Planning Commission hereby does find that the FEIR concerning File Nos. 2008.0877E and 2007.1035E, Western SoMa Community Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project reflects the independent judgment and analysis of the City and County of San Francisco, is adequate, accurate and objective, and that the Comments and Responses document contains no significant revisions to the DEIR, and hereby does CERTIFY THE COMPLETION of said FEIR in compliance with CEQA and the CEQA Guidelines.

8. The Commission, in certifying the completion of said FEIR, hereby does find that the project described in the EIR:

A. Will result in the following significant and unavoidable project-specific environmental impacts:

- 1) The Draft Plan and Rezoning of Adjacent Parcels could indirectly result in the demolition of individual historic architectural resources or contributing resources to a historic district located in the Project Area, causing a substantial adverse change in the significance of a historical resource as defined in CEQA *Guidelines* Section 15064.5.
- 2) The Draft Plan would cause traffic impact during a.m. and/or p.m. peak periods at the following three intersections:
 - i. Intersection of Fifth/Bryant/I-80 Eastbound on-ramp;
 - ii. Intersection of Sixth/Brannan/I-280 ramps; and
 - iii. Eighth/Harrison/I-80 Westbound off-ramp.
- 3) The Draft Plan's proposed transportation system improvements would remove on-street loading spaces along 12th Street that could not be relocated nearby and would thereby result in potential conflicts between trucks and other traffic.
- 4) Subsequent individual development projects in the Draft Plan Area and/or on the Adjacent Parcels could violate an air quality standard, contribute to an existing or projected air quality violation, and/or result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.
- 5) The implementation of the Draft Plan and Rezoning of Adjacent Parcels would expose new sensitive receptors to substantial levels of fine particulate matter and toxic air contaminants.
- 6) The implementation of the Draft Plan and Rezoning of Adjacent Parcels would expose existing and future sensitive receptors to substantial new levels of fine particulate matter and toxic air contaminants from new vehicles and equipment.
- 7) The implementation of the Draft Plan and Rezoning of Adjacent Parcels would result in construction-period emissions of criteria air pollutants from subsequent individual development projects that would contribute to an existing or projected air quality violation or result in a cumulatively considerable increase in criteria air pollutants.
- 8) The implementation of the Draft Plan and Rezoning of Adjacent Parcels would expose sensitive receptors to substantial levels of toxic air contaminants generated by construction equipment.

- 9) Construction of the 350 Eighth Street Project would expose sensitive receptors to substantial levels of toxic air contaminants generated by construction equipment.
- 10) The implementation of the Draft Plan and Rezoning of Adjacent Parcels would create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas.

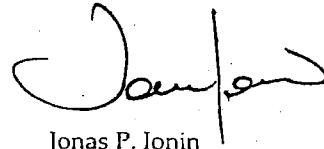
B. Will contribute considerably to the following cumulative environmental impacts:

- 1) The implementation of the Draft Plan and Rezoning of Adjacent Parcels could encourage a development trend of demolition and alteration of historical resources, contributing considerably to significant cumulative historical resources impacts.
 - 2) The Draft Plan would contribute considerably to cumulative traffic impacts at a.m. and/or p.m. peak periods at the following three intersections:
 - i. Intersection of Fifth/Bryant/I-80 Eastbound on-ramp;
 - ii. Intersection of Sixth/Brannan/I-280 ramps; and
 - iii. Eighth/Harrison/I-80 Westbound off-ramp.
 - 3) The Draft Plan would contribute considerably to the exceedance of capacity utilization standards for Muni under cumulative conditions.
 - 4) The implementation of the Draft Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project would contribute considerably to a significant cumulative noise impact.
 - 5) The implementation of the Draft Plan, Rezoning of Adjacent Parcels and 350 Eighth Street Project would contribute considerably to cumulative air quality impacts from emissions of criteria air pollutants.
 - 6) The implementation of the Draft Plan, Rezoning of Adjacent Parcels and 350 Eighth Street would result in cumulative exposure of sensitive receptors to substantial levels of toxic air contaminants.
 - 7) The implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could contribute considerably to a significant cumulative impact on shadow conditions.
9. The Planning Commission reviewed and considered the information contained in the FEIR prior to approving the Project.

Motion No. 18756
Hearing Date: December 6, 2012

CASE NOS. 2008.0877E and 2007.1035E
Western SoMa Community Plan, Rezoning of
Adjacent Parcels and 350 Eighth Street Project

I hereby certify that the foregoing Motion was ADOPTED by the Planning Commission at its regular meeting of December 6, 2012.



Jonas P. Ionin
Acting Commission Secretary

AYES: Fong, Wu, Antonini, Borden, Hillis, Moore and Sugaya
NOES: None
ABSENT: None
ADOPTED: December 6, 2012



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit II-1: Adoption of CEQA Findings Case Report

HEARING DATE: DECEMBER 6, 2012

Date: November 29, 2012
Case No.: 2008.0877MTZU
Staff Contact: Western SoMa Community Plan Adoption
Corey Teague - (415) 575-9081
corey.teague@sfgov.org
Recommendation: Approval

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DESCRIPTION

The Planning Department proposes amending the General Plan of the City and County of San Francisco in order to adopt and implement the Western SoMa Community Plan. The Plan supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

Before agencies of the City can take approval actions that will implement the Western SoMa Community Plan, they must consider the EIR and adopt certain findings required by CEQA. The CEQA Findings set forth the basis for approving the Western SoMa Community Plan and its implementing actions (the "Project") and the economic, social and other considerations, which support the rejection of alternatives in the EIR, which were not incorporated into the Project. The Findings provide for adoption by the Planning Commission all of the mitigation measures in the EIR. Finally, the Findings identify the significant adverse environmental impacts of the project that have not been mitigated to a level of insignificance by adoption of mitigation measures, and contain a Statement of Overriding Considerations, setting forth the specific reasons in support of the approval of the implementing actions and the rejection of alternatives not incorporated into the project.

In reviewing the Western SoMa Community Plan and preparing the amendments to the General Plan, Planning Code, Zoning Maps, and Administrative Code as well as the Program Implementation Document, staff has considered the EIR mitigation measures. Staff has also concluded that approval of these amendments and actions now under consideration will not create new environmental effects or substantially increase the severity of previously identified significant effects and no new information has come to light that would require a review of the EIR. Therefore, Staff recommends that the Planning Commission adopt the proposed CEQA Findings.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution adopting Findings pursuant to the California Environmental Quality Act, including a Statement of Overriding Considerations, for actions related to the Western SoMa Community Plan.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on June 20, 2012. The Planning Commission will consider certification of the Final Environmental Impact Report on the Transit Center District Plan and adoption of CEQA Findings prior to consideration of this item at the hearing on December 6, 2012.

RELATED ACTIONS

As part of its actions approving the Western SoMa Community Plan, the Planning Commission will consider Amendments to the General Plan, Planning Code, Zoning Maps and Administrative Code, and approval of a Program Implementation Document. These proposed actions are discussed in separate Staff Reports.

ATTACHMENTS

Exhibit II-2 Draft Resolution Adopting CEQA Findings and Statement of Overriding Consideration
Exhibit II-3 CEQA Findings and Statement of Overriding Consideration



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 18757

HEARING DATE DECEMBER 6, 2012

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Date: November 29, 2012
Case No.: 2008.0877EMTZU
Project: Western SoMa Community Plan –
Adoption of CEQA Findings
Staff Contact: Corey Teague - (415) 575-9081
corey.teague@sfgov.org

ADOPTING ENVIRONMENTAL FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND STATE GUIDELINES IN CONNECTION WITH THE ADOPTION OF THE WESTERN SOMA COMMUNITY PLAN AND RELATED ACTIONS NECESSARY TO IMPLEMENT SUCH PLAN.

WHEREAS, the Planning Department, the Lead Agency responsible for the implementation of the California Environmental Quality Act ("CEQA") has undertaken a planning and environmental review process for the proposed Western SoMa Community Plan and provided appropriate public hearings before the Planning Commission.

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods, with the goal of developing new zoning controls for the industrial portion of this neighborhood. The Western SoMa plan area, which focuses on the area roughly bounded by 7th Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street on the eastern portion of the plan area, was eventually removed from the Eastern Neighborhoods planning process.

On November 23, 2004 the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force ("Task Force"). The Task Force was charged with conducting a comprehensive analysis of the Western SoMa plan area and developing recommendations, and specifically to:

- (1) Use existing zoning as the starting point for an analysis of land use decisions that will shape the future of the entire community;
- (2) Map and evaluate existing Residential Enclave Districts (REDs) and consider modifications to existing RED zoning map boundaries;
- (3) Recommend basic RED preservation policies including height, density and design guidelines;

- (4) Map and evaluate land uses proximate to existing and proposed REDs and develop basic height, density and design guidelines in order to provide a buffer between REDs and areas where more intense development might be allowed;
- (5) Map overall western SoMa existing land use conditions;
- (6) Recommend policies for the preservation of service and light industrial jobs, residential uses, and arts and entertainment opportunities;
- (7) Consider policies to guide increased heights and density along the major arterial streets where appropriate;
- (8) Recommend policies that promote more community-serving retail and commercial uses and that encourage improvements to transportation, open space, street safety, bicycle circulation, and mass transit; and
- (9) Develop recommendations to ensure that the creation of a future Folsom Boulevard be developed in such a manner as to complement all of the above referenced goals.

The Task Force, with assistance from the Planning Department held numerous public workshops and worked with consultants throughout 2008, resulting in the publication of a Draft Western SoMa Community Plan in September 2008. An updated version of the plan was published in October 2011.

The Western SoMa Area Plan ("the Plan") supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The Plan lays the policy foundation for additional changes that are detailed in the Planning Code, Zoning Map and other implementation measures. The following Key Principles inform all the objectives and policies contained in the Plan:

- Encourage new housing at appropriate locations and make it as affordable as possible to a range of City residents;
- Reserve sufficient space for production, distribution and repair activities, in order to support the City's economy and provide good jobs for residents
- Generally maintain the existing scale and density of the neighborhood, allowing appropriate increases in strategic locations;

- Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods;
- Protect and support the social heritage resources of the Filipino and LBGT communities within the plan area;
- Plan for new development that will serve the needs of existing residents and businesses; and
- Maintain and promote a diversity of land uses, and reserve new areas for arts activities and nighttime entertainment.

The San Francisco Planning Department is seeking to adopt and implement the Western SoMa Community Plan. The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General Plan. The Area Plan, together with the General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation programming to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

The actions listed in Attachment A hereto ("Actions") are part of a series of considerations in connection with the adoption of the Western SoMa Community Plan and various implementation actions ("Project"), as more particularly described in Attachment A hereto.

The Planning Department determined that an Environmental Impact Report (hereinafter "EIR") was required for the proposed Western SoMa Community Plan and provided public notice of that determination by publication in a newspaper of general circulation on August 11, 2009.

Notices of availability of the DEIR and of the date and time of the public hearing were posted in the project area by Department staff on June 20, 2012.

On June 20, 2012, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to government agencies, the latter both directly and through the State Clearinghouse.

Notice of Completion was filed with the State Secretary of Resources via the State Clearinghouse on June 20, 2012.

The Commission held a duly advertised public hearing on said DEIR on July 26, 2012, at which opportunity for public comment was given, and public comment was received on the DEIR. The period for acceptance of written comments ended on August 6, 2012.

The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the 60 day public review period for the DEIR, prepared revisions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material

was presented in a Draft Comments and Responses document, published on November 21, 2012, distributed to the Commission and all parties who commented on the DEIR, and made available to others upon request at the Department.

A Final Environmental Impact Report (hereinafter "FEIR") was prepared by the Department, consisting of the DEIR, any consultations and comments received during the review process, any additional information that became available, and the Comments and Responses document all as required by law.

The Planning Commission, on December 6, 2012, by Motion No. 18756 reviewed and considered the FEIR and found that the contents of said report and the procedures through which the FEIR was prepared, publicized and reviewed complied with the provisions of CEQA, the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code.

Also by Motion No. 18756, the Planning Commission, finding that the FEIR was adequate, accurate and objective, reflected the independent judgment of the Planning Commission and that the Comments and Responses document contains no significant revisions to the DEIR, adopted findings of significant impacts associated with the Project and certified the completion of the FEIR for the Project in compliance with CEQA and the CEQA Guidelines.

The Planning Department prepared proposed Findings, as required by CEQA, including mitigation measures and significant environmental impacts analyzed in the FEIR, adoption of such measures, rejection of alternatives, and overriding considerations for approving the Project, including all of the actions listed in Attachment A hereto, and a proposed mitigation monitoring and reporting program, attached as Exhibit 1 to Attachment A. These materials were made available to the public and this Planning Commission for the Planning Commission's review, consideration, and actions.

THEREFORE BE IT RESOLVED, that the Planning Commission has reviewed and considered the FEIR and hereby adopts the Project Findings attached hereto as Attachment A, including adoption of Exhibit 1, the mitigation monitoring and reporting program, and imposition of those mitigation measures in that are within the Planning Commission jurisdiction as project conditions, and incorporates the same herein by this reference.

I hereby certify that the foregoing Resolution was ADOPTED by the Planning Commission at its regular meeting of December 6, 2012.

Jonas P. Ionin
Acting Commission Secretary

AYES: Antonini, Borden, Fong, Hillis, Moore, Sugaya, and Wu

NOES:

ABSENT:

ADOPTED: December 6, 2012



SAN FRANCISCO PLANNING DEPARTMENT

ATTACHMENT A

Western Soma Community Plan and Rezoning of Adjacent Parcels California Environmental Quality Act Findings: Findings of Fact, Evaluation of Mitigation Measures and Alternatives, and Statement of Overriding Considerations

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In determining to approve the proposed Western SoMa Community Plan, the proposed Rezoning of Adjacent Parcels, and related approval actions (the "Draft Plan" or "Adjacent Parcels," respectively, or "Project," in combination), the San Francisco Planning Commission ("Planning Commission" or "Commission") makes and adopts the following findings of fact and statement of overriding considerations and adopts the following recommendations regarding mitigation measures and alternatives based on substantial evidence in the whole record of this proceeding and under the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq. ("CEQA"), particularly Sections 21081 and 21081.5, the Guidelines for Implementation of CEQA, 14 California Code of Regulations Sections 15000 et seq. ("CEQA Guidelines"), particularly Sections 15091 through 15093, and Chapter 31 of the San Francisco Administration Code.

I. Introduction

This document is organized as follows:

Section I provides a description of the proposed Project, the environmental review process for the project, the Planning Commission actions to be taken, and the location of records;

Section II identifies the impacts found not to be significant that do not require mitigation;

Section III identifies potentially significant impacts that can be avoided or reduced to less-than-significant levels through mitigation;

Section IV identifies significant impacts that cannot be avoided or reduced to less-than significant levels;

Section V discusses why a subsequent or supplemental EIR is not required;

Section VI evaluates the different project alternatives and the economic, legal, social, technological, and other considerations that support the rejection of the alternatives and access options analyzed; and

Section VII presents a statement of overriding considerations setting forth specific reasons in support of the Planning Commission's actions and its rejection of the Alternatives not incorporated into the Project.

Attached to these findings as Exhibit 1 is the Mitigation Monitoring and Reporting Program ("MMRP") for the mitigation measures that have been proposed for adoption. The Mitigation Monitoring and Reporting Program is required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in the Final EIR ("FEIR") that is required to reduce or avoid a significant adverse impact. Exhibit 1 also specifies the agency responsible for implementation of each measure and establishes monitoring actions and a monitoring schedule.

These findings are based upon substantial evidence in the entire record before the Planning Commission. The references set forth in these findings to certain pages or sections of the EIR or responses to comments in the Final EIR are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

a. Project Description

The EIR for the Proposed Project considered the potential environmental consequences associated with implementation of three separate project components: (1) adoption of the *Western SoMa Community Plan* (Draft Plan); (2) the rezoning of 46 parcels, comprising 35 lots,¹ proximate to the Draft Plan boundary in order to reconcile their use districts with those of the neighboring properties (Rezoning of Adjacent Parcels); and (3) a mixed-use project proposed at 350 Eighth Street within the Western SoMa Community Plan Area (Draft Plan Area), consisting of approximately 444 dwelling units, approximately 33,650 square feet of commercial space, approximately 8,150 square feet of light industrial/artist space, and approximately 1,350 square feet of community space.

This set of Findings addresses two of the three components listed above, namely the Draft Plan and the Rezoning of Adjacent Parcels. A separate set of Findings has been prepared to address the 350 Eighth Street Project. For informational purposes, the project description below provides an overview of all three components.

Draft Western SoMa Community Plan

The first component of the Proposed Project is adoption of the *Western SoMa Community Plan* as an element of the *San Francisco General Plan*. The Draft Plan Area comprises approximately 298 acres² in the western portion of the South of Market and is surrounded by the Civic Center, Tenderloin, East SoMa, Showplace Square, Mission District, and Hayes Valley neighborhoods. The Draft Plan Area boundary is irregularly shaped and consists of two connected areas: one ("north of Harrison Street") roughly bounded by 13th Street to the east, Bryant Street to the south, Seventh Street to the west, and Minna Street to the north, and the second area ("south of Harrison Street"), roughly bounded by Townsend Street to the south, Fourth Street to the east, Harrison Street to the north, and Seventh Street to the west.

¹ One lot has been subdivided as part of a residential condominium project and contains 11 distinct Assessor Block parcels. The term "lot" refers to a tract of developable land, whereas the term "parcel" refers to developed individual units that have access to sewer, water, and electricity services (i.e., condominium units).

² This area is inclusive of public rights-of-way within the Draft Plan Area. Excluding the public rights-of-way, the Draft Plan Area parcels make up approximately 206 acres.

The various components of the Draft Plan, which are analyzed throughout this EIR, include:

- Increases and decreases in building heights on selected parcels due to proposed height and bulk district reclassifications;
- Increases and decreases in density on selected parcels due to proposed use district reclassifications that replace density standards with other mechanisms to account for density, such as building envelope controls; and
- Streetscape improvements along designated streets and intersections, including installation of signalized pedestrian crossings; sidewalk extensions and corner bulbouts; gateway treatments such as signage and lighting; physical roadway features such as enhanced hardscape area, landscaped islands and colored textured pavement; public realm greening amenities (i.e., street trees and planted medians); and other pedestrian enhancements (i.e., street furniture and public restrooms).

Land Use Policies and Controls

The Draft Plan proposes to amend the existing Western SoMa Special Use District (SUD) by implementing new planning policies and controls for land use, urban form, building height and design, street networks, and open space. The overarching goal of the Draft Plan is to maintain the mixed-use character of the Draft Plan Area and preserve existing housing while promoting new residential (including affordable housing) and resident-serving uses in the proposed residential districts, mainly Residential Enclave Districts (REDs) (including a new RED Mixed designation, or RED MX, that would permit some non-residential uses), mostly north but a few south of Harrison Street. This goal would be achieved by expanding all of the existing REDs, which currently exist north of Harrison Street, and creating new REDs in other locations, both north and south of Harrison Street.

The majority of Draft Plan Area is currently within the Service/Light Industrial/Residential (SLR) and Service/Light Industrial (SLI) use districts. Other use districts that exist within the Draft Plan Area include Light Industrial (M-1), Service/Secondary Office (SSO), Residential Service District (RSD), REDs, and Public Districts. The Draft Plan proposes that much of the area north of Harrison Street currently zoned SLR would be designated as a new Western SoMa Mixed Use General (W SoMa MUG) use district. Similar to the MUG district established through the Eastern Neighborhoods planning process, the W SoMa MUG district would permit residential uses and support a flexible mix of smaller neighborhood-serving retail, commercial and industrial/production, distribution, and repair (PDR) uses. Large-scale commercial uses, loft-style live/work spaces, and research and development facilities would not be permitted. Along Folsom Street east of 10th Street, a new Folsom Neighborhood Commercial Transit (NC-T) use district, similar to other NC-T districts citywide, would allow residential and limited institutional, office, and retail uses, along with small accessory entertainment uses and small hotels. On Ninth and 10th Streets, a new W SoMa Regional Commercial District (RCD) would permit uses similar to those allowed in NC districts but would encourage more office use. Also north of Harrison Street, several existing REDs would be increased in size and new REDs would be created. New RED MX districts would also be established, which would allow not only residential uses but also a limited mix of supportive uses such as retail and light manufacturing, using appropriate buffers to allow incompatible uses to exist in proximity to one another and requiring a Conditional Use authorization.

South of Harrison Street, much of the land zoned SLI would be newly designated W SoMa Service, Arts, Light Industrial (W SoMa SALI). This district, between Harrison and Bluxome Streets and Fourth and 13th Streets, is intended to protect and facilitate the expansion of existing light industrial, commercial, manufacturing, and arts uses. New residential or office uses would not be permitted, although general retail and industrial/PDR uses would be allowed. A new W SoMa Mixed Use Office (W SoMa MUO) district on the north side of Townsend Street would promote smaller-scale office uses, digital media and "high-tech" uses, retail and light industrial/PDR uses. The W SoMa MUO would differ from the existing SSO and SLI districts in the Draft Plan Area and from other MUO districts throughout the city in that no residential uses would be permitted within this district. Both the W SoMa SALI and W SoMa MUO districts would also permit new entertainment uses outside buffer areas around newly designated and proximate RED and RED MX districts. New RED and RED MX districts would be the only areas that would accommodate housing south of Harrison Street.

One of the major goals of the Draft Plan is to create a "complete neighborhood" that maintains residential uses in appropriate areas with a proximate mix of neighborhood services while at the same time minimizing conflicts between residential and other uses. The channeling of residential uses into designated new and expanded RED districts and RED MX district areas is intended to support this goal. The Draft Plan also focuses on strengthening "high-tech"-related business opportunities that would meet local and broader strategic employment needs. This goal is supported by designating a portion of Folsom Street as a new NC-T district and by designating the lots along the northern side of Townsend Street within the Draft Plan Area boundaries as the new W SoMa MUO district. In addition, the Draft Plan retains existing controls for formula retail uses (defined in Planning Code Section 703.3) that restrict clustering, integrate them with non-formula retail uses, and discourage auto-oriented formula retail uses north of Interstate 80.

Housing

The Draft Plan acknowledges that residential uses are an important part of the Western SoMa neighborhood. The Draft Plan also recognizes the need to protect the existing REDs that break up the otherwise large SoMa blocks while identifying appropriate parcels where new residential uses could be introduced without disrupting the existing neighborhood pattern or residential services and amenities. Accordingly, through Administrative Code amendments, the Draft Plan proposes to ensure that infrastructure improvements keep pace with growth and development and that new projects pay impact fees and provide public amenities to offset the burden placed by new development on City services. The Draft Plan also requires annual reporting to ensure that the prescribed and historical proportion of below market rate (BMR) housing units to market rate units and the jobs-to-total-housing-units ratio are maintained.

Transportation and the Street Network

The Draft Plan contains a number of goals promoting walking and bicycling as alternatives to the single-occupancy vehicle, improving the pedestrian experience in alleys, promoting safety through the use of traffic calming measures, limiting freight and service vehicles within residential districts, and de-emphasizing auto-oriented uses on neighborhood-serving streets and along Folsom Street. Changes in circulation that would accompany the Draft Plan include the following.

Circulation Changes Receiving Project-Level Analysis in this EIR (As Explained Below)

1. Posting of "truck route" signs on Ninth, 10th, Harrison, and Bryant Streets in the Draft Plan Area.
2. Installation of new signalized mid-block pedestrian crossings on Folsom Street.
3. Installation of new signalized mid-block pedestrian crossings on Minna and Natoma Streets.
4. Installation of streetscape and traffic calming improvements on Minna, Natoma, and Ringold Streets.

Circulation Changes Receiving Program-Level Analysis in this EIR (As Explained Below)

5. Installation of sidewalk extensions/bulb-outs on Folsom Street.
6. Installation of gateway treatments at and in vicinity of freeway off-ramps.
7. Installation of public realm greening and pedestrian enhancements along Folsom Street and 12th Street.

Urban Design and Built Form

Building height limits within the Draft Plan Area currently range from 30 to 130 feet, although much of the Draft Plan Area lies within the 50-X height and bulk district (50-foot height limit, no bulk limit) and most structures are one to three stories (or approximately 15 to 35 feet) tall. In general, the Draft Plan would increase heights throughout the Draft Plan Area by approximately 5 to 15 feet. However, within some proposed zoning districts, like the REDs, the Draft Plan proposes height decreases of 10 feet, with about 10 lots in the northwestern corner of the Draft Plan Area proposed for height limit decreases of up to 90 feet. North of Harrison Street, the Draft Plan proposes to change the prevailing 50-X height and bulk district to a combination of 55-X and 55-X/65-K height and bulk districts to encourage active uses at the ground level. The existing height limits within the RED and RED MX districts would be reduced from 50 feet to 40 feet. South of Harrison Street, the 30-X height and bulk district would be maintained, while the 40-X and 50-X height and bulk districts would be modified to 40-X/55-X height and bulk in the W SoMa SALI district. The proposed REDs south of Harrison Street would all have a 40-X height and bulk district. Along Townsend Street, the Draft Plan proposes to increase height limits from 65-X to 85-K in order to "establish a mid-rise business corridor on Townsend Street designated for office uses and an explicit preference for 21st Century high tech and digital-media uses" (Draft Plan Policy 1.2.3). In addition to height rezoning associated with new zoning districts, the Draft Plan would also amend height designations of a few isolated parcels within the Draft Plan Area.

Other changes proposed by the Draft Plan include requiring height limits and upper story setbacks in new construction to preserve historic street walls, maintain adequate light and air, and maximize solar access, and encouraging the preservation and expansion of rear yards throughout the Draft Plan Area but particularly within the proposed REDs. As a companion to the Draft Plan, the *Design Standards for Western SoMa Special Use District* provide detailed district-by-district project development and urban design standards. The Design Standards would be considered as an independent companion legislative action that would accompany plan implementation.

Social Heritage Preservation

One of the goals of the Draft Plan is to further identify and preserve the social heritage resources within the proposed Draft Plan Area, including individual structures and districts. Social heritage landscapes include resources that pertain to specific social and cultural movements or to groups that have made a contribution to the broad patterns of the city's history. These include the lesbian, gay, bisexual, transgendered, and questioning/queer (LGBTQ) community and the Filipino community, which have long histories and established cultural traditions in the Draft Plan Area. To recognize, protect, and memorialize these resources, the Draft Plan proposes adoption of Filipino (SoMa Filipinas) and LGBTQ Special Use Districts.

Historic Preservation

Multiple opportunities exist within the Draft Plan Area for the adaptive reuse and rehabilitation of existing buildings, both formally designated historic resources and structures that could be deemed eligible for formal designation. In addition to applying the nationally recognized *Secretary of the Interior's Standards for the Treatment of Historic Properties* to minimize impacts of reusing and rehabilitating these structures, policies and objectives of the Draft Plan, along with its associated Design Standards, if adopted, could be applied in order to minimize impacts on historic and identified social heritage resources.

The Design Standards identify standards for the adaptive reuse of historic structures, as well as in-fill development in the National and California Register-eligible Western SoMa Light Industrial and Residential Historic District. The purpose of the Design Standards is to maintain the integrity of the eligible historic district and provide guidance for projects proposed within the Draft Plan Area boundaries. The Design Standards are divided into three subsections; 1) Standards for Façade Alterations, 2) Design Standards for Additions to Historic Properties, and 3) Design Standards for New Infill Construction. These three guidelines apply to the individually-significant and contributing resources within the eligible historic district. These Design Standards are based on the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Secretary's Standards). The Secretary's Standards provide guidance for working with historic properties, and have been adopted by the Historic Preservation Commission to evaluate proposed rehabilitative work on historic properties.

Open Space

Although the Western SoMa community has access to large spaces for recreation outside the Draft Plan Area, such as the waterfront and Yerba Buena Gardens, it lacks neighborhood parks to serve Draft Plan Area residents. The Draft Plan does not identify specific parks or recreational facilities that would be developed as part of the rezoning effort but does seek to address deficiencies in open space and recreational facility space through various goals and implementation measures. The Draft Plan also calls for improving existing open space, while partnering with private development in the creation of privately owned but publicly accessible open spaces, such as gardens and roofs. The Draft Plan would be implemented in line with the principles and guidelines of the Better Streets Plan and SoMa Alley Improvement Program. The Draft Plan calls for the San Francisco Department of Public Works (DPW) to coordinate with the San Francisco Municipal Transportation Agency (SFMTA) to facilitate future improvements to Western SoMa's public amenities such as alleys, sidewalks, stoops, corners, and interior paths, thereby breaking up the large scale of the existing blocks and parcels. Some of these

improvements, described above under "Transportation and the Street Network," are analyzed in Section 4.E, Transportation and Circulation, and are part of the overall project analyzed in this EIR. The Draft Plan calls for coordinating new development fees with other agencies so that funds can be appropriately delegated and also calls for maintaining new and existing parks and open spaces.

Other Draft Plan Elements

The Draft Plan contains a number of other elements that are intended to improve the social and economic conditions within the Draft Plan Area but are not expected to result in direct impacts on the physical environment. They include preserving and encouraging arts and entertainment; providing community facilities (such as human service, child care, education, cultural institutions, recreational facilities, etc.); emphasizing the diverse neighborhood economy and balancing this with growing pressures to provide additional housing; and increasing safety and public welfare by, among other things, encouraging uses that have a meaningful connection to the community and have "eyes on the street."

Draft Plan's Relationship to Other Plans and Regulations

The proposed *Western SoMa Community Plan* is intended to be adopted as an element of the *San Francisco General Plan*, and would replace the 1990 South of Market Plan in the Draft Plan Area. The Draft Plan also includes an "implementation package" that would entail revisions to the Planning Code, changes to the Planning Code's Zoning Maps (including height and bulk maps and, potentially, maps of special use districts and/or preservation districts), and changes to the text and maps of the *San Francisco General Plan*.

Rezoning of Adjacent Parcels

The second component of the Proposed Project is the Rezoning of Adjacent Parcels, a "cleanup" rezoning of 46 parcels comprising 36 lots adjacent to the Draft Plan Area. The Adjacent Parcels are located on the south side of Mission Street, between Seventh and 11th Streets. The Rezoning of Adjacent Parcels would reconcile the use districts of these parcels with those of the neighboring properties and make them consistent with the zoning of the opposing block façades. The existing zoning of the Adjacent Parcels is Heavy Commercial (C-M) and SLR. Under the Proposed Project, the Adjacent Parcels would be rezoned as downtown General Commercial (C-3-G) along the south side of Mission Street between Ninth and 11th Streets and Eastern Neighborhoods Mixed Use Office (MUO) along the south side of Mission Street between Seventh and Ninth Streets. No changes in existing height and bulk limits would occur. The Adjacent Parcels are not included in the Draft Plan Area because the Draft Plan Area coincides with the adopted Western SoMa SUD.

350 Eighth Street Project

The third component of the Proposed Project is the implementation of a mixed-use project consisting of residential, commercial, light-industrial, and arts-related uses at 350 Eighth Street, on a parcel surrounded by Harrison, Eighth, Ringold, and Gordon Streets (within the Draft Plan Area). The 350 Eighth Street parcel (Block 3756, Lots 3 and 15) is approximately 144,000 square feet (3.3 acres) in size and is currently used by the Golden Gate Bridge, Highway, and Transportation District as a bus parking and inspection yard. It is occupied by a large paved lot and three small, single-story structures, which would be demolished to accommodate the proposed mixed-use development. (Golden Gate Transit buses would move to a lot under the Interstate 80 freeway as part of the new Transit Center project.)

Proposed Land Uses

The 350 Eighth Street project site would be redeveloped with approximately 444 dwelling units, approximately 33,650 square feet of commercial space, approximately 8,150 square feet of loft-style space suitable for light industrial use and artists' studios, and approximately 1,350 square feet of community space. The commercial uses would be located on the ground level in buildings along Harrison and Eighth Streets and on four levels of a building at the corner of Harrison and Gordon Street, while the light industrial and art-related uses would be located on lower levels in buildings along Gordon Street. Residential uses would take up the majority of the 350 Eighth Street project site and would be located within multiple levels and buildings, including structures in the middle of the block. The project would also include about 14,172 square feet of open space, parts of which (including a small pocket park at the intersection of Eighth and Ringold Streets) would be publicly accessible. The proposed community center would be south of and next to the pocket park. The proposed project would include seven buildings ranging from four to six stories, or 53 to 65 feet tall, distributed around and within an oval-shaped internal roadway. Off-street parking, primarily below grade, would accommodate approximately 436 vehicles.

Proposed Access

Pedestrian access to the project site would be available on all sides. Access to the project's below-grade parking would be via ramps from Harrison Street. Auto access to a proposed internal driveway within the project site would be from a two-way driveway on Eighth Street (with an additional driveway on Harrison Street). A small number of individual garage spaces would have access from Ringold Street. Two truck loading spaces and four van loading spaces would be provided within the internal roadway. These spaces would be on-street and therefore would not be enclosed.

Proposed Architectural Style and Landscaping

The proposed buildings would be constructed in a contemporary style intended to embrace the existing aesthetic of the surrounding buildings. The project would require excavation of approximately 64,050 cubic yards of soil to accommodate the below-grade garage level that would encompass the entire project site.

As currently proposed, the buildings that would comprise the 350 Eighth Street project would be finished with a variety of exterior materials that would divide the façades both vertically and horizontally into smaller visual elements. Exterior materials would include cement plaster (stucco), wood siding, painted metal panels, and various forms of glazing, including areas of glass curtain wall (glass surface covering structural framing) on all four street façades, translucent glass covering the ground floor at the corner of Eighth and Harrison Streets, and fritted (frosted or otherwise etched or marked) glass that would clad the commercial building at the corner of Harrison and Gordon Streets. The proposed project would include street trees, in accordance with Planning Code requirements, and landscaping around the internal roadway and also within courtyards in the center of the project site.

Zoning and Relationship to Draft Plan

The 350 Eighth Street parcel is within a SLR use district, which allows the mix of uses proposed by the project, some requiring a CU authorization. As part of the *Western SoMa Community Plan*, this parcel would be rezoned to W SoMa MUG, which would also allow residential, smaller neighborhood-serving retail, office, light industrial, and arts-related uses, some permitted as principal uses and others requiring a CU

authorization. The project sponsor would seek a Planning Code Section 134(e) rear yard modification, and CU authorization for parking and the community center use.

The project site is also within a 40-X height and bulk district (40-foot height limit, no bulk limit). Under the Draft Plan, the site would be reclassified to 55-X/65-K height and bulk classification. The tallest proposed buildings would be 65 feet, consistent with the proposed height classification.

If the *Western SoMa Community Plan* were not adopted as proposed, the 350 Eighth Street site would remain within the existing SLR use district and existing 40-X height and bulk district. The proposed residential, commercial, and art-related uses and density would be allowed in the SLR district. In this circumstance, however, the 350 Eighth Street project would require a height reclassification (text and map amendments) to allow for the proposed building heights of up to 65 feet. The project would also require exceptions from rear yard and open space requirements, absent implementation of the Draft Plan.

Construction and Occupancy

The construction of the 350 Eighth Street project is expected to begin in 2013 and would be completed in approximately 36 months. Occupancy is anticipated in 2016.

b. Environmental Review

The Planning Department determined that an Environmental Impact Report ("EIR") was required for the Project. The Planning Department published the Draft EIR and provided public notice of the availability of the Draft EIR for public review and comment on June 20, 2012.

On June 20, 2012, a Notice of Completion and copies of the Draft EIR were distributed to the State Clearinghouse. Notices of availability for the Draft EIR of the date and time of the public hearings were posted on the Planning Department's website on June 20, 2012.

The Planning Commission held a duly noticed public hearing on the Draft EIR on July 26, 2012. At this hearing, opportunity for public comment was given, and public comment was received on the Draft EIR. The Planning Department accepted public comments on the Draft EIR from June 20, 2012, to August 6, 2012.

The Planning Department published the Comments and Responses on the Draft EIR on November 21, 2012. This document includes responses to environmental comments on the Draft EIR made at the public hearing on July 26, 2012, as well as written comments submitted on the Draft EIR from June 20, 2012, to August 6, 2012. The comments and responses document also contains text changes to the Draft EIR made by EIR prepares to correct or clarify information presented in the DEIR, including changes to the DEIR text made in response to comments. The Comments and Responses document was distributed to the Planning Commission and to all parties who commented on the Draft EIR, was posted on the Planning Department's website, and was available to others upon request at the Planning Department's office.

A Final EIR has been prepared by the Planning Department consisting of the Draft EIR, background studies and materials, all comments received during the review process, and the Comments and Responses. The Draft EIR, the Comments and Responses document, and all appendices thereto comprise the EIR referenced in these findings.

In certifying the EIR, the Planning Commission found that none of the information added after the publication of the Draft EIR, including an analysis of the plan refinements, triggered the need for recirculation of the EIR under CEQA Guidelines Section 15088.5. Nor does the adoption of the Plan with the revisions of the Final EIR trigger the need for a supplemental or subsequent EIR under CEQA Guidelines Section 15162, as discussed in Section VI.

c. Planning Commission Actions

The Planning Commission is being requested to take the following actions to approve and implement the Project. Implementation of the Proposed Project would require the following approvals and other actions.

- Certify the Final EIR.
- Adopt CEQA findings and a Mitigation Monitoring and Reporting Program.
- Amend of the *San Francisco General Plan* to conform to the concepts of the *Western SoMa Community Plan*, as outlined above, pending approval by the Board of Supervisors.
- Determine consistency of the Draft Plan and accompanying new and revised use and height and bulk districts and bulk districts (implementing rezoning) with the *San Francisco General Plan* and Planning Code Section 101.1 Priority Policies.
- Amend of the Planning Code and the Zoning Maps to change mapped use districts and height limits throughout the *Western SoMa Community Plan Area*, pending approval by the Board of Supervisors.
- Adopt the Implementation Document... more detail?
- Amend of the Administrative Code to include a Western SoMa Implementation Matrix, pending approval by the Board of Supervisors.

d. Location of Records

The record upon which all findings and determinations related to the Project are based includes the following:

- *Western SoMa Community Plan*
- The EIR, and all documents referenced in or relied upon by the EIR.
- All information (including written evidence and testimony) provided by City staff to the Planning Commission relating to the EIR, the proposed approvals and entitlements, the Project, and the alternatives ("Options") set forth in the EIR.
- All information (including written evidence and testimony) presented to the Planning Commission by the environmental consultant and subconsultants who prepared the EIR, or incorporated into reports presented to the Planning Commission.
- All information (including written evidence and testimony) presented to the City from other public agencies relating to the Project or the EIR.
- All applications, letters, testimony and presentations presented to the City by the project sponsor and its consultants in connection with the Project.

- All information (including written evidence and testimony) presented at any public hearing or workshop related to the Project and the EIR.
- For documentary and information purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area.
- The Mitigation Monitoring and Reporting Program.
- All other documents comprising the record pursuant to Public Resources Code Section 2116.76(e)

The public hearing transcript, a copy of all letters regarding the Final EIR received during the public review period, the administrative record, and background documentation for the Final EIR are located at the Planning Department, 1650 Mission Street, Suite 400, San Francisco. Jonas P. Ionin, Commission Secretary, is the custodian of these documents and materials.

II. Impacts Found Not to Be Significant, thus Requiring No Mitigation

Finding: Based on substantial evidence in the whole record of this proceeding, the City finds that the implementation of the Project and associated Area Plan would not result any significant environmental impacts in the following areas: Land Use; Aesthetics; Population and Housing; Greenhouse Gas Emissions; Recreation; Public Services, Utilities and Service Systems; Geology and Soils; Hydrology and Water Quality; Mineral and Energy Resources; and Agricultural and Forest Resources. Each of these topics is analyzed and discussed in detail including, but not limited to, in the EIR Chapters: 4.A; 4.B; 4.C; 4.H; 4.J; 4.K; 4.M; 4.N; 4.P and 4.Q.

III. Findings of Potentially Significant Impacts That Can Be Avoided or Reduced to a Less Than Significant Level

Finding: The CEQA requires agencies to adopt mitigation measures that would avoid or substantially lessen a project's identified significant impacts or potential significant impacts if such measures are feasible.

The findings in this Section III and in Section IV concern mitigation measures set forth in the FEIR. These findings discuss mitigation measures as proposed in the FEIR and recommended for adoption by the Board of Supervisors, which can be implemented by City agencies or departments. Except for minor revisions shown in double underline and ~~strike-through~~ text in the language of Mitigation Measures M-NO-1a, M-NO-1b, M-NO-1c, and M-CP-1a in Response to Comments on the DEIR, the mitigation measures proposed for adoption in this section are identical to the mitigation measures identified in the DEIR.

As explained previously, **Exhibit 1**, attached, contains the Mitigation Monitoring and Reporting Program required by CEQA Section 21081.6 and CEQA Guidelines Section 15091. It provides a table setting forth each mitigation measure listed in Chapter 4 of the EIR that is required to reduce or avoid a significant adverse impact. **Exhibit 1** also specifies the agency responsible for implementation of each measure, establishes monitoring actions and a monitoring schedule.

The Planning Commission finds that, based on the record before it, the mitigation measures proposed for adoption in the FEIR are feasible, and that they can and should be carried out by the identified agencies at the designated time. This Planning Commission urges other agencies to adopt and implement applicable mitigation measures set forth in the FEIR that are within the jurisdiction and responsibility of such entities. The Planning Commission acknowledges that if such measures are not adopted and implemented, the Project may result in additional significant unavoidable impacts. For this reason, and as discussed in Section VI, the Planning Commission is adopting a Statement of Overriding Considerations as set forth in Section VII.

All mitigation measures identified in the FEIR that would reduce or avoid significant adverse environmental impacts are proposed for adoption and are set forth in **Exhibit 1**, in the Mitigation Monitoring and Reporting Program. All mitigation measures set forth in the FEIR are agreed to and adopted by the Planning Commission.

D. Cultural Resources

1. Impact – Adverse Change in the Significance of an Archeological Resource

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could cause a substantial adverse change in the significance of an archeological resource pursuant to *CEQA Guidelines* Section 15064.5.

b) Mitigation Measure M-CP-4a, M-CP-4b and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-4a, Project-Specific Preliminary Archeological Assessment, p. 4.D-50, and Mitigation Measure M-CP-4b, Procedures for Accidental Discovery of Archeological Resources, p. 4.D-51. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area and/or Adjacent Parcels buildings) as well as cumulatively (the contribution of Draft Plan Area buildings and/or Adjacent Parcels buildings to the effect from all new buildings, including those outside the Project Area).

M-CP-4a: Project-Specific Preliminary Archeological Assessment. Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.

This archeological mitigation measure may apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within those properties within the Draft Plan Area or on the Adjacent Parcels for which no archeological assessment report has been prepared.

Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) shall be prepared by an archeological consultant with from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall:

- Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;
- Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register;
- Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources;
- Assess potential project effects in relation to the depth of any identified potential archeological resource;
- Provide a conclusion that assesses whether any California Register-eligible archeological resources could be adversely affected by the proposed project and recommends appropriate further action.

Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP *Preservation Planning Bulletin* No. 5).

M-CP-4b: Procedures for Accidental Discovery of Archeological Resources: This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c).

The project sponsor shall distribute the San Francisco Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify

the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the San Francisco Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

2. Impact – Damage to Historic Architectural Resources

a) Potentially Significant Impact

The EIR finds that construction activity in the Draft Plan Area and/or on the Adjacent Parcels could result in substantial damage to historic architectural resources.

b) Mitigation Measure M-CP-7a, and M-CP-7b, and Conclusion

The City finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-CP-7a, Protect Historical

Resources from Adjacent Construction Activities, p. 4.D-54, and Mitigation Measures M-CP-7b, Construction Monitoring Program for Historical Resources, also p. 4.D-54, as follows:

M-CP-7a Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

M-CP-7b: Construction Monitoring Program for Historical Resources. For those historical resources identified in Mitigation Measure M-CP-7a, and where heavy equipment would be used on a subsequent development project, the project sponsor of such a project shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the San Francisco Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.

Should vibration levels be observed in excess of the standard, construction shall be halted and alternative construction techniques put in practice, to the extent feasible. (For example, pre-drilled piles could be substituted for driven piles, if feasible based on soils conditions; smaller, lighter equipment might be able to be used in some cases.) The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.

3. Impact – Cumulative Archeological Resource Impact

a) Potentially Significant Impact

The EIR finds that the Draft Plan and/or Rezoning of Adjacent Parcels, in combination with past, present, and reasonably foreseeable future projects in the vicinity, could cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5 and/or human remains, and therefore could contribute considerably to a significant cumulative impact.

b) Mitigation Measure M-CP-4a, M-CP-4b and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measures M-CP-4a and M-CP-4b, discussed above (under Section D. Cultural Resources, Item 1, Adverse Change in the Significance of an Archeological Resource).

E. Transportation and Circulation

1. Impact – Removal of On-Street Loading Spaces

a) Potentially Significant Impact

The EIR finds the Draft Plan's proposed transportation system improvements would remove on-street loading spaces along Folsom Street that could be located nearby, and could conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

b) Mitigation Measure M-TR-4 and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-TR-4, Provision of New Loading Spaces on Folsom Street, p. 4.E-28, as follows:

M-TR-4: Provision of New Loading Spaces on Folsom Street. This mitigation measure shall apply to any removal of yellow commercial vehicle freight loading spaces, assuming that the need for the truck loading spaces remains at the locations where these truck loading spaces would be removed. To avoid any potential adverse effect from the sidewalk extensions and bulb-out improvements on loading, the project sponsors of individual projects within the Project Area shall coordinate with MTA to install new loading spaces, of equal length, on the same block and side-of-the-street at locations where yellow commercial vehicle loading spaces are removed. This would ensure that an equally convenient supply of on-street loading would be provided to compensate for any space that would be removed. With implementation of the mitigation measure, the impact on loading operations on Folsom Street would be reduced to a less-than-significant level.

F. Noise and Vibration

1. Impact – Excess Noise Levels

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could expose persons to or generate noise levels in excess of standards established in the *San Francisco General Plan* or Noise Ordinance (Article 29 of the Police Code) or could result in a substantial permanent increase in ambient noise levels. The EIR also finds that the Project Area could be substantially affected by existing noise levels as a result of the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels.

b) Mitigation Measure M-NO-1a, M-NO-1b, M-NO-1c, M-NO-1d and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-1a, Interior Noise Levels for Residential Uses, p. 4.F-19, Mitigation Measure M-NO-1b, Siting of Noise-Sensitive Uses, p. 4.F-20, Mitigation Measure M-NO-1c, Siting of Noise-Generating Uses, p. 4.F-21, and M-NO-1d, Open Space in Noisy Environments, p. 4.F-22, as follows:

M-NO-1a: Interior Noise Levels for Residential Uses. For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor of future individual developments within the Project Area shall conduct a detailed analysis of noise reduction requirements prior to completion of environmental review. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the *San Francisco General Plan* Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible. Additional noise attenuation features may need to be incorporated into the building design where noise levels exceed 70 dBA (Ldn) to ensure that acceptable interior noise levels can be achieved.

M-NO-1b: Siting of Noise-Sensitive Uses. To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

M-NO-1c: Siting of Noise-Generating Uses. To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as 24-hour average, in the proposed project site vicinity, the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like) within two blocks 900 feet of, and that have a direct line-of-sight to, the project site, and at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours). The analysis shall be conducted prior to completion of the environmental review process. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the San Francisco General Plan and Police Code Section 2909, that the proposed use would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, and may require implementation of site-specific noise reduction features or strategies.

M-NO-1d: Open Space in Noisy Environments. To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.

2. Impact – Construction Noise and Groundborne Vibration

a) Potentially Significant Impact

The EIR finds that construction activities in the Draft Plan Area and/or the Adjacent Parcels could expose persons to temporary increases in noise levels substantially in excess of ambient levels or could expose people to or generate excessive groundborne vibration.

b) Mitigation Measure M-NO-2a, M-NO-2b and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-NO-2a, General Construction Noise Control Measures, p. 4.F-24, and Mitigation Measure M-NO-2b, Noise Control Measures During Pile Driving, p. 4.F-25, as follows:

M-NO-2a: General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:

- The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible).
- The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

M-NO-2b: Noise Control Measures During Pile Driving. For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:

- The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise

reduction is a function of the height and distance of the barrier relative to receptors and noise source(s);

- The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses.

Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate Mitigation Measures M-CP-7a, Protect Historical Resources from Adjacent Construction Activities, p. 4.D-54, and Mitigation Measure M-CP-7b, Construction Monitoring Program for Historical Resources, also p. 4.D-54, discussed above on pages 15 through 15 and in the Draft EIR Section D, Cultural and Paleontological Resources.

I. Wind and Shadow

1. Impact – Increase in Pedestrian-Level Wind Speeds

a) Potentially Significant Impact

The EIR finds that implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could alter wind in a manner that would substantially affect public areas.

b) Mitigation Measure M-WS-1 and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-WS-1, Screening-Level Wind Analysis and Wind Testing, p. 4.I-6, as follows:

M-WS-1: Screening-Level Wind Analysis and Wind Testing. For projects within the Project Area, the Planning Department shall conduct the following review:

- *Screening-Level Wind Analysis:* Any structure proposed within the Draft Plan Area or on the Adjacent Parcels over 80 feet in height shall be required to undergo screening-level wind impact analysis that would take into account the surrounding topography and building heights. As part of this analysis, a qualified wind expert shall review the proposed building plans as well as results of other wind tests conducted nearby, if available. Based on this review, a determination shall be made as to whether wind hazards are expected as a result of project development. If not enough information is available to make a determination with relative certainty that no wind hazard criteria are expected, a project-level wind test shall be conducted.
- *Project-Level Wind Test:* If the screening level wind analysis determines that the project may result in wind hazards, a project-level wind test shall be prepared by a qualified wind expert to determine impacts on pedestrian-level wind speeds. The methodology of a wind test shall be consistent with accepted San Francisco Planning Department practice. The project-level wind test shall be conducted and interpreted in a technical memorandum, with test results related to

the Planning Code Section 148 hazard criterion. To satisfy the criteria of San Francisco Planning Code Section 148, two sets of wind tunnel test results shall be produced: one that indicates, for each test location, the wind speed that is exceeded 10 percent of the time, year-round; and another that indicates whether a wind speed of 26 miles per hour is exceeded for 1 full hour of the year. The former results would determine whether the project would meet the Planning Code's "comfort criteria," while the latter results would determine whether the project would cause an exceedance of the Planning Code's "hazard criterion."

- *Design Modifications:* If a proposed structure is determined to result in significant wind impacts, modifications shall be incorporated into the project design to reduce these impacts so as not to cause ground-level wind currents to exceed the hazard level of 26 mph for a single full hour of the year. Modifications to reduce wind speeds could include one or more of the following: shifting the building's orientation; adding articulation, texturing, or setbacks along one or more of the façades; increasing the height and density of exterior landscaping and related structures; and adding more landscaping and screening structures.

L. Biological Resources

1. Impact—Adverse Effects on Special-Status Species

a) Potentially Significant Impacts

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could result in a substantial adverse impact on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or United States Fish and Wildlife Service (USFWS).

b) Mitigation Measure M-BI-1a, M-BI-1b and Conclusion

The City finds the potentially significant impacts listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-BI-1a, Pre-Construction Special-Status Bird Surveys, p. 4.L-14, and Mitigation Measure M-BI-1b, Pre-Construction Special-Status Bat Surveys, also p. 4.L-14, as follows:

M-BI-1a: Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 – January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.

M-BI-1b: Pre-Construction Special-Status Bat Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.

O. Hazards and Hazardous Materials

1. Impact – Release of Mercury or PCBs

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels could result in a reasonably foreseeable or accidental release of mercury or polychlorinated biphenyls (PCBs) in a way that would create a significant hazard to the public or environment.

b) Mitigation Measure M-HZ-2 and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-HZ-2, Hazardous Building Materials Abatement, p. 4.O-14, as follows:

M-HZ-2: Hazardous Building Materials Abatement. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

2. Impact – Exposure to Hazardous Materials

a) Potentially Significant Impact

The EIR finds that construction related to future development within the Draft Plan Area and/or Rezoning of Adjacent Parcels could expose the public or the environment to unacceptable levels of known or newly discovered hazardous materials as a result of a site being located on a hazardous materials list site.

b) Mitigation Measure M-HZ-3 and Conclusion

The City finds the potentially significant impact listed above would be reduced to a less-than-significant level with implementation of Mitigation Measure M-HZ-3, Site Assessment and Corrective Action, p. 4.O-15, as follows:

M-HZ-3: Site Assessment and Corrective Action. For any project that is not located bayward of the historic high tide line, the project sponsor shall ensure that a site-specific Phase I environmental site assessment is prepared prior to development. The site assessment shall include visual inspection of the property; review of historical documents; and review of environmental databases to assess the potential for contamination from sources such as underground storage tanks, current and historical site operations, and migration from off-site sources. The project sponsor shall ensure that the Phase I assessment and any related documentation is provided to the Planning Department's Environmental Planning (EP) division and, if required by EP, to Department of Public Health (DPH) for review and consideration of potential corrective action.

Where the Phase I site assessment indicates evidence of site contamination, additional data shall be gathered during a Phase II investigation, including sampling and laboratory analysis of the soil and groundwater for the suspected chemicals to identify the nature and extent of contamination. If the level(s) of chemical(s) would create an unacceptable risk to human health or the environment, appropriate cleanup levels for each chemical, based on current and planned land use, shall be determined in accordance with accepted procedures adopted by the lead regulatory agency providing oversight (e.g., the Department of Toxic Substances Control [DTSC], the Regional Water Quality Control Board [RWQCB], or DPH). At sites where there are ecological receptors such as sensitive plant or animal species that could be exposed, cleanup levels shall be determined according to the accepted ecological risk assessment methodology of the lead agency, and shall be protective of ecological receptors known to be present at the site.

If agreed-upon cleanup levels were exceeded, a remedial action plan or similar plan for remediation shall be prepared and submitted review and approval by the appropriate regulatory agency. The plan shall include proposed methods to remove or treat identified chemicals to the approved cleanup levels or containment measures to prevent exposure to chemicals left in place at concentrations greater than cleanup levels.

Upon determination that a site remediation has been successfully completed, the regulatory agency shall issue a closure letter to the responsible party. For sites that are cleaned to levels that do not allow unrestricted land use, or where containment measures were used to prevent exposure to hazardous materials, the DTSC may require a limitation on the future use of the property. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners. A risk management plan, health and safety plan, and possibly a cap maintenance plan could be required. These plans would specify procedures for preventing unsafe exposure to hazardous materials left in place and safe procedures for handling hazardous materials should site disturbance be required. The requirements of these plans and the land use restriction shall transfer to the new property owners in the event that the property is sold.

IV. Significant Impacts That Cannot Be Avoided or Reduced to a Less Than Significant Level

Finding: Based on substantial evidence in the whole record of these proceedings, the City finds that, where feasible, changes or alterations have been required, or incorporated into, the Draft Plan and/or Rezoning of Adjacent Parcels to reduce the significant environmental impacts listed below as identified in the FEIR. The City determines that the following significant impacts on the environment, as reflected in

the FEIR, are unavoidable, but under Public Resources Code Section 21081(a)(3) and (b), and CEQA Guidelines 15091(a)(3), 15092(b)(2)(B), and 15093, the City determines that the impacts are acceptable due to the overriding considerations described in Section VII below. This finding is supported by substantial evidence in the record of this proceeding.

D. Cultural and Paleontological Resources

1. Impact – Adverse Change in the Significance of a Historical Resource

a) Potentially Significant Impact

The EIR finds that the Draft Plan and/or Rezoning of Adjacent Parcels could indirectly result in the demolition of individual historic architectural resources or contributing resources to a historic district located in the Project Area, causing a substantial adverse change in the significance of a historical resource as defined in CEQA *Guidelines* Section 15064.5. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area or Adjacent Parcels buildings) as well as cumulatively (the contribution of Draft Plan Area and/or Adjacent Parcels buildings to the effect from all new buildings, including those outside the Project Area).

b) Mitigation Measure M-CP-1a, M-CP-1b, M-CP-1c and Conclusion

The EIR identifies Mitigation Measure M-CP-1a, p. 4.D-46, which would require Documentation of a Historical Resource, Mitigation Measure M-CP-1b, p. 4.D-46, which would require the preparation of Oral Histories, and Mitigation Measure M-CP-1c, p. 4.D-47, which would institute an Interpretive Program; as follows:

M-CP-1a: Documentation of a Historical Resource. To document the buildings more effectively, sponsors of individual projects that would cause a substantial adverse change in the significance of a historical resource through demolition shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained onsite, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined in consultation with Planning Department's Preservation staff.

The report shall be reviewed by the San Francisco Planning Department's Preservation staff for completeness. In addition, copies of the photographs and report shall be made available to the following repositories, at minimum: San Francisco History Center at the San Francisco Public Library, San Francisco Architectural Heritage, and the San Francisco Planning Department. This mitigation measure would create a collection of preservation materials that would be available to the public and inform future research. In this way, documentation of the affected properties and presentation of the findings to the community could reduce the impact on historical resources.

Although implementation of this mitigation measure may reduce impacts on historical resources, it would not lessen the effects to a less-than-significant level.

M-CP-1b: Oral Histories. For projects that would demolish a historical resource for which Planning Department preservation staff determined that such a measure would be effective and feasible, the project sponsor shall undertake an oral history project that includes interviews of people such as residents, past owners, or former employees. The project shall be conducted by a professional historian in conformance with the Oral History Association's Principles and Standards (http://alpha.dickinson.edu/oha/pub_eg.html). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library or other interested historical institution. Although implementation of this mitigation measure may reduce impacts on historical resources, it is not expected to lessen the effects to less-than-significant levels.

M-CP-1c: Interpretive Program. For projects that would demolish a historical resource for which Planning Department preservation staff determined that such a measure would be effective and feasible, the project sponsor shall work with a Historic Preservation Technical Specialist or other qualified professional to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program may be the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. Although implementation of this mitigation measure may reduce impacts on historical resources, it is not expected to lessen the effects to less-than-significant levels.

The EIR finds that, while the foregoing mitigation measures would reduce the adverse impacts of the proposed Draft Plan on historical resources, they would not reduce the impacts to a less-than-significant level, because it cannot be stated with certainty that no historical resources would be demolished or otherwise adversely affected in the Draft Plan Area with implementation of the Draft Plan. Therefore, the impacts are considered significant and unavoidable.

E. Transportation and Circulation

1. Impact – Deterioration of Level of Service at the Intersection of Fifth/Bryant/I-80 Eastbound on-ramp

a) Potentially Significant Impact

The EIR finds the Draft Plan would cause levels of service at the intersection of Fifth/Bryant/I-80 Eastbound on-ramp to deteriorate during the p.m. peak hour, thereby conflicting with an applicable congestion management program that establishes measures of effectiveness for the performance of the circulation system. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area buildings) as well as cumulatively (the contribution of Draft Plan Area buildings to the effect from all new buildings, including those outside the Draft Plan Area).

b) Mitigation Measure and Conclusion

As stated on EIR p. 4.E-20, to mitigate the poor operating conditions, additional capacity on the I-80 eastbound on-ramp and mainline would be required. However, provision of additional capacity on the newly replaced I-80 eastbound aerial structure likely would be infeasible due to the right-of-way constraints on the structure (reconfiguring mainline travel lanes to provide an additional merge lane from the Fifth Street on-ramp would require reducing the number of lanes upstream of the merge). Without providing additional capacity on the on ramp and mainline, signal timing adjustments at the intersection to provide for additional eastbound green time would not improve intersection operations. For these reasons, no feasible mitigation measures to reduce impacts to less than significant exist, and the Draft Plan's impact at the intersection of Fifth/Bryant/I-80 Eastbound on-ramp would be significant and unavoidable.

2. Impact – Deterioration of Level of Service at the Intersection of Sixth/Brannan/I-280 ramps

a) Potentially Significant Impact

The EIR finds the Draft Plan would cause levels of service at the intersection of Sixth/Brannan/I-280 ramps to deteriorate during the a.m. and p.m. peak hours, thereby conflicting with an applicable congestion management program that establishes measures of effectiveness for the performance of the circulation system. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area buildings) as well as cumulatively (the contribution of Draft Plan Area buildings to the effect from all new buildings, including those outside the Draft Plan Area).

b) Mitigation Measure and Conclusion

As stated on EIR p. 4.E-22, to mitigate the poor operating conditions, additional capacity on the northbound (I-280 off-ramp), eastbound, and westbound approaches would be required. However, provision of additional northbound capacity is constrained by the freeway structure, which would require substantial reconstruction to widen, and eastbound and westbound capacities have been maximized (on-street parking has been removed on the south side of the street to provide for additional westbound turn lanes, and the sidewalk has been narrowed to accommodate the eastbound turn onto the on-ramp). The signal operations have been optimized, and additional minor adjustments would not substantially improve operating conditions. For these reasons, no feasible mitigation measures to reduce impacts to less than significant were identified, and therefore, the Draft Plan's impact at the intersection of Sixth/Brannan/I-280 ramps would be significant and unavoidable.

3. Impact – Deterioration of Level of Service at the Intersection of Eighth/Harrison/I-80 Westbound off-ramp

a) Potentially Significant Impact

The EIR finds the Draft Plan would cause levels of service at the intersection of Eighth/Harrison/I-80 Westbound off-ramp to deteriorate during the p.m. peak hour, thereby conflicting with an applicable congestion management program that establishes measures of effectiveness for the performance of the circulation system. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area buildings) as well as cumulatively (the contribution of Draft Plan Area buildings to the effect from all new buildings, including those outside the Draft Plan Area).

b) Mitigation Measure M-TR-1c and Conclusion

The EIR identifies Mitigation Measure M-TR-1c, Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound off-Ramp Intersection, p. 4.E-23, which would make changes to signal timing, as follows:

M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound off-Ramp Intersection. The signal timing at Eighth/Harrison/I-80 Westbound off-ramp intersection during the weekday p.m. peak period shall be optimized by changing the signal cycle from 60 to 90 seconds and implementing signal timing durations similar to those at the intersection of Fifth/Harrison/I-80 Westbound off-ramp. With implementation of this mitigation measure, the intersection would operate at LOS D during the p.m. peak hour, thereby reducing impacts at this intersection to a less-than-significant-level. Implementation of this mitigation measure would be the responsibility of MTA and would require coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected.

The EIR finds that any additional signal timing adjustments would be infeasible due to traffic, transit and pedestrian timing requirements. Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City and County of San Francisco. While the foregoing mitigation measure would reduce the adverse impacts of the Draft Plan, it would not reduce the impact to a less-than-significant level. Therefore, the Draft Plan's traffic impact at the intersection of Eighth/Harrison/I-80 Westbound off-ramp would remain **significant and unavoidable**, even with implementation of Mitigation Measure M-TR-1c.

4. Impact – Exceedance of the Capacity Utilization Standards for Muni**a) Potentially Significant Impact**

The EIR finds that the Draft Plan, in combination with past, present, and reasonably foreseeable future projects, would contribute considerably to exceedance of the capacity utilization standards for Muni under cumulative conditions.

b) Mitigation Measure M-C-TR-2 and Conclusion

The EIR identifies Mitigation Measure M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts, p. 4.E-45, which would identify funds to augment transit capacity, potentially through requiring sponsor of individual projects to pay a fair share fee, as follows:

M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts. Additional transit capacity would be required in order to reduce the corridor impacts identified above for the Draft Plan, and reduce capacity utilization to levels below the 85 percent capacity utilization threshold. In order to increase capacity, however, additional funding would have to be identified, either from public or private sources, or a combination, thereof, potentially including project sponsors of individual development projects within the Draft Plan Area. Sponsors of development projects within the Draft Plan Area could be subject to a fair share fee that would pay for augmenting transit capacity. These funds would be used to purchase and operate additional transit vehicles,

or if necessary, to reduce the corridor impacts, execute large-scale upgrades to transit network capacity.

As stated on EIR p. 4.E-45, adoption of the *Western SoMa Community Plan* is anticipated to be accompanied by development impact fees, such as those adopted for the Eastern Neighborhoods Area Plan and Market/Octavia Area Plan. Funds are expected to be generated from a delineated portion of the impact fees that would be generated with implementation of the Draft Plan. However, it is not known whether or how much additional funding would be generated for transit service improvements, and no other definite funding sources have been identified. As a result, the Draft Plan's contribution to the 2030 Cumulative capacity utilization exceedances for Muni operations would remain **significant and unavoidable**, even with implementation of Mitigation Measure M-C-TR-2.

5. Impact – Potential Conflicts Between Trucks and Other Traffic Along 12th Street

a) Potentially Significant Impact

The EIR finds the Draft Plan's proposed transportation system improvements would remove on-street loading spaces along 12th Street that could not be located nearby and would thereby result in potential conflicts between trucks and other traffic.

b) Mitigation Measure and Conclusion

As stated on EIR p. 4.E-29, implementation of Mitigation Measure M-TR-4, Provision of New Loading Spaces on Folsom Street (discussed above on p. 16), would not reduce impacts on loading conditions on 12th Street (as it would on Folsom Street), as transportation system improvements on 12th Street, between Howard and Harrison Streets, would eliminate all on-street parking spaces on the west side of the street, including two active loading zones. Because all curbside parking would be removed, the existing on-street zones could not be accommodated elsewhere on the block, and implementation of Mitigation Measure M-TR-4 would not be feasible, the impact of the Draft Plan's public realm improvements on 12th Street would remain significant and unavoidable.

F. Noise and Vibration

1. Impact – Cumulative Impact with Respect to Excess Noise Levels

a) Potentially Significant Impact

The EIR finds that the increased truck traffic resulting from the posting of truck route signs (one of the components of the proposed Draft Plan) would contribute considerably to a significant cumulative noise impact, because the posting of truck route signs would be responsible for a substantial portion of the increase in noise levels. For these reasons, this impact would be significant with respect to the Draft Plan.

b) Mitigation Measure M-NO-1a, M-NO-1b, M-NO-1c, M-NO-1d and Conclusion

The EIR identifies several mitigation measures intended to reduce this impact. They are Mitigation Measure M-NO-1a, Interior Noise Levels for Residential Uses, p. 4.F-19; Mitigation Measure M-NO-1b, Siting of Noise-Sensitive Uses, p. 4.F-20; and Mitigation Measure M-NO-1c, Siting of Noise-Generating Uses, p. 4.F-21; and Mitigation Measure M-NO-1d, Open Space in

Noisy Environments, p. 4.F-22. These Mitigation Measures are discussed above, on pp. 14 through 15 of this document.

The EIR finds that, while the foregoing mitigation measures would reduce cumulative impacts to a less-than-significant level for new sensitive receptors in the Draft Plan Area, existing receptors could be subject to significant impacts due to increased traffic noise, including truck traffic. Therefore, the impacts are considered significant and unavoidable.

G. Air Quality

1. Impact – Individual Projects Could Violate Air Quality Standard

a) Potentially Significant Impact

The EIR finds that subsequent individual development projects in the Draft Plan Area and Adjacent Parcels (individually and in combination) could violate an air quality standard, contribute to an existing or projected air quality violation, and/or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area buildings) as well as cumulatively (the contribution of Draft Plan Area or Adjacent Parcels buildings to the effect from all new buildings, including those outside the Draft Plan Area or Adjacent Parcels).

b) Mitigation Measure M-AQ-2 and Conclusion

The EIR identifies Mitigation Measure M-AQ-2: Transportation Demand Management Strategies for Future Development Projects, p. 4.G-35, which would require subsequent projects in the Draft Plan Area and on Adjacent Parcels to implement a Transportation Demand Management (TDM) plan, as follows:

M-AQ-2: Transportation Demand Management Strategies for Future Development Projects. To reduce vehicle trip generation by subsequent development projects in the Draft Plan Area and on Adjacent Parcels, those such projects that would generate more than 3,500 daily vehicle trips, or would emit criteria pollutants in excess of one or more applicable significance thresholds, as determined by the Environmental Review Officer, shall develop and implement a Transportation Demand Management (TDM) plan as a requirement of project approval.

TDM strategies identified in the TDM plan shall include at a minimum the following measures, or other equally or more effective measures, as determined applicable by the Planning Department:

- Identify an on-site transportation manager who shall be responsible for orienting new residents or employees about transportation options, updating transportation information at display/kiosk, coordination of ridesharing, provision of transit passes, etc;
- Include in the price of rental/Home Owners Association fee a monthly Muni Fast Pass;
- Provide a transportation kiosk/display in the commercial or residential lobby, or other highly visible location, with regularly updated information about transportation choices;

- Provide and maintain a pool of bicycles for building residents;
- Provide on-site bicycle rental/loaner bicycles to retail/commercial employees and hotel guests for local travel;
- Provide additional Class 1 bicycle parking spaces for resident or retail/commercial employee use;
- Provide bicycle parking (valet or Class 1 secure parking) for hotel guests;
- Provide Class 2 bicycle parking for retail/commercial and residential visitor use;
- Require retail/commercial employees to pay for on-site parking;
- Reduce amount of on-site vehicle parking for retail/commercial and residential land uses;
- Provide information on website (e.g., retail and/or commercial businesses, museums, hotels) about how to access the building via transit, walking, and bicycling;
- Provide on-site, and/or with reservation sale of one, three, and seven-day Muni Passports and/or pre-loaded Clipper Cards for hotels; and/or
- Offer other transit, ridesharing, bicycling, and walking incentives for employees.

As EIR states on p. 4.G-35, it is not possible to precisely quantify the reduction in vehicle trips that applicable code provisions and policies together would attain. Thus, in the absence of specific development proposals within the Draft Plan Area, the individual projects are assumed to have the potential to result in emissions that would exceed applicable significance thresholds. The air quality impacts of subsequent individual projects, therefore, would therefore be considered significant. Implementation of Mitigation Measure M-AQ-2, would reduce this impact, but the feasibility or effectiveness of mitigation measures identified below is unknown at this time; therefore, the air quality impacts associated with long-term development would be considered **significant and unavoidable**.

2. Impact – Exposure of New Sensitive Receptors to Fine Particulate Matter (PM_{2.5}) and Air Toxics

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and Rezoning of Adjacent Parcels would expose new sensitive receptors to substantial concentrations of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs).

b) Mitigation Measure M-AQ-3 and Conclusion

The EIR identifies Mitigation Measure M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors, p. 4.G-41, which would require development projects in the Project Area to undergo site-specific evaluation and to incorporate the maximum feasible mitigation for impacts resulting from PM_{2.5} or TAC levels in excess of significance thresholds or other appropriate standards as may be amended in the future, as follows:

M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors. To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department, as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.

Development projects in the Draft Plan Area and Adjacent Parcels that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.

If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.

As stated on EIR p. 4.G-41, Mitigation Measure M-AQ-3 would implement protection from exposure in a similar manner to that required under San Francisco Health Code Article 38, but would be more health protective, in that this measure would consider additional sources of air pollutants in addition to roadway-generated PM_{2.5} emissions and would apply to other sensitive land uses, not only residential projects of 10 or more units. However, because it cannot be determined with certainty that this mitigation measure would reduce impacts to below the applicable significance thresholds, this impact is considered **significant and unavoidable**. However, it is noted that, in the case of individual development projects in the Draft Plan Area, site- and project-specific equipment and other considerations may lead to a conclusion that the project-specific effect is less than significant or can be mitigated to a less-than-significant level.

3. Impact – Exposure of Existing and Future Sensitive Receptors to New Sources of PM_{2.5} and Air Toxics

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and Rezoning of Adjacent Parcels would expose existing and future sensitive receptors to substantial levels of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs) from new vehicles and equipment.

b) Mitigation Measure M-AQ-4 and Conclusion

The EIR identifies Mitigation Measure M-AQ-4, Siting of Uses that Emit PM2.5 or DPM and Other TACs, p. 4.G-43, which would require the preparation of an analysis by a qualified air quality specialist that includes, at a minimum, a site survey to identify residential or other sensitive receptors within 1,000 feet of the project site, and assessment of the health risk from all potential stationary and mobile sources of TACs generated by the project, as follows:

M-AQ-4: Siting of Uses that Emit PM2.5 or DPM and Other TACs. To minimize potential exposure of sensitive receptors to diesel particulate matter (DPM), from new development that includes uses that would be expected to generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources, the San Francisco Planning Department shall require, during the environmental review process, but not later than the first project approval action, the preparation of an analysis by a qualified air quality specialist that includes, at a minimum, a site survey to identify residential or other sensitive receptors within 1,000 feet of the project site, and assessment of the health risk from all potential stationary and mobile sources of TACs generated by the project. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments. If risks to nearby receptors are found to exceed applicable significance thresholds, then emissions controls shall be required prior to project approval to ensure that health risks would not be significant. For example, for a backup diesel generator or other diesel-powered engine such as a fire pump, a newer diesel engine could be required. The BAAQMD requires a health risk screening analysis for Authority to Construct and Permit to Operate for new or modified sources under its authority. Where the cancer risk would exceed 1 in 1 million, BAAQMD requires implementation of Best Available Control Technology for Toxics (known as T-BACT). BAAQMD will not generally permit a stationary emissions source that results in a cancer risk greater than 10 in 1 million. T-BACT may consist of emission control equipment or operational restrictions.

As stated on EIR p. 4.G-43, because it cannot be determined with certainty that mitigation would result in health risks that would be below applicable BAAMQD significance thresholds, this impact is considered **significant and unavoidable**. However, it is noted that, in the case of individual development projects in the Project Area, site- and project-specific equipment and other considerations may lead to a conclusion that the project-specific effect can be mitigated to a less-than-significant level.

4. Impact – Construction-Period Criteria Pollutant Emissions**a) Potentially Significant Impact**

The EIR finds that the implementation of the Draft Plan and Rezoning of Adjacent Parcels would result in construction-period emissions of criteria air pollutants, including ozone precursors, from subsequent individual development projects that would contribute to an existing or projected air quality violation or result in a cumulatively considerable increase in criteria pollutants.

b) Mitigation Measures M-AQ-6 and Conclusion

The EIR identifies Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants, p. 4.G-46, which would require subsequent development projects to

undergo an analysis of the project's construction emissions and, potentially, prepare a Construction Emissions Minimization Plan, as follows:

M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants. Subsequent development projects that may exceed the standards for criteria air pollutants shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.

The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).
 - c) Exceptions:
 - i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).
 - iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table M-AQ-6 below.

TABLE M-AQ-6
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

* How to use the table. If the requirements of A(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

** Alternative fuels are not a VDECS

The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.

2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
3. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
4. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.

Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

As stated on EIR p. 4.G-48, notwithstanding implementation of Mitigation Measure M-AQ-6, it is possible that one or more of the development projects in the Draft Plan Area and Adjacent Parcels could result in project-specific construction exhaust emissions impacts that cannot be reduced to a less-than-significant level. Therefore, impacts associated with construction equipment exhaust emissions of criteria pollutants that would result from implementation of the Draft Plan or Rezoning of Adjacent Parcels are considered **significant and unavoidable**. It should be noted that the identification of this program-level significant impact does not preclude the finding of future less-than-significant impacts for subsequent projects that comply with applicable screening criteria.

5. Impact – Construction-Period Emissions of Toxic Air Contaminants

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan or Rezoning of Adjacent Parcels would expose sensitive receptors to substantial levels of toxic air contaminants (TACs) generated by construction equipment.

b) Mitigation Measure M-AQ-7 and Conclusion

The EIR identifies Mitigation Measure M-AQ-7, Construction Emissions Minimization Plan for Health Risks and Hazards, p. 4.G-49, which would require subsequent development projects to undertake a project-specific construction health risk analysis, as follows:

M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards. To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area or on Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.

All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants.

As stated on EIR p. 4.G-50, implementation of the Mitigation Measure M-AQ-7 would result in the maximum feasible reduction of diesel emissions that would contribute to construction-period health risk to which sensitive receptors near certain subsequent development projects would be exposed. Although in many cases, the use of interim Tier 4 or Tier 2 or better equipment would

reduce the health risk to a level that would not exceed any of the applicable significance thresholds, because it cannot be stated with certainty at this time that health risks would be reduced to below the applicable significance thresholds, and because of the uncertainty concerning the availability and feasibility of various construction equipment that meets the requirements of Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants, this impact is conservatively judged to be **significant and unavoidable**. However, identification of this program-level significant impact does not preclude the finding of future less-than-significant impacts for subsequent development projects in the Draft Plan Area or on Adjacent Parcels that meet applicable thresholds of significance.

6. Impact – Cumulative Air Quality Impacts from Emissions of Criteria Air Pollutants.

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would contribute considerably to cumulative air quality impacts from emissions of criteria air pollutants.

b) Mitigation Measure and Conclusion

The EIR identifies Mitigation Measure M-AQ-2, Transportation Demand Management Strategies for Future Development, p. 4.G-35 (discussed above on p. 24) and Mitigation Measure M-AQ-6, Construction Emissions Minimization Plan for Criteria Air Pollutants, p. 4.G-46 (discussed above on p. 28) that would reduce these impacts, but not to a less-than-significant level, as discussed below.

Operational criteria air pollutant emissions of the Draft Plan and Rezoning of Adjacent Parcels would not make a considerable contribution to regional emissions of criteria air pollutants, given the Draft Plan's consistency with the *Clean Air Plan*. However, subsequent individual projects could emit criteria air pollutants in excess of project-level significance criteria, resulting in a considerable contribution to cumulative air quality impacts. Subsequent projects with the potential to result in a considerable contribution to cumulative air quality impacts would be required to implement the transportation demand management actions identified in M-AQ-2, above. However, because it cannot be stated with certainty that M-AQ-2 would reduce cumulative criteria air pollutant impacts to less than significant levels, this impact is considered **significant and unavoidable** with mitigation.

7. Impact – Cumulative Construction-Period Emissions of Toxic Air Contaminants

a) Potentially Significant Impact

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in cumulative exposure of off-site sensitive receptors to substantial levels of toxic air contaminants (TACs).

b) Mitigation Measure and Conclusion

The EIR identifies Mitigation Measure M-AQ-3, Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors, Mitigation Measure M-AQ-4, Siting of Uses that Emit PM_{2.5} or DPM and Other TACs, and Mitigation Measure M-AQ-7, Construction Emissions Minimization Plan for Health Risks and Hazards. These mitigation measures would reduce these impacts. However, as stated on EIR p. 4.G-66, even with implementation of these mitigation measures, cumulative impacts with respect to emissions of TACs from the Draft Plan would be **significant and unavoidable**.

I. Shadow

1. Impact – Creation of New Shadow in a Manner that would Substantially Affect Outdoor Recreation Facilities or Other Public Areas

a) Potentially Significant Impacts

The EIR finds that the implementation of the Draft Plan and/or Rezoning of Adjacent Parcels would create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas. The EIR concludes that such impacts could occur individually (as a result of construction of Draft Plan Area or Adjacent Parcels buildings) as well as cumulatively (the contribution of Draft Plan Area or Adjacent Parcels buildings to the effect from all new buildings, including those outside the Project Area).

b) Mitigation Measures and Conclusion

Future development projects would be subject to review by the Planning Department and could be adjusted with respect to height and bulk to minimize shadow impacts. However, it cannot be concluded that this impact could be mitigated to a less-than-significant level because of the potential for new shadow, possibly in substantial amounts depending on subsequent individual proposed development projects that may be put forth, and because the feasibility of complete mitigation for potential new shadow impacts of currently unknown development proposals cannot be determined at this time. Therefore the project impact with respect to shadow is judged to be **significant and unavoidable** for the Draft Plan and/or Rezoning of Adjacent Parcels.

V. Why Subsequent Environmental Analysis or Recirculation is Not Required

Finding: For the reasons set forth below and elsewhere in the Administrative Record, none of the factors are present which would necessitate recirculation of the Final EIR under CEQA Guideline Section 15088.5 or the preparation of a subsequent or supplemental EIR under CEQA Guideline Section 15162. The Comments and Responses document thoroughly addressed all public comments that the Planning Department received on the Draft EIR. In response to these comments, the Department added new and clarifying text to the EIR and modified some mitigation measures.

The Comments and Responses document, which is incorporated herein by reference, analyzed all of these changes, including the Project, and determined that these changes did not constitute new information of significance that would alter any of the conclusions of the EIR. Further, additional changes to the Project have been incorporated into the project after publication of the Comments and Responses document. These changes have been addressed orally by staff or in staff reports, which statements and reports are incorporated herein by reference, and based on this information, the Planning Department has

determined that these additional changes do not constitute new information of significance that would alter any of the conclusions of the EIR.

Based on the information set forth above and other substantial evidence in light of the whole record on the Final EIR, the Commission determines that the Project, is within the scope of project analyzed in the Final EIR; (2) approval of Project will not require important revisions to the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) taking into account the Project and other changes analyzed in the Final EIR, no substantial changes have occurred with respect to the circumstances under which the Project are undertaken which would require major revisions to the Final EIR due to the involvement of new significant environmental effects, or a substantial increase in the severity of effects identified in the Final EIR; and (4) no new information of substantial importance to the Project has become available which would indicate (a) the Project or the approval actions will have significant effects not discussed in the Final EIR, (b) significant environmental effects will be substantially more severe; (c) mitigation measures or alternatives found not feasible which would reduce one or more significant effects have become feasible; or (d) mitigation measures or alternatives which are considerably different from those in the Final EIR would substantially reduce one or more significant effects on the environment. Consequently, there is no need to recirculate the Final EIR under CEQA Guideline 15088.5 or to prepare a subsequent or supplemental EIR under CEQA Guideline Section 15162.

VI. Evaluation of Project Alternatives

This Section describes the EIR alternatives ("EIR Options") and the reasons for rejecting the Alternatives. This Article also outlines the Project's purposes and provides the rationale for selecting or rejecting alternatives, and describes the Project alternative components analyzed in the EIR.

CEQA mandates that an EIR evaluate a reasonable range of alternatives to the project, which would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen effects of the project, and evaluate the comparative merits of the project." (CEQA Guidelines, Section 15126.6(a)).

CEQA requires that every EIR evaluate a "No Project" alternative as part of the range of alternatives analyzed in the EIR. The Transit Center District Plan EIR's No Project analysis was prepared in accordance with CEQA Guidelines Sections 15126.6(e)(3)(A) and (C).

Alternatives provide a basis of comparison to the Project in terms of beneficial, significant, and unavoidable impacts. This comparative analysis is used to consider reasonable feasible options for minimizing environmental consequences of the Project.

A. Reasons for Selection of the Project

The EIR analyzes the following Alternatives:

- No Project Alternative (Alternative 1);
- Reduced Growth Alternative (Alternative 2); and
- Greater Growth Alternative (Alternative 3).

These Alternatives are discussed in greater detail in Chapter 6, Alternatives, of the EIR.

B. Alternatives Rejected and Reasons for Rejection

The Planning Commission recommends rejection of the alternatives set forth in the FEIR and listed below because the Planning Commission finds that there is substantial evidence, including evidence of economic, legal, social, technological, and other considerations described in this Section in addition to those described in Section VII below under CEQA Guidelines 15091(a)(3), that make such alternatives infeasible.

1. No Project Alternative (Alternative 1)

The No Project Alternative, with respect to the draft Plan, is the maintenance of the existing zoning and height and bulk controls in the Project Area, including the Draft Plan Area, the Adjacent Parcels, and the 350 Eighth Street project site. Under this alternative, the San Francisco Planning Department would not implement the Draft Plan or the Rezoning of Adjacent Parcels. No rezoning reclassifications would occur for any portion of the Draft Plan Area or Adjacent Parcels, and the Project Area would remain zoned as under existing conditions, for example, the Adjacent Parcels would remain under the C-M and SLR zoning designations. Specific private development projects may be proposed in the future on specific parcels throughout the Draft Plan Area and on one or more of the Adjacent Parcels. These would be required to go through the Planning Department review and permitting process, which would include any necessary zoning changes.

In addition, no area-wide transportation system improvements envisioned by the Draft Plan (along designated streets and intersections) would occur, including installations of signalized pedestrian crossings, installations of sidewalk extensions and corner bulb-outs, installations of gateway treatments, or installations of public realm greening and pedestrian enhancements.

The No Project Alternative would not be desirable nor meet the Project objectives for the following reasons. Considering the objectives of the Draft Plan, the No Project Alternative would not provide any community planning policies or zoning recommendations, nor would it implement mechanisms to promote safety in the public realm, including streets, sidewalks, and parks. The No Project Alternative would also not stabilize the neighborhood against speculative land use proposals and developments or systematically promote environmental sensitivity in new development projects. It would provide no way of ensuring that proposed new land use development would primarily serve the needs of existing residents and businesses thereby taking precedence over citywide and regional needs. The No Project Alternative would meet some project objectives, including general maintenance of existing scale and density of the neighborhood and, to some extent, maintenance of diverse neighborhood land uses.

Under the No Project Alternative housing units (including a range of unit types) and neighborhood-serving retail uses would not be developed. Accordingly, the City's supply of housing would not be enhanced and the capacity of the Draft Plan Area to accommodate future opportunities for resident employment would not be increased. In order to meet the City's demand for housing supply, development would thus have to be directed to sites in other parts of the City less suited to accommodate such development. Thus, the No Project Alternative would limit the housing and economic growth of the City more than the Project and preclude a development that would provide substantial net benefits and minimize undesirable consequences to the City and its residents.

Under the No Project Alternative, the objective of making the Adjacent Parcels more consistent with the type of land uses that are envisioned within this part of the city would potentially be less applicable in the absence of the Draft Plan. The No Project Alternative would not meet the objective of clean-up rezoning to C-3-G and MUO, which would be consistent with existing zoning north of Mission Street and west of 10th Street.

Residential uses would continue to be permitted as of right within Residential Enclave District (RED), Service/Light Industrial/Residential (SLR), and Residential Service District (RSD) zones and would be permitted with a Conditional Use (CU) authorization within the Service/Secondary Office (SSO), Service/Light Industrial (SLI), and Heavy Commercial (C-M) use districts. Commercial and/or retail development would be allowed in all districts except for the REDs. Although the existing character of the Draft Plan Area may be less cohesive in comparison to what is proposed under the Draft Plan, the Draft Plan Area would be expected to retain its diverse, mixed-use character under the No Project Alternative.

The Planning Department's growth forecast for the No Project Alternative projects less overall employment than with the Proposed Project. Without the Draft Plan/Rezoning of Adjacent Parcels, there would be fewer residents, households, and employees. Under the No Project Alternative there would be more retail employment but substantially less office employment than under the Project.

Under the No Project Alternative, impacts to visual resource would be similar to those under the Proposed Project, except that building heights may be slightly higher (or lower) over time. The variety of building types and styles in the Project Area – including residential and commercial, large and small, architecturally ornate and simple structures – would remain, along with the visual character of the larger streets and smaller alleyways. In this sense, the No Project Alternative would not differ from the Proposed Project, which would also retain the building types and visual character of the Project Area. Under this alternative, no guidelines or unifying goals and objectives would be adopted for the Draft Plan Area that could result in more consistent patterns of development in the future. Moreover, no package of streetscape improvements would occur throughout the Draft Plan Area, although some minor improvements could be carried out on an individual basis. The No Project Alternative would not implement public realm and transportation system improvements proposed as part of the Draft Plan, such as widened sidewalks/bulb-outs, the addition of mid-block signalized crosswalks, truck route signage, the installation of traffic calming features, or the creation of "gateway" treatments. The Adjacent Parcels would continue to be developed over time, but only as permitted under the existing zoning designations.

Under the No Project Alternative, new development in the Plan Area would not be subject to the Eastern Neighborhoods Infrastructure Impact Fees, an Implementation Document and amendments to the Administrative Code would not be adopted, and the implementation of the public improvements in Western SoMa would not be carried out as part of the Eastern Neighborhoods. As a result, funds would not be raised for identified community infrastructure needs nor prioritized by City agencies and new developments would not offset their impacts to streets, open space, and community facilities.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the No Project Alternative.

2. Reduced Growth Alternative (Alternative 2)

Under the Reduced Growth Alternative, the San Francisco Planning Department would implement a modified version of the Proposed Project, with select modifications that would lessen the development potential in certain areas within the Project Area. The intent of this alternative is to eliminate or reduce significant and unavoidable impacts that would result from the Proposed Project. However, as discussed above, even with the No Project Alternative, some significant and unavoidable impacts would occur (including those related to historical resources, transportation, air quality, and shadow), owing to anticipated changes that are expected to occur in the Project Area regardless of the Proposed Project or alternative implemented. Therefore, while reducing growth intensity could reduce some of those impacts, most would remain significant and unavoidable. For this reason, it is difficult to set growth reduction targets for this alternative in a way that would eliminate significant and unavoidable impacts. However, for purposes of the environmental analysis, the Reduced Growth Alternative assumes that about 20 percent fewer housing units and jobs would be created under this alternative than under the Proposed Project.

The Reduced Growth Alternative would not be desirable nor meet the Project objectives for the following reasons:

The Reduced Growth Alternative would include a substantial reduction in the number of residential units at various development sites throughout the Plan Area. This would diminish San Francisco's ability to accommodate projected housing demand to existing urban areas adequately served by public transit. As a result, the goals, policies and objectives of the General Plan and the Draft Plan with respect to Housing and Transportation, would be met to a lesser degree than under the Project and development would have to be directed to additional less desirable sites, such as greenfield sites in other parts of the region, to meet this demand. This would in turn increase traffic and related transportation impacts.

Because the Reduced Growth Alternative would have fewer residential units than the Project, it would have incrementally less intensive environmental effects when compared to the Project. Nonetheless, the Reduced Growth Alternative would continue to cause a significant traffic impact at the Eighth/Harrison Streets intersection which would be less than significant with mitigation as with the Project. Also, like the Project, other impacts related to traffic, air quality, and noise would be less than significant under the Reduced Growth Alternative, with mitigation where applicable as identified in the Draft EIR.

Additionally, under the Reduced Project Alternative less revenue and impact fees related to streets or transportation and public amenities would be collected. The Reduced Project Alternative would thus be less consistent than the Project with many of the objectives and goals of the General Plan and Draft Plan.

The Reduced Project Alternative would also meet the Project Sponsor's objectives to a lesser degree than the Project. Depending on which policies are implemented to achieve the targeted reduction in growth, it is likely that the Reduced Growth Alternative could still meet many of the project sponsors' objectives. The same or similar policies to the Draft Plan could be enacted to target different portions of the Project Area for either residential or commercial growth (or a combination), in a way that would achieve the targeted 20- percent reduction in buildout. Therefore, in terms of objectives, the Reduced Growth Alternative could still be enacted to promote community cohesion and mitigate neighborhood impacts of new development, promote safety,

promote environmental sustainability, maintain and promote diversity, and improve the public realm, including streets, sidewalks, and parks.

Under this alternative, the Rezoning of Adjacent Parcels would be implemented as under the Proposed Project, since no height rezoning is proposed as part of this project component and because rezoning these parcels to districts other than those proposed would not meet the basic objectives of the project. However, this alternative assumes that net 20-percent reduction in housing and jobs could be achieved Project Area-wide.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the Reduced Project Alternative.

3. Greater Growth Alternative (Alternative 3)

The Greater Growth Alternative is based on a more intensive development program for certain sites ("opportunity sites") within the Western SoMa Community Plan Area, as compared to the program envisioned in the Draft Plan. This alternative would develop 11 opportunity sites within the Draft Plan Area at a higher density than proposed by the Draft Plan, while implementing the Draft Plan as proposed under the Project everywhere else in the Draft Plan Area. These 11 opportunity sites are all located north of Harrison Street; one is located at 350 Eighth Street. Nine of the 11 opportunity sites are located in the area bounded by 10th, 13th, Howard, and Folsom Streets. The remaining site is located on a large parcel on the block bounded by Harrison, Folsom, Seventh, and Eighth Streets. Existing uses on these sites include automobile repair services, a sporting goods retailer, public storage, institutional uses, and public parking. Several of these parcels (including the 350 Eighth Street project site) are primarily used only on the ground level for automobile and bus storage yards. The 11 opportunity sites total approximately 14 acres and currently include buildings ranging from one to six stories tall.

Under the Greater Growth Alternative, all of the parcels identified for more intensive development would be rezoned as either Western SoMa Mixed-Use General (W SoMa MUG) or Western SoMa Regional Commercial District (W SoMa RCD), the same as proposed under the Western SoMa Community Plan. Under this alternative, however, the maximum height limits on these parcels would be increased to 85 feet, 20 feet higher than under the Draft Plan, in order to encourage more intensive development programs on these parcels, which are generally considered underused. The increased allowable heights on the 11 opportunity sites under the Greater Growth Alternative would result in larger buildings with more housing units than would be allowed under the Draft Plan. Non-residential uses (and, thus, employment) would remain similar to what is proposed under the Draft Plan, since this alternative specifically targets residential development.

The Greater Growth Alternative would not be desirable nor meet the Project objectives for the following reasons.

With the increased number of units proposed under the Greater Growth Alternative, effects related to the intensity of the development, including trip generation and traffic-generated air pollutant emissions, greenhouse gas emissions and traffic noise would be increased by about 25 percent. Additionally, because these additional units would generate more traffic, the transportation impact associated with levels of service at the surrounding intersection would marginally increase. Accordingly, the Greater

Growth Alternative would result in more additional Significant and Unavoidable Impacts than the Project.

Additionally, this increased height could also potentially result in wind impacts that would not otherwise result from the Project. Other impacts related to the intensity of development, including those on recreation and public space, utilities and service systems and public services would be incrementally greater than those of the Project.

The Greater Growth Alternative would meet most of the project sponsors' objectives for the implementation of the Draft Plan and of the objectives associated with the Rezoning of Adjacent Parcels. The additional dwelling units and associated population growth anticipated under this alternative would not conflict with the promotion of safety in the public realm or the diversity of neighborhood land uses. With a larger population serving as "eyes on the street," public safety concerns could in fact be reduced further under this alternative in comparison to the Draft Plan. However, this alternative would conflict with the objective to maintain the existing scale and density of the Draft Plan Area. If the maximum allowable 85-foot-tall buildings were constructed on these parcels, these new buildings could be somewhat out of scale with adjacent properties, even considering the height increases proposed under the Draft Plan for these parcels. New buildings on these 11 parcels would be 30 feet taller than most of the surrounding buildings, and up to 45 feet taller than an adjacent RED proposed on both sides of Kissling Street at 11th Street and another RED on Langton Street near Harrison Street.

For the reasons listed above and in Section VII, Statement of Overriding Considerations, the Planning Commission hereby rejects the Greater Growth Alternative.

VII. Statement of Overriding Considerations

Pursuant to CEQA Section 21081 and CEQA Guideline 15093, the City hereby finds, after consideration of the Final EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs these significant and unavoidable impacts and is an overriding consideration warranting approval of the Project. The specific reasons for this finding, based on substantial evidence in the record, constitute the following Statement of Overriding Considerations.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Planning Commission specially finds, and therefore makes this Statement of Overriding Considerations. The Commission further finds that, as part of the process of obtaining project approval, all significant effects on the environment from implementation of the Project have been eliminated or substantially lessened where feasible. The Planning Commission acknowledges that if any of the mitigation measures identified in Exhibit 1 herein that fall within the authority of other City agencies are not adopted and implemented, the Project may result in other significant unavoidable impacts, in addition to those identified in Section IV, above. For these reasons the Planning Commission is adopting a Statement of Overriding Considerations.

Furthermore, the Commission has determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to the following specific overriding economic, technical, legal, social, and other considerations.

- A. **Plan adoption and implementation will support addition housing and a balance of land uses within the Plan Area.** The Plan supports a moderate increase in the number of potential residential units at various development sites throughout the Plan Area, which will contribute to San Francisco's ability to accommodate projected housing demand to existing urban areas adequately served by public transit. As a result, the goals, policies and objectives of the General Plan and the Draft Plan with respect to Housing and Transportation, would be adequately met.

The Plan also provides policies and controls to support and maintain a delicate balance of a great many land uses within the Plan Area. Conflicts between incompatible uses are avoided through separation, as in the case of housing and nighttime entertainment, and through specific approval criteria, as is the case for large developments containing various land uses. Arts activities and Production, Distribution, and Repair (PDR) uses are permitted throughout much of the Plan Area, but are limited appropriately to avoid conflicts with housing and other sensitive uses.

- B. **Plan adoption and implementation will create an attractive and pedestrian-oriented neighborhood scale of development through incorporation of design controls and development standards.** The Plan includes various design concepts that will improve the overall character of the neighborhood. These include separate Design Standards (guidelines) that will be specific to individual districts, historic buildings, and large development sites. Other controls include the introduction of new mid-block alleys at large development sites, setbacks to allow adequate sunlight into alleys, curb cut limits to protect residential alleys, required active uses on ground floors, ground floor parking setbacks, minimum ground floor ceiling heights in most districts, and others. Implementing these design concepts will help the area, which currently has a more automobile-oriented focus, become much more pedestrian-oriented.
- C. **The Plan formalizes a community vision for Western SoMa in official City policy.** Since 2005, the Western SoMa Task Force worked extensively with the broader community to craft a vision for the Project Area as contained in the Western SoMa Community Plan. The Project has community support from neighborhood constituents who desire to see the Plan implemented. The Project would establish the Western SoMa Community Plan as an individual Area Plan within the City's General Plan. The General Plan serves as a basis for decisions affecting the allocation of public resources and provides long-term guidance regarding public infrastructure improvements and private development within San Francisco. In addition, the Plan creates customized land use controls tailored to the neighborhood's needs that can be updated over time to suit unique neighborhood conditions.
- D. **The Plan promotes the City's Transit-First policy by restoring a more balanced street environment that prioritizes public transit, walking, and bicycling over private vehicle movement, and will improve quality of life in Western SoMa through a variety of transportation, pedestrian safety and open space improvements.** The Plan proposes significant pedestrian safety improvements throughout the plan area, but especially within the residential alleys. Specifically, alley improvements are proposed for Minna Street between 7th and 9th Streets, Natoma Street between 7th and 9th Streets as well as new mid-block crossings on

8th Street at Natoma and Ringold Streets. Greening and pedestrian enhancements are proposed for the 12th Street corridor to make better use of a wide, but lightly used right-of-way. A more comprehensive bicycle network is proposed, along with additionally traffic calming and lighted pedestrian crossings on larger thoroughfares.

- E. **The Plan would enable implementation of necessary public infrastructure in Western SoMa through the implementation of impact fees and other implementation mechanisms.** Adoption of the Plan will include incorporating the Western SoMa area into the Eastern Neighborhoods implementation framework, including application of impact fees and interagency coordination of improvements as directed by the Administrative Code. The Western SoMa area would have voting representation on the Eastern Neighborhoods Citizen's Advisory Committee. The streetscape improvements described above will be funded in part from the nearly \$22 million of new impact fees that will be dedicated to transit, streetscape, and public realm improvements. Implementation of the plan will also help reduce a significant public open space deficiency by dedicating a projected \$17 million to the creation of at least one acre of new open spaces and recreation facilities within the plan area, which may include a potential park space located at the 350 8th Street project site. Additional impact fees projected at nearly \$3 million will also help fund needed community facilities like child care centers.
- F. **The Plan provides a more effective means to protect and enhance Western SoMa's character and function than existing land use controls.** The unique character of Western SoMa includes its residential alleys and vibrant mixed use corridors. The Plan proposes creating additional Residential Enclave districts to expand protections and opportunities for residential alleys. It also creates two new Neighborhood Commercial districts to specifically provide finer-grained neighborhood-serving uses. The new Folsom Street Neighborhood Commercial Transit District will connect to the existing SoMa Neighborhood Commercial District near 7th Street to create a "Main Street" for Western SoMa that is also proposed to receive significant pedestrian, bicycle, and transit upgrades through other planning processes. Development densities and heights are generally maintained, except for strategic increases in areas appropriate for significant development.

Much of the existing Service/Light Industrial (SLI) district will become the Service/Arts/Light Industrial district, which will create additional emphasis on protecting and encouraging industrial and arts activities. The SALI will also permit new nighttime entertainment uses, but completely prohibit new housing and office uses, creating more effective protection for arts, entertainment, and Production, Distribution, and Repair (PDR) uses south of Harrison Street.

The existing Service/Secondary Office (SSO) district will become the Western SoMa Mixed Use Office (WMUO) district, and will expand along Townsend Street to 7th Street in recognition of the existing office hub (primarily tech) in that area near the CalTrain station and 4th Street corridor.

Having considered these Project benefits and considerations, the Planning Commission finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects that cannot be mitigated to insignificant levels are therefore acceptable.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
A. Land Use					
No mitigation required.					
B. Aesthetics					
No mitigation required.					
C. Population, Housing, Business Activity, and Employment					
No mitigation required.					
D. Cultural and Paleontological Resources					
<p>M-CP-1a: Documentation of a Historical Resource. To document the buildings more effectively, sponsors of individual projects that would cause a substantial adverse change in the significance of a historical resource through demolition, as determined by the ERO or his/her designee, shall prepare Historic American Buildings Survey (HABS)-level photographs and an accompanying HABS Historical Report, which shall be maintained onsite, as well as in the appropriate repositories, including but not limited to, the San Francisco Planning Department, San Francisco Architectural Heritage, the San Francisco Public Library, and the Northwest Information Center. The contents of the report shall include an architectural description, historical context, and statement of significance, per HABS Historical Report Standards. HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource (types of visual documentation typically range from producing a sketch plan to developing measured drawings and view camera (4x5) black and white photographs). The appropriate level of HABS documentation and written narrative shall be determined in consultation with Planning Department's Preservation staff.</p> <p>The report shall be reviewed by the San Francisco Planning Department's Preservation staff for completeness. In addition, copies of the photographs and report shall be made available to the following repositories, at minimum: Northwest Information Center at Sonoma State University, San Francisco History Center at the San Francisco Public Library, San Francisco Architectural Heritage, and the San Francisco Planning Department. This mitigation measure would create a collection of preservation materials that would be available to the public and inform future research. In this way,</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to the start of any demolition or adverse alteration on a designated historic resource.	Planning Department Technical Specialist to review and approve HABS documentation.	Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)					
documentation of the affected properties and presentation of the findings to the community could reduce the impact on historical resources. Although implementation of this mitigation measure may reduce impacts on historical resources, it would not lessen the effects to a less-than-significant level.					
M-CP-1b: Oral Histories. For projects that would demolish a historical resource for which Planning Department preservation staff determined that such a measure would be effective and feasible, the project sponsor shall undertake an oral history project that includes interviews of people such as residents, past owners, or former employees. The project shall be conducted by a professional historian in conformance with the Oral History Association's Principles and Standards (http://alpha.dickinson.edu/oha/pub_eg.html). In addition to transcripts of the interviews, the oral history project shall include a narrative project summary report containing an introduction to the project, a methodology description, and brief summaries of each conducted interview. Copies of the completed oral history project shall be submitted to the San Francisco Public Library or other interested historical institution. Although implementation of this mitigation measure may reduce impacts on historical resources, it is not expected to lessen the effects to less-than-significant levels.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to the start of any demolition or adverse alteration on a designated historic resource.	Professional historian to undertake oral history project. Planning Department Preservation Technical Specialist to review and approve oral history project.	Considered complete upon submittal of completed oral histories to the San Francisco Public Library or other interested historical institution.
M-CP-1c: Interpretive Program. For projects that would demolish a historical resource for which Planning Department preservation staff determined that such a measure would be effective and feasible, the project sponsor shall work with a Historic Preservation Technical Specialist or other qualified professional to institute an interpretive program on-site that references the property's history and the contribution of the historical resource to the broader neighborhood or historic district. An example of an interpretive program may be the creation of historical exhibits, incorporating a display featuring historic photos of the affected resource and a description of its historical significance, in a publicly accessible location on the project site. Although implementation of this mitigation measure may reduce impacts on historical resources, it is not expected to lessen the effects to less-than-significant levels.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to the start of any demolition or adverse alteration of a designated historic resource.	Planning Department Preservation Technical Specialist to review and approve interpretive display.	Considered complete upon installation of display.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)					
<p>M-CP-4a: Project-Specific Preliminary Archeological Assessment. Project sponsors wishing to obtain building permits from the City are required to undergo environmental review pursuant to CEQA. The San Francisco Planning Department, as the Lead Agency, requires an evaluation of the potential archeological effects of a proposed individual project. Pursuant to this evaluation, the San Francisco Planning Department has established a review procedure that may include the following actions, carried out by the Department archeologist or by a qualified archeological consultant, as retained by the project sponsor.</p> <p>This archeological mitigation measure may apply to any project involving any soils-disturbing or soils-improving activities including excavation, utilities installation, grading, soils remediation, compaction/chemical grouting to a depth of five (5) feet or greater below ground surface and located within those properties within the Draft Plan Area for which no archeological assessment report has been prepared.</p> <p>Projects to which this mitigation measure applies shall be subject to Preliminary Archeology Review (PAR) by the San Francisco Planning Department archeologist, or a Preliminary Archeological Sensitivity Study (PASS) shall be prepared by an archeological consultant with from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The PASS shall:</p> <ul style="list-style-type: none"> • Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps; • Determine types of archeological resources/properties that may have been located within the project site and whether the archeological resources/property types would potentially be eligible for listing on the California Register; • Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources; • Assess potential project effects in relation to the depth of any identified potential archeological resource; • Provide a conclusion that assesses whether any California Register-eligible archeological resources could be adversely affected by the proposed project and recommends appropriate further action. 	<ul style="list-style-type: none"> • Western SoMa Community Plan • Rezoning of Adjacent Parcels 	<p>Project sponsor, Planning Department's archeologist or qualified archeological consultant, and Planning Department's Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.</p>	<p>Prior to issuance of a building permit.</p>	<p>Planning Department's Environmental Review Officer; Planning Department's archeologist or qualified archeological consultant.</p>	<p>Considered complete upon submittal of PAR or PASS to ERO or designated Planning Department staff.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)					
Based on the PAR or PASS, the Environmental Review Officer (ERO) shall determine if an Archeological Research Design Treatment Plan (ARDTP) shall be required to more definitively identify the potential for California Register-eligible archeological resources to be present within the project site and determine the appropriate action necessary to reduce the potential effect of the project on archeological resources to a less-than-significant level. The scope of the ARDTP shall be determined in consultation with the ERO and consistent with the standards for archeological documentation established by the Office of Historic Preservation (OHP) for purposes of compliance with CEQA (OHP <i>Preservation Planning Bulletin</i> No. 5).					
<p>M-CP-4b: Procedures for Accidental Discovery of Archeological Resources. This mitigation measure is required to avoid any potential adverse effect on accidentally discovered buried or submerged historical resources as defined in <i>CEQA Guidelines</i> Section 15064.5(a)(c).</p> <p>The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); and to utilities firms involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, and supervisory personnel. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firms) to the ERO confirming that all field personnel have received copies of the "ALERT" sheet.</p> <p>Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project head foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.</p> <p>If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor, contractor, Planning Department's archeologist or qualified archaeological consultant, and Planning Department's Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to issuance of any permit for soil-disturbing activities and during construction.	Project Sponsor; ERO; archeologist.	Considered complete upon ERO's approval of FARR.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>D. Cultural and Paleontological Resources (cont)</p> <p>archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.</p> <p>Measures might include preservation in situ of the archeological resource, an archeological monitoring program, or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.</p> <p>The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy, one unbound copy, and one unlocked, searchable PDF copy on a CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution from that presented above.</p>					

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)					
M-CP-7a: Protect Historical Resources from Adjacent Construction Activities. The project sponsor of a development project in the Draft Plan Area and on the Adjacent Parcels shall consult with Planning Department environmental planning/preservation staff to determine whether adjacent or nearby buildings constitute historical resources that could be adversely affected by construction-generated vibration. For purposes of this measure, nearby historic buildings shall include those within 100 feet of a construction site if pile driving would be used in a subsequent development project; otherwise, it shall include historic buildings within 25 feet if heavy equipment would be used on the subsequent development project. (No measures need be applied if no heavy equipment would be employed.) If one or more historical resources is identified that could be adversely affected, the project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historic buildings (as identified by the Planning Department preservation staff), using construction techniques that reduce vibration, appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor; contractor; and Planning Department's Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to any demolition or construction activities.	Project Sponsor; contractor.	Considered complete upon ERO's approval of construction specifications.
M-CP-7b: Construction Monitoring Program for Historical Resources. The project sponsor shall undertake a monitoring program to minimize damage to adjacent historic buildings and to ensure that any such damage is documented and repaired. The monitoring program, which shall apply within 100 feet where pile driving would be used and within 25 feet otherwise, shall include the following components. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of historical resource(s) identified by the Planning Department within 125 feet of planned construction to document and photograph the buildings' existing conditions. Based on the construction and condition of the resource(s), the consultant shall also establish a maximum vibration level that shall not be exceeded at each building, based on existing condition, character-defining features, soils conditions, and anticipated construction practices (a common standard is 0.2 inch per second, peak particle velocity). To ensure that vibration levels do not	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor; contractor, and qualified historic preservation professional, and Planning Department's Environmental Review Officer for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.	Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource.	Planning Department Preservation Technical Specialist shall review and approve construction monitoring program.	Considered complete upon submittal to ERO of post-construction report on construction monitoring program and effects, if any, on proximately historical resources.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
D. Cultural and Paleontological Resources (cont.)					
<p>exceed the established standard, the project sponsor shall monitor vibration levels at each structure and shall prohibit vibratory construction activities that generate vibration levels in excess of the standard.</p> <p>Should vibration levels be observed in excess of the standard, construction shall be halted and alternative techniques put in practice, to the extent feasible. The consultant shall conduct regular periodic inspections of each building during ground-disturbing activity on the project site. Should damage to either building occur, the building(s) shall be remediated to its pre-construction condition at the conclusion of ground-disturbing activity on the site.</p>					
E. Transportation and Circulation					
<p>M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound off-Ramp Intersection. The signal timing at Eighth/Harrison/I-80 Westbound off-ramp intersection during the weekday p.m. peak period shall be optimized by changing the signal cycle from 60 to 90 seconds and implementing signal timing durations similar to those at the intersection of Fifth/Harrison/I-80 Westbound off-ramp. With implementation of this mitigation measure, the intersection would operate at LOS D during the p.m. peak hour, thereby reducing impacts at this intersection to a less-than significant-level. Implementation of this mitigation measure would be the responsibility of S.F. MTA and would require coordination with Caltrans to ensure that I-80 off-ramp operations and upstream or downstream intersections are not adversely affected.</p>	<ul style="list-style-type: none"> Western SoMa Community Plan 	S.F. Municipal Transportation Agency (S.F. MTA)	Monitor intersections periodically through traffic counts; implement feasible alterations to signal timing when LOS degrades.	S.F. MTA, Planning Department.	Considered complete upon implementation of timing changes by S.F. MTA.
<p>M-TR-4: Provision of New Loading Spaces on Folsom Street. This mitigation measure shall apply to any removal of yellow commercial vehicle freight loading spaces, assuming that the need for the truck loading spaces is unchanged at the locations where these truck loading spaces would be removed. To avoid any potential adverse effect from the sidewalk extensions and bulb-out improvements on loading, the project sponsor of individual projects within the Project Area shall coordinate with MTA to install new loading spaces, of equal length, on the same block and side-of-the-street at locations where yellow commercial vehicle loading spaces are removed. This would ensure that an equally convenient supply of on-street loading would be provided to compensate for any space that would be removed.</p>	<ul style="list-style-type: none"> Western SoMa Community Plan 	S.F. MTA; Project sponsor of each subsequent project undertaken pursuant to the Western SoMa Community Plan.	At the time of environment review of subsequent projects in the Draft Plan Area.	S.F. MTA, Planning Department.	Considered complete on an on-going basis, as individual projects are implemented and the S.F. MTA approves and installs new loading spaces.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
E. Transportation and Circulation (cont.)					
<p>M-C-TK-2: Impose Development Impact Fees to Offset Transit Impacts. Additional transit capacity would be required in order to reduce the corridor impacts identified above for the Draft Plan, and reduce capacity utilization to levels below the 85 percent capacity utilization threshold. In order to increase capacity, however, additional funding would have to be identified, either from public or private sources, or a combination, thereof, potentially including project sponsors of individual development projects within the Draft Plan Area. Sponsors of development projects within the Draft Plan Area could be subject to a fair share fee that would pay for augmenting transit capacity. These funds would be used to purchase and operate additional transit vehicles, or if necessary, to reduce the corridor impacts, execute large-scale upgrades to transit network capacity.</p> <p>Adoption of the <i>Western SoMa Community Plan</i> is anticipated to be accompanied by development impact fees, such as those adopted for the Eastern Neighborhoods Area Plan and Market/Octavia Area Plan. Funds are expected to be generated from a delineated portion of the impact fees that would be generated with implementation of the Draft Plan. However, it is not known whether or how much additional funding would be generated for transit service improvements, and no other definite funding sources have been identified. As a result, the Draft Plan's contribution to the 2030 Cumulative capacity utilization exceedances for Muni operations would remain significant and unavoidable.</p>	<ul style="list-style-type: none"> Western SoMa Community Plan 	<p>S.F. MTA; Project sponsor of each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.</p>	<p>Funds would be generated as individual projects are proposed.</p>	<p>S.F. MTA, Planning Department.</p>	<p>To be implemented on an on-going basis.</p>
F. Noise and Vibration					
<p>M-NO-1a: Interior Noise Levels for Residential Uses. For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor of future individual developments within the Project Area shall conduct a detailed analysis of noise reduction requirements prior to completion of environmental review. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the <i>San Francisco General Plan Land Use Compatibility Guidelines</i> for Community Noise to reduce potential interior noise levels to the maximum</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	<p>Project sponsor of future individual developments within the Plan Area and/or on Adjacent Parcels, and acoustical consultant.</p>	<p>Analysis to be completed during environmental review of subsequent projects in the Project Area; architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.</p>	<p>Planning Department and Department of Building Inspection.</p>	<p>Considered complete upon approval of final construction plan set.</p>

**MITIGATION MONITORING AND REPORTING PROGRAM –
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)					
extent feasible. Additional noise attenuation features may need to be incorporated into the building design where noise levels exceed 70 dBA (Ldn) to ensure that acceptable interior noise levels can be achieved.					
M-NO-1b: Siting of Noise-Sensitive Uses. To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new residential development and development that includes other noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours) prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the individual project site that appear to warrant heightened concern about noise levels in the vicinity. The analysis shall be conducted prior to completion of the environmental review process. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis to be completed during environmental review of subsequent projects in the Project Area, architect to incorporate findings of noise study into building plans prior to issuance of final building permit and certificate of occupancy.	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan set.
M-NO-1c: Siting of Noise-Generating Uses. To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial, or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as 24-hour average, in the proposed project site vicinity, the San Francisco Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor, architect, acoustical consultant, and construction contractor.	Analysis to be completed during environmental review of subsequent projects in the Project Area, architect to incorporate findings of noise study into building plans prior to issuance of	Planning Department and Department of Building Inspection.	Considered complete upon approval of final construction plan set.

**MITIGATION MONITORING AND REPORTING PROGRAM –
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)					
the like) within two blocks 900 feet of, and that have a direct line-of-sight to, the project site, and at least one 24-hour noise measurement (with average and maximum noise level readings taken so as to be able to accurately describe maximum levels reached during nighttime hours), prior to the first project approval action. The analysis shall be conducted prior to completion of the environmental review process. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the San Francisco General Plan and Police Code Section 2909, that the proposed use would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should the Planning Department conclude that such concerns be present, the San Francisco Planning Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, and may require implementation of site-specific noise reduction features or strategies.			final building permit and certificate of occupancy.		
M-NO-1d: Open Space in Noisy Environments. To minimize effects on development in noisy areas, for new development including noise-sensitive uses (primarily, residences, and also including schools and child care, religious, and convalescent facilities and the like), the San Francisco Planning Department shall, through its building permit review process, in conjunction with noise analysis required pursuant to Mitigation Measure M-NO-1c, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings. Implementation of this measure shall be undertaken consistent with other principles of urban design.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor, architect, acoustical consultant, and construction contractor.	To be implemented at the time individual project are proposed.	Planning Department	Considered completed upon approval of project plans by the Planning Department.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)					
<p>M-NO-2a: General Construction Noise Control Measures. To ensure that project noise from construction activities is minimized to the maximum extent feasible, the sponsor of a subsequent development project shall undertake the following:</p> <ul style="list-style-type: none"> The sponsor of a subsequent development project shall require the general contractor to ensure that equipment and trucks used for project construction use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). The sponsor of a subsequent development project shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. The sponsor of a subsequent development project shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The sponsor of a subsequent development project shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development 	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor and construction contractor.	During construction period.	Project sponsor to provide monthly noise reports during construction.	Considered complete upon final monthly report.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)					
<p>project shall submit to the San Francisco Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include: (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</p>					
<p>M-NO-2b: Noise Control Measures During Pile Driving. For individual projects within the Draft Plan Area and Adjacent Parcels that require pile driving, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. These attenuation measures shall include as many of the following control strategies as feasible:</p> <ul style="list-style-type: none"> • The sponsor of a subsequent development project shall require the construction contractor to erect temporary plywood noise barriers along the boundaries of the project site to shield potential sensitive receptors and reduce noise levels by 5 to 10 dBA, although the precise reduction is a function of the height and distance of the barrier relative to receptors and noise source(s); • The sponsor of a subsequent development project shall require the construction contractor to implement "quiet" pile-driving technology (such as pre-drilling of piles, sonic pile drivers, and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • The sponsor of a subsequent development project shall require the construction contractor to monitor the effectiveness of noise attenuation measures by taking noise measurements; and 	<ul style="list-style-type: none"> • Western SoMa Community Plan • Rezoning of Adjacent Parcels 	Project sponsor and construction contractor.	During the period of pile-driving.	Project sponsor to provide monthly noise reports during pile-driving.	Considered complete upon final monthly report.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
F. Noise and Vibration (cont.)					
<ul style="list-style-type: none"> The sponsor of a subsequent development project shall require that the construction contractor limit pile-driving activity to result in the least disturbance to neighboring uses. <p>Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate Mitigation Measures M-CP-7a, Protect Historical Resources from Adjacent Construction Activities, and Mitigation Measure M-CP-7b, Construction Monitoring Program for Historical Resources, discussed in Section 4.D, Cultural and Paleontological Resources.</p>					
G. Air Quality					
<p>M-AQ-2: Transportation Demand Management Strategies for Future Development Projects. To reduce vehicle trip generation by subsequent development projects in the Draft Plan Area and on Adjacent Parcels, those such projects that would generate more than 3,500 daily vehicle trips, or would emit criteria pollutants in excess of one or more applicable significance thresholds, as determined by the Environmental Review Officer, shall develop and implement a Transportation Demand Management (TDM) plan as a requirement of project approval.</p> <p>TDM strategies identified in the TDM plan shall include at a minimum the following measures, or other equally or more effective measures, as determined applicable by the Planning Department:</p> <ul style="list-style-type: none"> Identify an on-site transportation manager who shall be responsible for orienting new residents or employees about transportation options, updating transportation information at display/kiosk, coordination of ridesharing, provision of transit passes, etc; Include in the price of rental/Home Owners Association fee a monthly Muni Fast Pass; Provide a transportation kiosk/display in the commercial or residential lobby, or other highly visible location, with regularly updated information about transportation choices; Provide and maintain a pool of bicycles for building residents; 	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; ERO	Prior to project approval of development projects that include sensitive receptors	Project Sponsor; ERO	Prior to project approval of development projects that include sensitive receptors; during lifetime of ventilation systems

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)					
<ul style="list-style-type: none"> Provide on-site bicycle rental/loaner bicycles to retail/commercial employees and hotel guests for local travel; Provide additional Class 1 bicycle parking spaces for resident or retail/commercial employee use; Provide bicycle parking (valet or Class 1 secure parking) for hotel guests; Provide Class 2 bicycle parking for retail/commercial and residential visitor use; Require retail/commercial employees to pay for on-site parking; Reduce amount of on-site vehicle parking for retail/commercial and residential land uses; Provide information on website (e.g., retail and/or commercial businesses, museums, hotels) about how to access the building via transit, walking, and bicycling; Provide on-site, and/or with reservation sale of one, three, and seven-day Muni Passports and/or pre-loaded Clipper Cards for hotels; and/or Offer other transit, ridesharing, bicycling, and walking incentives for employees. 					
<p>M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors. To reduce the potential health risk to new sensitive receptors resulting from exposure to roadways, stationary sources, and other non-permitted sources of fine particulate matter (PM_{2.5}) and toxic air contaminants (TACs), the Planning Department shall require analysis of potential site-specific health risks for all projects that would include sensitive receptors, based on criteria as established by the San Francisco Planning Department (as determined by the ERO or his/her designee), as such criteria may be amended from time to time. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments.</p> <p>Development projects in the Draft Plan Area and on the Adjacent Parcels that would include sensitive receptors shall undergo, during the environmental review process and no later than the first project approval action, an analysis</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; ERO	Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations	Project Sponsor; ERO	Prior to the first project approval action for new development projects that are expected to generate TACs as part of everyday operations; during project operations

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
C. Air Quality (cont.)					
<p>of potential health risks to new sensitive receptors, consistent with methodology approved by the San Francisco Planning Department, to determine if health risks from pollutant concentrations would exceed applicable significance thresholds as determined by the Environmental Review Officer.</p> <p>If one or more thresholds would be exceeded at the site of the subsequent project where sensitive receptors would be located, the project (or portion of the project containing sensitive receptors, in the case of a mixed-use project) shall be equipped with filtration systems with a Minimum Efficiency Reporting Value (MERV) rating of 13 or higher, as necessary to reduce outdoor-to-indoor infiltration of air pollutants by 80 percent. The ventilation system shall be designed by an engineer certified by the American Society of Heating, Refrigeration and Air-Conditioning Engineers, who shall provide a written report documenting that the system offers the best available technology to minimize outdoor to indoor transmission of air pollution. The project sponsor shall present a plan to ensure ongoing maintenance of ventilation and filtration systems and shall ensure the disclosure to buyers and/or renters regarding the findings of the analysis and inform occupants as to proper use of any installed air filtration.</p>					
<p>M-AQ-4: Siting of Uses that Emit PM_{2.5} or DPM and Other TACs. To minimize potential exposure of sensitive receptors to diesel particulate matter (DPM), from new development that includes uses that would be expected to generate substantial levels of toxic air contaminants (TACs) as part of everyday operations, whether from stationary or mobile sources, the San Francisco Planning Department shall require, during the environmental review process, but not later than the first project approval action, the preparation of an analysis by a qualified air quality specialist that includes, at a minimum, a site survey to identify residential or other sensitive receptors within 1,000 feet of the project site, and assessment of the health risk from all potential stationary and mobile sources of TACs generated by the project. For purposes of this measure, sensitive receptors are considered to include housing units; child care centers; schools (high school age and below); and inpatient health care facilities, including nursing or retirement homes and similar establishments. If risks to nearby receptors are found to exceed applicable significance thresholds, then emissions controls shall be required prior to project approval to ensure that</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor and construction contractor.	Prior to any demolition or construction activities.	ERO to review and approve any required air quality analysis for subsequent development projects.	Considered complete upon ERO review and approval of air quality analysis.

**MITIGATION MONITORING AND REPORTING PROGRAM –
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G: Air Quality (cont)					
health risks would not be significant. For example, for a backup diesel generator or other diesel-powered engine such as a fire pump, a newer diesel engine could be required. The BAAQMD requires a health risk screening analysis for Authority to Construct and Permit to Operate for new or modified sources under its authority. Where the cancer risk would exceed 1 in 1 million, BAAQMD requires implementation of Best Available Control Technology for Toxics (known as T-BACT). BAAQMD will not generally permit a stationary emissions source that results in a cancer risk greater than 10 in 1 million. T-BACT may consist of emission control equipment or operational restrictions.					
<p>M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants. Subsequent development projects that may exceed the standards for criteria air pollutants, as determined by the ERO or his/her designee, shall be required to undergo an analysis of the project's construction emissions and if, based on that analysis, construction period emissions may be significant, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan for Criteria Air Pollutants (as well as TACs, see Impact AQ-7) shall be designed to reduce criteria air pollutant emissions to the greatest degree practicable.</p> <p>The Plan shall detail project compliance with the following requirements:</p> <ol style="list-style-type: none"> 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements: <ol style="list-style-type: none"> a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited; b) All off-road equipment shall have: <ol style="list-style-type: none"> i. Engines that meet or exceed either U.S. Environmental Protection Agency or California Air Resources Board Tier 2 off-road emission standards, <i>and</i> ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). 	<ul style="list-style-type: none"> • Western SoMa Community Plan • Rezoning of Adjacent Parcels 	Project sponsor and construction contractor.	Prior to the start of heavy diesel equipment use on site.	ERO to review and approve health risk assessment, or other appropriate analysis.	Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G-Air Quality (cont.)					
c) Exceptions:					
<p>i. Exceptions to A(1)(a) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>ii. Exceptions to A(1)(b)(ii) may be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest pieces of off-road equipment as provided by the step down schedules in Table M-AQ-6 below.</p> <p>The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.</p> <p>2. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p>					

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G. Air Quality (cont.)					
TABLE M-AQ-6 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*					
Compliance Alternative	Engine Emission Standard	Emissions Control			
1	Tier 2	ARB Level 2 VDECS			
2	Tier 2	ARB Level 1 VDECS			
3	Tier 2	Alternative Fuel*			
* How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.					
** Alternative fuels are not a VDECS					
3. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.					
4. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan as requested.					

MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
G/Air Quality (cont.)					
<p>Reporting. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.</p> <p>Certification Statement and On-site Requirements. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>					
<p>M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards. To reduce the potential health risk resulting from project construction activities, the project sponsor of each development project in the Draft Plan Area and on the Adjacent Parcels shall undertake a project-specific construction health risk analysis to be performed by a qualified air quality specialist, as appropriate and determined by the Environmental Planning Division of the San Francisco Planning Department, for diesel-powered and other applicable construction equipment, using the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) and/or the San Francisco Planning Department. If the health risk analysis determines that construction emissions would exceed health risk significance thresholds identified by the BAAQMD and/or the San Francisco Planning Department, the project sponsor shall develop a Construction Emissions Minimization Plan for Health Risks and Hazards designed to reduce health risks from construction equipment to less-than-significant levels.</p> <p>All requirements in the Construction Emissions Minimization Plan must be included in contract specifications. The Construction Emissions Minimization Plan is described in Mitigation Measure M-AQ-6.</p> <p>Construction Emissions Minimization Plan for Criteria Air Pollutants.</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; contractor; certified mechanic	Prior to any demolition or construction activities	Project Sponsor; contractor; certified mechanic; Planning Department	Prior to and during any demolition or construction activities

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
H. Greenhouse Gas Emissions					
No mitigation required.					
I. Wind and Shadow					
<p>M-WS-1: Screening-Level Wind Analysis and Wind Testing. For projects within the Project Area, the Planning Department shall conduct the following review as part of the environmental review process:</p> <ul style="list-style-type: none"> Screening-Level Wind Analysis: Any structure proposed within the Draft Plan Area over 80 feet in height shall be required to undergo screening-level wind impact analysis that would take into account the surrounding topography and building heights. As part of this analysis, a qualified wind expert shall review the proposed building plans as well as results of other wind tests conducted nearby, if available. Based on this review, a determination shall be made as to whether wind hazards are expected as a result of project development. If not enough information is available to make a determination with relative certainty that no wind hazard criteria are expected, a project-level wind test shall be conducted. Project-Level Wind Test: If the screening level wind analysis determines that the project may result in wind hazards, a project-level wind test shall be prepared by a qualified wind expert to determine impacts on pedestrian-level wind speeds. The methodology of a wind test shall be consistent with accepted San Francisco Planning Department practice. The project-level wind test shall be conducted and interpreted in a technical memorandum, with test results related to the Planning Code Section 148 hazard criterion. To satisfy the criteria of San Francisco Planning Code Section 148, two sets of wind tunnel test results shall be produced: one that indicates, for each test location, the wind speed that is exceeded 10 percent of the time, year-round; and another that indicates whether a wind speed of 26 miles per hour is exceeded for 1 full hour of the year. The former results would determine whether the project would meet the Planning Code's "comfort criteria," while the latter results would determine whether the project would cause an exceedance of the Planning Code's "hazard criterion." Design Modifications: If a proposed structure is determined to result in significant wind impacts, modifications shall be incorporated into the project design to reduce these impacts so as not to cause ground-level 	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor of identified development projects and any other subsequent development project adjacent to the Western SoMa Community Plan Area or on Adjacent Parcels.	Wind-tunnel screening/testing to occur during environmental review; project revisions to occur prior to project approval.	ERO shall review and approve wind screening or study.	Considered complete upon EOR acceptance of wind screening or study.

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
I. Wind and Shadow (cont.)					
wind currents to exceed the hazard level of 26 mph for a single full hour of the year. Modifications to reduce wind speeds could include one or more of the following: shifting the building's orientation; adding articulation, texturing, or setbacks along one or more of the façades; increasing the height and density of exterior landscaping and related structures; and adding more landscaping and screening structures.					
J. Recreation					
No mitigation required.					
K. Public Services, Utilities and Service Systems					
No mitigation required.					
L. Biological Resources					
M-BI-1a: Pre-Construction Special-Status Bird Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bird surveys when trees would be removed or buildings demolished as part of an individual project. Pre-construction special-status bird surveys shall be conducted by a qualified biologist between February 1 and August 15 if tree removal or building demolition is scheduled to take place during that period. If bird species protected under the Migratory Bird Treaty Act or the California Fish and Game Code are found to be nesting in or near any work area, an appropriate no-work buffer zone (e.g., 100 feet for songbirds) shall be designated by the biologist. Depending on the species involved, input from the California Department of Fish and Game (CDFG) and/or United States Fish and Wildlife Service (USFWS) may be warranted. As recommended by the biologist, no activities shall be conducted within the no-work buffer zone that could disrupt bird breeding. Outside of the breeding season (August 16 - January 31), or after young birds have fledged, as determined by the biologist, work activities may proceed. Special-status birds that establish nests during the construction period are considered habituated to such activity and no buffer shall be required, except as needed to avoid direct destruction of the nest, which would still be prohibited.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of permits when trees or shrubs would be removed or buildings demolished as part of an individual project.	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building permits

**MITIGATION MONITORING AND REPORTING PROGRAM –
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
I. Biological Resources (cont.)					
M-BI-1b: Pre-Construction Special-Status Bat Surveys. Conditions of approval for building permits issued for construction within the Draft Plan Area or on the Adjacent Parcels shall include a requirement for pre-construction special-status bat surveys by a qualified bat biologist when large trees (those with trunks over 12 inches in diameter) are to be removed, or vacant buildings or buildings used seasonally or not occupied, especially in the upper stories, are to be demolished. If active day or night roosts are found, the bat biologist shall take actions to make such roosts unsuitable habitat prior to tree removal or building demolition. A no-disturbance buffer shall be created around active bat roosts being used for maternity or hibernation purposes at a distance to be determined in consultation with the CDFG. Bat roosts initiated during construction are presumed to be unaffected, and no buffer would be necessary.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; qualified biologist; CDFG	Prior to issuance of building or demolition permits when trees with trunks over 12 inches in diameter are to be removed or when vacant buildings or those used seasonally or not occupied, especially in the upper stories, are to be demolished.	Project Sponsor; qualified biologist	Prior to issuance of building or demolition permits
M: Geology and Soils					
No mitigation required.					
N: Hydrology and Water Quality					
No mitigation required.					
O: Hazards and Hazardous Materials					
M-HZ-2: Hazardous Building Materials Abatement. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing polychlorinated biphenyls (PCBs) or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tube fixtures, which could contain mercury, are similarly removed intact and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; Planning Department	Prior to any demolition or construction activities	Project Sponsor; Planning Department	Prior to any demolition or construction activities

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
O. Hazards and Hazardous Materials (cont.)					
<p>M-HZ-3: Site Assessment and Corrective Action. For any project that is not located bayward of the historic high tide line, the project sponsor shall ensure that a site-specific Phase I environmental site assessment is prepared prior to development. The site assessment shall include visual inspection of the property; review of historical documents; and review of environmental databases to assess the potential for contamination from sources such as underground storage tanks, current and historical site operations, and migration from off-site sources. The project sponsor shall ensure that the Phase I assessment and any related documentation is provided to the Planning Department's Environmental Planning (EP) division and, if required by EP, to Department of Public Health (DPH) for review and consideration of potential corrective action.</p> <p>Where the Phase I site assessment indicates evidence of site contamination, additional data shall be gathered during a Phase II investigation, including sampling and laboratory analysis of the soil and groundwater for the suspected chemicals to identify the nature and extent of contamination. If the level(s) of chemical(s) would create an unacceptable risk to human health or the environment, appropriate cleanup levels for each chemical, based on current and planned land use, shall be determined in accordance with accepted procedures adopted by the lead regulatory agency providing oversight (e.g., the Department of Toxic Substances Control [DTSC], the Regional Water Quality Control Board [RWQCB], or DPH). At sites where there are ecological receptors such as sensitive plant or animal species that could be exposed, cleanup levels shall be determined according to the accepted ecological risk assessment methodology of the lead agency, and shall be protective of ecological receptors known to be present at the site.</p> <p>If agreed-upon cleanup levels were exceeded, a remedial action plan or similar plan for remediation shall be prepared and submitted review and approval by the appropriate regulatory agency. The plan shall include proposed methods to remove or treat identified chemicals to the approved cleanup levels or containment measures to prevent exposure to chemicals left in place at concentrations greater than cleanup levels.</p> <p>Upon determination that a site remediation has been successfully completed, the regulatory agency shall issue a closure letter to the</p>	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project Sponsor; Department of Public Health; DTSC	Prior to ground-disturbing activities	Project Sponsor; Department of Public Health; DTSC; Office of Assessor-Recorder	Prior to and during ground-disturbing activities

**MITIGATION MONITORING AND REPORTING PROGRAM -
WESTERN SOMA COMMUNITY PLAN (Continued)**

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
<p>O Hazards and Hazardous Materials (cont.)</p> <p>responsible party. For sites that are cleaned to levels that do not allow unrestricted land use, or where containment measures were used to prevent exposure to hazardous materials, the DTSC may require a limitation on the future use of the property. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners. A risk management plan, health and safety plan, and possibly a cap maintenance plan could be required. These plans would specify procedures for preventing unsafe exposure to hazardous materials left in place and safe procedures for handling hazardous materials should site disturbance be required. The requirements of these plans and the land use restriction shall transfer to the new property owners in the event that the property is sold.</p>					

IMPROVEMENT MEASURES – WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
E. Transportation and Circulation					
<p>I-TR-1: Transportation Demand Management Strategies for Future Development Projects. To reduce vehicle trip generation by subsequent development projects in the Draft Plan Area and on Adjacent Parcels, those such projects that would generate more than 3,500 daily vehicle trips, or would emit criteria pollutants in excess of one or more applicable significance thresholds, as determined by the Environmental Review Officer, shall develop and implement a Transportation Demand Management plan as part of project approval.</p> <p>TDM strategies identified in the TDM plan shall include a minimum of the following, or other measures, as determined applicable by the Planning Department, applicable to the proposed project:</p> <ul style="list-style-type: none"> Identify on-site transportation manager who would be responsible for orienting new residents or employees about transportation options, updating transportation information at display/kiosk, coordination of ride-sharing, provision of transit passes, etc; Include in the price of rental/Home Owners Association fee a monthly Muni Fast Pass; Provide a transportation kiosk/display in commercial or residential lobby, or other highly visible location, with regularly updated information about transportation choices; Provide and maintain pool of bicycles for building residents; Provide on-site bicycle rental/loaner bicycles to retail/commercial employees and hotel guests for local travel; Provide additional Class 1 bicycle parking spaces for resident or retail/commercial employee use; Provide bicycle parking (valet or Class 1 secure parking) for hotel guests; Provide Class 2 bicycle parking for retail/commercial and residential visitor use; Require retail/commercial employees to pay for on-site parking; Reduce amount of on-site vehicle parking for retail/commercial and residential land uses; 	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor.	Prior to project occupancy.	Building management.	Following project occupancy.

IMPROVEMENT MEASURES FOR WESTERN SOMA COMMUNITY PLAN AND REZONING OF ADJACENT PARCELS (Continued)

Mitigation Measures	Applies to These Project Components	Responsibility for Implementation	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Schedule
E. Transportation and Circulation (cont.)					
<ul style="list-style-type: none"> Provide information on website (e.g., retail and/or commercial businesses, museums, hotels) about how to access the building via transit, walking, and bicycling; Provide on-site reservation, and/or sale of one, three, and seven-day Muni Passports and/or pre-loaded Clipper Cards for hotels; and/or Offer other transit, ridesharing, bicycling, and walking incentives for employees. 					
L. Biological Resources					
<p>L-B1-2: Night Lighting Minimization. To further reduce the less-than-significant effects on birds from night lighting, the Planning Department could encourage buildings developed pursuant to the Draft Plan and Rezoning of Adjacent Parcels to implement bird-safe building operations to prevent and minimize bird strike impacts, including but not limited to the following measures:</p> <ul style="list-style-type: none"> Reduce building lighting from exterior sources by: <ul style="list-style-type: none"> Minimizing amount and visual impact of perimeter lighting and facade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features; Installing motion-sensor lighting; and Utilizing minimum wattage fixtures to achieve required lighting levels. Reduce building lighting from interior sources by: <ul style="list-style-type: none"> Dimming lights in lobbies, perimeter circulation areas, and atria; Turning off all unnecessary lighting by 11:00 p.m. through sunrise, especially during peak migration periods (mid-March to early June and late August through late October); Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present; Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting; Scheduling nightly maintenance to conclude by 11:00 p.m.; and Educating building users about the dangers of night lighting to birds. 	<ul style="list-style-type: none"> Western SoMa Community Plan Rezoning of Adjacent Parcels 	Project sponsor and architect.	During project design and environmental review.	Project sponsor and Planning Department staff.	Review of building plans by Planning Department staff.



SAN FRANCISCO PLANNING DEPARTMENT

Exhibit III-1: Approval of General Plan Amendments Case Report

HEARING DATE DECEMBER 6, 2012

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Suite 400
San Francisco,
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Date: November 29, 2012
Case No.: 2008.0877MTZU
Western SoMa Area Plan –
General Plan Amendments
Staff Contact: Corey Teague - (415) 575-9081
corey.teague@sfgov.org
Reviewed By: Joshua Switzky - (415) 575-6815
joshua.switzky@sfgov.org
Recommendation: Approval

DESCRIPTION

The Planning Department proposes amending the General Plan of the City and County of San Francisco in order to adopt and implement the Western SoMa Community Plan. The result of a multi-year public and cooperative interagency planning process that began in earnest in 2005, the Plan is a comprehensive vision for shaping growth on the western side of the South of Market area designed to reduce land use conflicts between industry and entertainment and other competing uses, such as office and housing in areas designated as Service, Arts, and Light Industrial (SALI); protect existing residential uses on the alleys; retain existing jobs in the area; and encourage diverse and affordable housing, mixed-used areas, and a complete neighborhood.

Proposed amendments to the General Plan were initiated by the Planning Commission on November 8, 2012 in Resolution 18736.

For background on the Western SoMa Community Plan, see the accompanying Executive Summary staff report.

PRELIMINARY STAFF RECOMMENDATION

Staff recommends adoption of the draft Resolution to Recommend Approval of the draft amendments to the General Plan.

GENERAL PLAN AMENDMENTS SUMMARY

Following is a brief discussion of the proposed General Plan amendments necessary to implement the Plan. The amendments include the addition of a new Area Plan to the General Plan along with related text and map amendments to various Elements of the General Plan. To avoid duplicating all of the

proposed text here, short summaries are given. Detailed information on the complete additions and revisions are in the attached and the draft Board Ordinance.

New Area Plan:

The key aspects of the Draft Plan are distilled into a proposed "Western SoMa Area Plan." That proposed Area Plan contains the majority of the objectives, policies and supporting discussion from the Draft Plan document, but excludes some background discussion, specific Planning Code proposals, and graphics, and reflects minor non-substantive text edits of the Draft Plan.

General Plan Text Amendments:

To ensure that the policy direction specific to this area as reflected in the new Area Plan is fully consistent across all parts the General Plan, the Department proposes minor amendments to language contained in the Housing, and Recreation and Open Space Elements and Land Use Index. Additionally, the SoMa Area Plan is proposed to be completely removed.

General Plan Map Amendments:

Several maps within the General Plan are proposed for amendment to reflect the details of the Area Plan. These include maps in the Housing, Commerce and Industry, and Recreation and Open Space Elements, and the East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans.

ENVIRONMENTAL REVIEW

The Department published the Draft Environmental Impact Report on June 20, 2012. The Planning Commission will consider certification of the Final Environmental Impact Report on the Western SoMa Community Plan and adoption of CEQA Findings prior to consideration of this item at the hearing on December 6, 2012.

RELATED ACTIONS

In conjunction with the new Area Plan and General Plan amendments, the Department is proposing initiation of amendments to the Planning Code and Zoning Maps to implement the Area Plan and the proposed General Plan amendments. These proposed actions are discussed in separate Staff Reports.

ATTACHMENTS

Exhibit III-2 General Plan Amendments Initiation Draft Resolution
Exhibit III-3 General Plan Amendment Draft Ordinance
Exhibit III-4 Attachment: Western SoMa Area Plan
Exhibit III-4A General Plan Draft Text and Map Amendments



SAN FRANCISCO PLANNING DEPARTMENT

Planning Commission Resolution No. 18758

HEARING DATE DECEMBER 6, 2012

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Date: November 29, 2012
Case No.: 2008.0877EMTZU
Project: Western SoMa Community Plan –
General Plan Amendments
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Recommendation: Approval

ADOPTING A RESOLUTION TO AMEND THE SAN FRANCISCO GENERAL PLAN TO ADOPT THE WESTERN SOMA AREA PLAN

WHEREAS, Section 4.105 of the Charter of the City and County of San Francisco mandates that the Planning Commission shall periodically recommend to the Board of Supervisors for approval or rejection of proposed amendments to the General Plan in response to changing physical, social, economic, environmental or legislative conditions.

The Planning Commission, at a duly noticed public hearing on November 8, 2012 and in accordance with Planning Code Section 340(c), initiated the General Plan amendments that are the subject of this Resolution.

The Western SoMa community planning process began in 2001, originally as a part of Eastern Neighborhoods, with the goal of developing new zoning controls for the industrial portion of this neighborhood. The Western SoMa plan area, which focuses on the area roughly bounded by 7th Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street on the eastern portion of the plan area, was eventually removed from the Eastern Neighborhoods planning process.

On November 23, 2004 the Board of Supervisors passed Resolution No. 731-04 creating the Western SoMa Citizens Planning Task Force ("Task Force"). The Task Force was charged with conducting a comprehensive analysis of the Western SoMa plan area and developing recommendations, and specifically to:

- (1) Use existing zoning as the starting point for an analysis of land use decisions that will shape the future of the entire community;

- (2) Map and evaluate existing Residential Enclave Districts (REDs) and consider modifications to existing RED zoning map boundaries;
- (3) Recommend basic RED preservation policies including height, density and design guidelines;
- (4) Map and evaluate land uses proximate to existing and proposed REDs and develop basic height, density and design guidelines in order to provide a buffer between REDs and areas where more intense development might be allowed;
- (5) Map overall western SoMa existing land use conditions;
- (6) Recommend policies for the preservation of service and light industrial jobs, residential uses, and arts and entertainment opportunities;
- (7) Consider policies to guide increased heights and density along the major arterial streets where appropriate;
- (8) Recommend policies that promote more community-serving retail and commercial uses and that encourage improvements to transportation, open space, street safety, bicycle circulation, and mass transit; and
- (9) Develop recommendations to ensure that the creation of a future Folsom Boulevard be developed in such a manner as to complement all of the above referenced goals.

The Task Force, with assistance from the, Planning Department held numerous public workshops and worked with consultants throughout 2008, resulting in the publication of a Draft Western SoMa Community Plan in September 2008. An updated version of the plan was published in October 2011.

The Western SoMa Community Plan ("the Western SoMa Area Plan" or "the Plan") supports and builds on the Eastern Neighborhoods Plan's vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan's patterns of land use, urban form, public space, circulation, and historic preservation, and makes adjustments to this specific area based on today's understanding of the issues and focused community outreach to the residents and workers in the area.

The Plan lays the Policy foundation for additional changes that are detailed in the Planning Code, Zoning Map and other implementation measures. The following Key Principles inform all the objectives and policies contained in the Plan:

- Encourage new housing at appropriate locations and make it as affordable as possible to a range of City residents;
- Reserve sufficient space for production, distribution and repair activities, in order to support the City's economy and provide good jobs for residents

- Generally maintain the existing scale and density of the neighborhood, allowing appropriate increases in strategic locations;
- Plan for transportation, open space, community facilities and other critical elements of complete neighborhoods;
- Protect and support the social heritage resources of the Filipino and Lesbian, Bisexual, Gay, and Transgender (LBGT) communities within the plan area;
- Plan for new development that will serve the needs of existing residents and businesses; and
- Maintain and promote a diversity of land uses, and reserve new areas for arts activities and nighttime entertainment.

The San Francisco Planning Department is seeking to adopt and implement the Western SoMa Area Plan. The core policies and supporting discussion in the Plan have been incorporated into an Area Plan proposed to be added to the General Plan. The Area Plan, together with the General Plan, Planning Code, Zoning Map Amendments, and Implementation Document provide a comprehensive set of policies and implementation program to realize the vision of the Plan. The Implementation Document outlines public improvements, funding mechanisms and interagency coordination the City must pursue to implement the Plan.

Policies envisioned for the Area Plan are consistent with the existing General Plan. However, a number of amendments to the General Plan are required to further achieve and clarify the vision and goals of the Western SoMa Area Plan, to reflect its concepts throughout the General Plan, and generally to update the General Plan to changed physical, social and economic conditions in this area.

Staff recommends adoption of the draft resolution approving amendments to the General Plan, which includes adding the Western SoMa Area Plan, deletion of the SoMa Area Plan in its entirety, and making related amendments to various elements of the General Plan, including the Housing, Commerce and Industry, and Recreation and Open Space Elements and Land Use Index, and the East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans.

Planning Code Section 101.1(b) establishes eight priority policies and is a basis by which differences between competing policies in the General Plan are resolved. The Plan is consistent with the eight priority policies in that:

1. That existing neighborhood serving retail uses be preserved and enhanced and future opportunities for resident employment in or ownership of such businesses enhanced.

The proposed amendments would have a positive effect on neighborhood serving retail uses by encouraging them throughout nearly the entire plan area. The proposed amendments would also support the creation of new office space, hotel uses, and nighttime entertainment in appropriate locations. Additional housing units and commercial space would provide a larger market for existing and future retail uses and contribute to the success of these businesses. The proposed

amendments also would support the enhancement of public space, sidewalks, and amenities on key streets and alleys in the area, encouraging and supporting additional pedestrian traffic to adjacent to retail businesses.

2. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

The major theme of the Plan overall is the conservation of the Plan area's overall character, land use pattern, and cultural and economic diversity.

The proposed amendments would have a positive effect on the City's housing stock, and on the neighborhood character of Western SoMa. The Plan would conserve the neighborhood character of many of the alleys that already include housing by creating and expanding Residential Enclave zoning districts. The Plan would also support the creation of over 2,800 new housing units in the plan area; this represents a capacity increase of over 200 units above existing zoning. Few if any existing units would be displaced because the plan adds modest amounts of new development potential in strategic locations, and most new development would take place on parcels that currently contain low-scale commercial uses, vacant buildings, or surface parking.

The proposed amendments would support the enhancement of area streets and open spaces to support continued growth – commercial, residential, and visitor. Included in these improvements is traffic calming on the alleys, greening of the 12th Street corridor, and an acre of new open space.

3. That the City's supply of affordable housing be preserved and enhanced.

All projects in the plan area are subject to the City's existing inclusionary housing provisions. Development projects on sites larger than 0.5-acre but smaller than 3 acres would require higher amounts of affordability in exchange for greater building heights. All large commercial projects in the plan area are required to participate in the Jobs-Housing Linkage Program to help generate fee revenue for affordable housing construction in the City. Few if any existing units would be displaced because the plan adds modest amounts of new development potential in strategic locations, and most new development would take place on parcels that currently contain low-scale commercial uses, vacant buildings, or surface parking.

4. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The proposed amendments would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The Plan area is already heavily impacted by commuter traffic related cross-town and regional traffic accessing the freeway system, and the Plan adds modest amounts of new development potential. The Plan also would support the creation of new bicycle and pedestrian facilities to encourage or accommodate commuters and other travelers to walk and bicycle instead of driving. The Plan proposes to dedicate nearly \$22 million of projected new impact fee revenue to improvements for transit and streetscape improvements.

Above all, the proposed amendments would support growth in very transit-accessible locations, thereby accommodating growth in places where people can take transit in lieu of driving. If this growth is not accommodated here, it will be directed to less transit-intensive areas of the region, which would increase both citywide and regional auto traffic, congestion, and related impacts on safety, public health, and environmental quality.

5. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The proposed amendments would not adversely affect the industrial or service sectors. The Service/Light Industrial (SLI) district has permitted only limited amounts of housing and office uses since its creation in 1990. The plan proposes to replace the existing SLI district south of Harrison Street with a new Service/Arts/Light Industrial (SALI) district, which will completely prohibit housing and office and continue to encourage industrial and service businesses, generally known as PDR (Production, Distribution, and Repair) and protect PDR from economic competition with higher-paying uses for space in this area.

Although they do not prohibit housing and/or office, the Western SoMa Mixed Use General district (WMUG), Western SoMa Mixed Use Office district (WMUO), and the Regional Commercial District (RCD) would permit many types of PDR uses. The RCD will specifically accommodate larger and more intense uses than typical neighborhood commercial districts in response to the existing stock of large buildings and floor plates along the 9th Street and 10th Street corridors.

6. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The proposed amendments would not adversely affect preparedness against injury and loss of life in an earthquake and would comply with applicable safety standards. All new buildings in the plan area would be subject to the City's Building Code, Fire Code and other applicable safety standards.

7. That landmarks and historic buildings be preserved.

The Plan area currently contains three buildings designated as landmarks in Article 10 of the Planning Code. The Plan encourages eligible buildings within the WMUG, RED, RED-MX, RCD, and Folsom Street NCT to obtain landmark designation by the City by offering more flexibility in permitted land uses for landmarked buildings.

8. That our parks and open space and their access to sunlight and vistas be protected from development.

On balance, the proposed Plan would have a positive effect on parks and open space, and would

not adversely affect existing open spaces or their access to sunlight and vistas. The Plan area is currently deficient in open space. While there is public open space in the vicinity of the plan area, there is less than one-quarter acre of public open space within the plan area itself. To address this deficiency, projected impact fees of more than \$17 million will be dedicated to the creation of new open spaces and recreation facilities. This may include potential park space located near the intersection of 8th and Ringold Streets and augmented in other locations to be determined.

Shadow impacts to existing and new open spaces will be minimal because height limits proposed in the Plan area are generally no higher than 65 feet, except for the Townsend Street corridor between 4th and 7th Streets where height limits up to 85 feet are proposed (but where there is no existing open space).

The Western SoMa Area Plan builds on existing General Plan policies. Analysis of applicable General Plan Objectives and Policies has determined that the proposed action is, on balance, consistent with the General Plan as it is proposed to be amended. The proposed actions offer a compelling articulation and implementation of many of the concepts outlined in the General Plan, especially the Housing, Urban Design, Commerce and Industry, Transportation, Air Quality, and Recreation and Open Space Elements. The new Area Plan and related zoning controls formulate these directive policies with specific consideration for the Western SoMa plan area. Below are specific policies and objectives (other than those in the proposed Western SoMa Area Plan) that support the proposed actions.

NOTE: General Plan Elements are in **ARIAL CAPITAL BOLDED ITALICS**
General Plan Objectives are in CAPITAL BOLDED LETTERS
General Plan Policies are in Arial standard font
Staff comments are in *italics*

HOUSING ELEMENT

OBJECTIVE 1

IDENTIFY AND MAKE AVAILABLE FOR DEVELOPMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.2

Focus housing growth and infrastructure-necessary to support growth according to community plans.

Policy 1.4

Ensure community based planning processes are used to generate changes to land use controls.

Policy 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.6

Encourage an equitable distribution of growth according to infrastructure and site capacity.

OBJECTIVE 11

SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO'S NEIGHBORHOODS.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

OBJECTIVE 12: BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.1

Encourage new housing that relies on transit use and environmentally sustainable patterns of movement.

OBJECTIVE 13

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.3

Promote sustainable land use patterns that integrate housing with transportation in order to increase transit, pedestrian, and bicycle mode share.

Zoning adopted pursuant to the Western SoMa Area Plan will accommodate over 2,800 new housing units, which is more than 200 units over the capacity of existing zoning. The majority of the new housing will be located north of Harrison Street, nearer to Mission and Market Streets, which have significant transit, bicycle, and pedestrian infrastructure. All projects in the plan area are subject to the City's existing inclusionary housing provisions. Development projects on sites larger than 0.5-acre but smaller than 3 acres would require higher amounts of affordability in exchange for greater building heights. Additionally, new development in the Plan area will generate fee revenue for new affordable housing through the Jobs-Housing Linkage Fee. The Area Plan contains policies and proposes land use controls that would retain and enhance existing housing; encourage well-designed mixed use infill development that is compatible with neighborhood character; provide opportunities for housing near transit; and reduce the cost of housing by allowing units to be built without parking requirements.

COMMERCE AND INDUSTRY ELEMENT

OBJECTIVE 1

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.3

Locate commercial and industrial activities according to a generalized commercial and industrial land use plan.

OBJECTIVE 2

MAINTAIN AND ENHANCE A SOUND AND DIVERSE ECONOMIC BASE AND FISCAL STRUCTURE FOR THE CITY.

Policy 2.1

Seek to retain existing commercial and industrial activity and to attract new such activity to the city.

Policy 1.4

Establish commercial and industrial density limits as indicated in the Generalized Commercial and Industrial Density Plan map.

OBJECTIVE 6

MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1

Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.2

Promote economically vital neighborhood commercial districts which foster small business enterprises and entrepreneurship and which are responsive to economic and technological innovation in the marketplace and society.

The Plan supports the creation of two new neighborhood commercial districts. The Folsom Street NCT especially will focus on neighborhood-serving retail and pedestrian activity. The Western SoMa Mixed Use General district will allow for a variety of commercial uses. The Western SoMa Mixed Use Office district will allow for appropriate office use expansion along Townsend Street. The Service/Arts/Light Industrial district will function as a PDR district by prohibiting new housing and office. Active ground floor uses are encouraged throughout the plan area, providing for more inviting commercial environments.

RECREATION AND OPEN SPACE ELEMENT

OBJECTIVE 2

DEVELOP AND MAINTAIN A DIVERSIFIED AND BALANCED CITYWIDE SYSTEM OF HIGH QUALITY PUBLIC OPEN SPACE.

Policy 2.1

Provide an adequate total quantity and equitable distribution of public open spaces throughout the City.

Policy 2.3

Preserve sunlight in public open spaces.

Policy 2.7

Acquire additional open space for public use.

OBJECTIVE 4

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Policy 4.4

Acquire and develop new public open space in existing residential neighborhoods, giving priority to areas which are most deficient in open space.

The Western SoMa Area Plan would create or fund the creation of over one acre of new public open space in the plan area, which currently has not more than one-quarter acre of public open space.

TRANSPORTATION ELEMENT

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.

OBJECTIVE 11

ESTABLISH PUBLIC TRANSIT AS THE PRIMARY MODE OF TRANSPORTATION IN SAN FRANCISCO AND AS A MEANS THROUGH WHICH TO GUIDE FUTURE DEVELOPMENT AND IMPROVE REGIONAL MOBILITY AND AIR QUALITY.

Policy 11.3

Encourage development that efficiently coordinates land use with transit service, requiring that developers address transit concerns as well as mitigate traffic problems.

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 24

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

Policy 24.2

Maintain and expand the planting of street trees and the infrastructure to support them.

Policy 24.3

Install pedestrian-serving street furniture where appropriate.

Policy 24.4

Preserve pedestrian-oriented building frontages.

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.

OBJECTIVE 34

**RELATE THE AMOUNT OF PARKING IN RESIDENTIAL AREAS AND NEIGHBORHOOD
COMMERCIAL DISTRICTS TO THE CAPACITY OF THE CITY'S STREET SYSTEM AND LAND
USE PATTERNS.**

Policy 34.1

Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses and to encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.

The Plan seeks to capitalize on the area's rich local and regional transit service and walkability to encourage travel by non-auto modes. The Plan supports improvements to the existing transit infrastructure, encourages a number of proposed improvements to the pedestrian realm, and is projected to create nearly \$22 million towards transit and streetscape improvements. The Plan also contains policies and recommendations aimed at creating a more balanced street environment by calming traffic and promoting walking, bicycling, and car-sharing. Off-street parking would not be required for new development in keeping with the transit-accessibility of the area.

URBAN DESIGN ELEMENT

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 1.3

Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

OBJECTIVE 3

MODERATION OF MAJOR NEW DEVELOPMENT TO COMPLEMENT THE CITY PATTERN, THE RESOURCES TO BE CONSERVED, AND THE NEIGHBORHOOD ENVIRONMENT

Policy 3.5

Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

The Plan reinforces the existing scale and character of the neighborhood. Proposed height and land use controls are designed to acknowledge the neighborhood's established pattern while modestly raising height limits in strategic locations to increase development potential and support new compatible mixed-use development.

AIR QUALITY ELEMENT

OBJECTIVE 3

DECREASE THE AIR QUALITY IMPACTS OF DEVELOPMENT BY COORDINATION OF LAND USE AND TRANSPORTATION DECISIONS.

Policy 3.2

Encourage mixed land use development near transit lines and provide retail and other types of service oriented uses within walking distance to minimize automobile dependent development.

The proposed Area Plan contains a number of policies that would reduce negative impacts on air quality by encouraging the use of public transit, walking and bicycling in lieu of driving. The Plan's policies support the existing compact development pattern whereby public transit, shopping and services are located in close proximity to residences and workplaces, thereby alleviating the need for some automobile trips.

WHEREAS, the Planning Commission, at a duly noticed public hearing on November 8, 2012, amended the recommended General Plan amendments to 1) incorporate all of the recommendations of the Historic Preservation Commission pursuant to Resolution No. 695 adopted on November 7, 2012, and 2) add Objective 1.5 and Policy 1.5.1 to recognize the need to support continued evaluation of land uses near major transit infrastructure, which read as follows:

OBJECTIVE 1.5 SUPPORT CONTINUED EVALUATION OF LAND USES NEAR MAJOR TRANSIT INFRASTRUCTURE IN RECOGNITION OF CITYWIDE AND REGIONAL SUSTAINABLE GROWTH NEEDS

The easternmost portion of the Plan area is rich with existing and planned public transit infrastructure, including the SFMTA's Central Subway project, Caltrain (planned for improved High-Speed Rail-like service through electrification), and myriad Muni transit services planned for enhancement. This area is also adjacent to existing burgeoning job, housing, and visitor areas in East SoMa, Yerba Buena, Transit Center, and Mission Bay. The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs.

Policy 1.5.1 Continue to explore and re-examine land use controls east of 6th Street, including as part of any future evaluation along the 4th Street corridor.

Prior to considering the amendments to the General Plan, Planning Code, Zoning Maps and other actions related to implementing the Western SoMa Area Plan, the Planning Commission adopted Motion No. 18756 certifying the Final Environmental Impact Report for the Western SoMa Area Plan in accordance with the California Environmental Quality Act (CEQA). The Planning Commission also adopted Resolution No. 18757 adopting CEQA Findings related to the Western SoMa Area Plan.

NOW, THEREFORE, BE IT RESOLVED, the Commission adopts and incorporates by reference the CEQA Findings in Commission Resolution No. 18757;

AND BE IT FURTHER RESOLVED, that pursuant to Planning Code Section 340(d), the Planning Commission finds from the facts presented that the public necessity, convenience and general welfare require the proposed amendments to the General Plan;

AND BE IT FURTHER RESOLVED, that the Commission finds the General Plan amendments, on balance, consistent with the General Plan as proposed for amendment and with the eight priority policies of Planning Code Section 101.1, for the reasons stated herein;

AND BE IT FURTHER RESOLVED, that the Commission approves the General Plan amendments and the Western SoMa Area Plan, as reflected in an ordinance approved as to form by the City Attorney attached hereto as Exhibit III-3, 4, and 4A, respectively, and incorporated herein by reference and recommends their adoption by the Board of Supervisors.

I hereby certify that the foregoing Resolution was adopted by the Commission at its meeting on December 6, 2012.

Jonas P. Ionin
Acting Commission Secretary

AYES: Antonini, Borden, Fong, Hillis, Moore, Sugaya, and Wu

NOES:

ABSENT:

Resolution 18758
Hearing Date: December 6, 2012

CASE NO. 2008.0877EMT
Adoption of General Plan Amendments
Related to the Western SoMa Community Plan

ADOPTED: December 6, 2012

Western SoMa Area Plan

INTRODUCTION

The early waterfront activity, coupled with the coming of the railroad, established South of Market as the economic engine of San Francisco. From the early Gold Rush days to the reconstruction of the city following the 1906 earthquake, the movement of goods and the need for essential services gave rise to SoMa's blue collar legacy. Factories and warehouses stretched from the Embarcadero to the Mission. SoMa's unique street grid, with blocks more than twice the size of those elsewhere in the city, reflect the traditions and character of an industrial neighborhood.

Alleys began to bisect those enormous blocks, creating residential enclaves for the working class population. Boarding houses and single room occupancy hotels dotted the landscape. As multiple generations of immigrants passed through South of Market to settle throughout the city, some chose to stay.

South of Market is of particular importance to the Filipino and LGBTQ communities. This is a cultural heritage we seek to preserve. Filipino veterans of World War II crowded into our alleys with their children and families and filled our schools and churches, their bayanihan (community spirit) shining as brightly as their parol lanterns which light up our holidays.

Following the war, gay men and women began to establish their own social institutions, political organizations, homes and traditions. The Lesbian, Gay, Bisexual, Transgender and Queer communities add a richness to our cultural fabric. The Folsom Street Fair (which turned the words "Folsom Street" into an internationally accepted synonym for kink) is the third largest outdoor event in the State of California.

During the 1990s, spurred on by the growth of multi-media and the "dot com boom," thousands of new housing and "live/work" units were built but the economy, infrastructure and culture of South of Market were unprepared for such rapid and unplanned gentrification. Many traditional jobs disappeared. Printing, manufacturing, auto repair – many of the service and light industries – were pushed out by rising real estate prices and the changing demographics.

Early warning signs – displacement of small businesses, population shifts, social instability, escalating conflicts between competing uses – screamed out for more comprehensive planning. Citywide discontent brought about a return to district elections and a progressive sweep of the Board of Supervisors. SoMa was first in line to demand better planning.

The Western SoMa Citizens Planning Task Force was the community's response: a grassroots community-based citizens body that brought together a broad range of stakeholders. The Task Force is an experiment in both representative democracy, in that it consists of 26 members appointed by the Board to represent all aspects of community life, and participatory democracy, where everyone shares in a visioning, values and validation process. The Task Force adopted the following "Values Statement" on September 28, 2005:

"The Western SoMa Citizens Planning Task Force shall promote neighborhood qualities and scale that maintain and enhance, rather than destroy, today's living, historic and sustainable neighborhood character of social, cultural and economic diversity, while integrating appropriate land use, transportation and design opportunities into equitable, evolving and complete neighborhoods. Throughout the life of this Task Force, the membership shall respect one another, be responsive to the constituencies they represent and foster a citizen-based democratic decision-making process."

In a unique partnership between the San Francisco Planning Department and the Western SoMa community, with valuable assistance from the Department of Public Health, the Transportation Authority and MTA, the Mayor's Office of Housing and the Office of Economic and Workforce Development and our colleagues at Asian Neighborhood Design, with invaluable contributions from students at San Francisco State University, Cal Poly San Luis Obispo, UC Berkeley and many others, the "Citizen Planners" of the Western SoMa Task Force examined in great detail the past history, present realities and future potential of this neighborhood.

The Task Force sought to stabilize the community through small, incremental steps, such as neighborhood notification, which accorded the residents of SoMa the simple courtesy of knowing in advance when new developments were planned for their community and by enacting formula retail controls. Limitations on market-rate SRO construction were adopted. The threat posed by large institutions to the service and light industries was abated. Careful research, open dialog and the willingness to compromise have led the Planning Commission and Board of Supervisors to support every initiative, often unanimously, that the Task Force has brought forward.

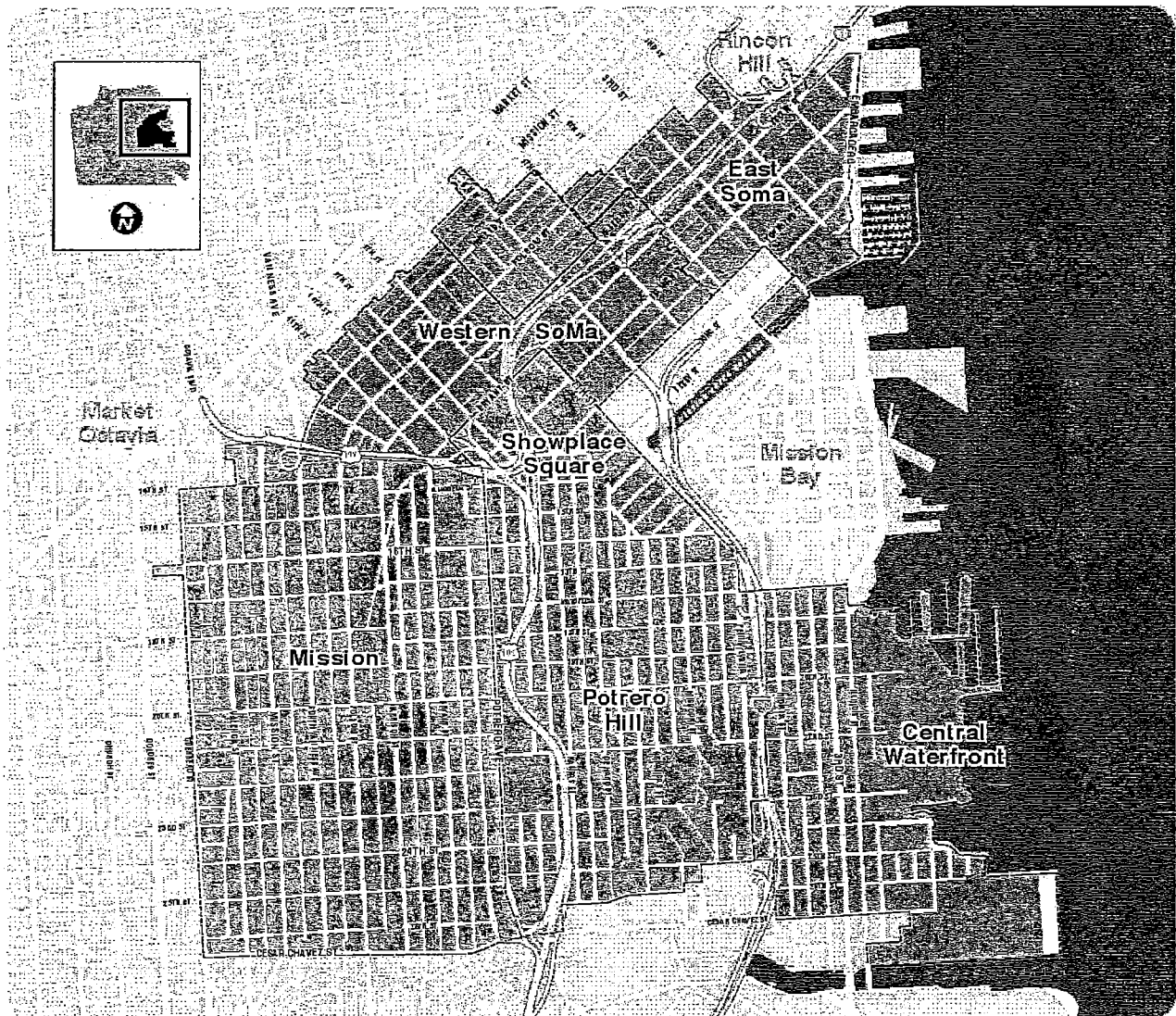
This Plan is the result of decisions developed through hundreds of hours of committee meetings and has been vetted through three Town Hall meetings. It is one of the first plans ever to be thoroughly scrutinized at every step of the drafting process by the application of the Department of Public Health's "Healthy Development Measurement Tool."

In August of 2006, by consensus, the Task Force adopted the following Planning Principles. They provide the foundation for this Plan:

- Mitigate to the fullest extent possible neighborhood impacts resulting from new development.
- Stabilize the neighborhood against speculative land use proposals and developments.
- Promote safety in all areas of the public realm (e.g., streets, sidewalks, parks, etc.).
- Maintain and encourage the existing community cultural diversity.
- Proposed new land use development shall primarily serve the needs of existing residents and businesses. Citywide and regional needs are subordinate to existing local needs.
- Maintain and promote diversity (e.g., day/night, living/working, spectrum of uses, etc.) Of neighborhood land uses.
- Provide clear and simple community planning policies and zoning recommendations.
- Generally maintain the existing scale and density of the neighborhood.
- Promote environmental sensitivity in new development projects.
- Encourage nurturing characteristics and maximize opportunities for seniors, families, youth and children.
- Develop and maintain local accountability and monitoring mechanism.
- Provide periodic reassessment of the community plan.
- Maximize general environmental quality and health.

There are ideas and elements in the Western SoMa Plan not found in any other community plan in the City: safety and the public welfare; social heritage preservation; economic and workforce development; sustainable growth management programs. The Task Force is responsible for bringing to the larger Eastern Neighborhoods process the fundamental notion that we must build complete neighborhoods.

Long-time residents and newcomers to the neighborhood, market-rate developers, non-profit housing providers, tenants rights activists, community-based organizations, SRO hotel residents, small business owners, artists, organized labor, transportation, public health and urban planners and advocates for the disabled, youth, pedestrians and bicyclists, parks and open space, preservation and the entertainment industry have all contributed to the process. This is our neighborhood, our community and our plan.



Eastern Neighborhoods Planning Areas

MAP 01

LAND USE

It has been said, on more than one occasion, that all politics in San Francisco can be traced back to land use. During the last few years of the 20th Century, as the industrially zoned eastern portions of San Francisco became the speculative playground of live/work development and emerging high tech internet businesses, the politics reached a fevered pitch. The Planning Department responded with moratoriums and launched the most significant local planning program since the City was first subject to comprehensive zoning controls. In a complex built environment reeling under 21st Century retooling, neighborhood politics began to coalesce around the localized Planning Department initiated rezoning efforts.

In one neighborhood, the Western SoMa, concerned citizens went so far as to convince their local Supervisor that, as a group, they could bring additional credibility and sensitivity to the Planning Department's rezoning efforts.

It began with the relatively simple concept of "citizen planners" developing a plan for their neighborhood. The formalization by the Board of Supervisors and the evolution of a participatory democratic decision making model built around 23 appointed citizen planners working alongside of three different City Department representatives has been characterized by insiders and observers as a "messy" process.

At the heart of the "mess" is the very complex set of interrelated decisions necessary to guide the development opportunities in this neighborhood for the first few decades of the 21st Century. The appointed Task Force of "citizen planners" was clear and unified on a couple of points.

First, they wanted to start their planning process from an explicit articulation of their collective values. Second, they deeply appreciate the extremely nuanced character of their neighborhood. For the first six months they worked to get to know one another and craft their collective values statement that was subsequently detailed in supporting Planning Principles (see introduction).

A core Values Statement and the supporting Planning Principles developed by the Western SoMa Task Force (Task Force) are the big concepts that identify this neighborhood as a mixed use place where future change should build on a rich history of innovation and traditions. To the east of the Western SoMa Special Use District (SUD) lie major portions of the rest of the South of Market Area (SoMa). Together, the Western SoMa SUD and East SoMa were last rezoned by the Planning Department (working closely with the greater community) in the late 1980s. East SoMa is one of the plan areas referred to as the Eastern Neighborhoods by the Planning Department. The Western SoMa Task Force and the Planning Department efforts in East SoMa have benefited from a mutual learning process. Many ideas in the East SoMa Plan missing in earlier Planning Department drafts have their roots in the deliberations of the Western SoMa Citizens Planning Task Force.

Finally, the Western SoMa Community Plan addresses local, citywide and regional needs in the neighborhood through focused infill housing opportunities that build on existing residential areas with nearby residential services and by capitalizing on focused real 21st Century business opportunities that meet local and broader strategic needs.

OBJECTIVE 1.1

BUILD ON AN EXISTING MIXED-USED CHARACTER THAT ENCOURAGES PRODUCTION OF RESIDENTIAL USES IN AREAS MOST APPROPRIATE FOR NEW HOUSING WITH A PROXIMATE MIX OF USES AND SERVICES SERVING LOCAL NEEDS AND THEREBY DEVELOPING A COMPLETE NEIGHBORHOOD.

Objectives 1.1 and 1.2 are core to the Western SoMa SUD neighborhood planning efforts. Objective 1.1 enshrines the existing mixed-use character of Western SoMa as the fundamental model for this plan and Objective 1.2 addresses the need to buffer existing and future land uses in ways that minimize conflicts with adjacent uses. From these two Objectives, many Policies and associated implementing recommendations follow. The first set of policies below establish basic parameters for building a viable, mixed-use neighborhood north of Harrison Street. The second set of policies adds detail to the goal that future land use opportunities should retain and build a geographically sensitive job district south of Harrison Street and the highway that traverses the neighborhood.

At a very broad level, a continuum planned for in the Western SoMa SUD progresses from non-residential uses on a Townsend Street high-tech corridor northwards, with diverse local and regional serving job-producing uses to the south side of Harrison Street and the elevated highway. North of Harrison Street, development goals call for an increasingly residential neighborhood character of smaller scale that embraces a "mix of uses" and new mixed-used development.

POLICY 1.1.1

Establish a Community Stabilization Policy for the Western SoMa SUD, based upon the Planning Principles adopted by the Western SoMa Citizens Planning Task Force, in order to maintain the historical balance between affordable and market rate housing and ensure that jobs are not pushed out in favor of more residential development.

POLICY 1.1.2

Western SoMa land uses should progress from non-residential uses south of Harrison Street northward to an increasingly residential neighborhood with retention of a mix of uses and new mixed-use developments where appropriate.

POLICY 1.1.3

Protect existing and newly designated residential clusters with Residential Enclave District zoning controls.

POLICY 1.1.4

Encourage increased height and density in the "Downtown Folsom" neighborhood serving commercial corridor between 7th and 10th Streets.

POLICY 1.1.5

Restrict larger formula retail uses north of Harrison Street.

POLICY 1.1.6

Limit commercial development of retail uses to no more than 25,000 square feet throughout the Western SoMa SUD. These larger retail uses shall be allowed to locate without restriction south of Harrison Street and be permitted only on large development sites (LDS = one acre or larger) north of Harrison Street.

POLICY 1.1.7

Establish vertical zoning standards in locations encouraging new mixed-use development and preserving a mix of uses.

OBJECTIVE 1.2

ENCOURAGE PRESERVATION OF EXISTING AND VIABLY APPROPRIATE NEW LAND USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES FOR SUCCESS AND MINIMIZE CONFLICT WITH RESIDENTIAL USES.

The broader opportunity for neighborhood business success is predicated on maintaining a vibrant and robust area for innovation and evolution of the current business constellation. Generally, the businesses north of Harrison should be smaller scale and predominantly resident serving. South of Harrison, the character changes to larger parcels with opportunities for larger employers that should not have to compete with where residential and office real estate markets set the land values.

POLICY 1.2.1

Re-name, re-district and re-purpose the existing Service Light Industry (SLI) zoning district as a new Service, Arts and Light Industrial (SALI) zone.

POLICY 1.2.2

Preserve and enhance compatibility of existing land uses south of Harrison Street.

POLICY 1.2.3

Establish a mid-rise business corridor on Townsend Street designated for office uses and an explicit preference for 21st Century high tech and digital-media uses.

POLICY 1.2.4

Prohibit housing outside of designated Residential Enclave Districts (RED) south of Harrison Street.

POLICY 1.2.5

Incorporate Western SoMa SUD formula retail controls in the Planning Code.

POLICY 1.2.6

Include development impact fees from the Western SoMa SUD in the Eastern Neighborhoods Community Benefits Fund.

OBJECTIVE 1.3

MINIMIZE NOISE IMPACTS AND ENSURE APPROPRIATE NOISE ORDINANCE REQUIREMENTS ARE MET.

POLICY 1.3.1

Reduce potential land use conflicts by providing accurate background noise-level data.

POLICY 1.3.2

Reduce potential land use conflicts by carefully considering the location and design of both noise-generating uses and sensitive uses in the Western SoMa.

OBJECTIVE 1.4

IMPROVE INDOOR AIR QUALITY FOR SENSITIVE LAND USES IN WESTERN SOMA.

POLICY 1.4.1

Minimize exposure to air pollutants from existing traffic sources for new residential developments, schools, daycare and medical facilities.

OBJECTIVE 1.5

SUPPORT CONTINUED EVALUATION OF LAND USES NEAR MAJOR TRANSIT INFRASTRUCTURE IN RECOGNITION OF CITYWIDE AND REGIONAL SUSTAINABLE GROWTH NEEDS.

The easternmost portion of the plan area is rich with existing and planned public transit infrastructure, including the SFMTA's Central Subway project, Caltrain (planned for improved High-Speed Rail-like service through electrification), and myriad muni transit services planned for enhancement. This area is also adjacent to existing burgeoning job, housing, and visitor areas in East Soma, Yerba Buena, Transit Center, and Mission Bay. The City must continue evaluating how it can best meet citywide and regional objectives to direct growth to transit-oriented locations and whether current controls are meeting identified needs.

POLICY 1.5.1

Continue to explore and re-examine land use controls east of 6th Street, including as part of any future evaluation along the 4th Street corridor.

NEIGHBORHOOD ECONOMY

With the guidance and assistance of numerous consultant and university studies, opportunities and a vision for future non-residential activities that are both geographically appropriate and responsive to local and regional 21st Century economic needs are set forth in this chapter of the Plan. In addition to the economic consultant studies, the Western SoMa Task Force prepared neighborhood economy recommendations that pay special attention to the Citywide Economic Strategy, and the Bio-Science, Back Streets and Arts Task Force recommendations.

Simply put, the recommendations in the Plan seek to relax current office regulations throughout the neighborhood, encourage residential serving business north of Harrison Street, foster opportunities for a creative and innovation driven job base south of Harrison Street, and develop a continuous high technology business office corridor along Townsend Street, while judiciously allowing the expanded neighborhood introductions of formula and large retail uses. The objectives and policies that follow articulate the recommendations for early 21st Century business activities in the Western SoMa SUD.

Since the rebuilding of this neighborhood following the 1906 earthquake, the non-residential commercial activities have been both diverse and geographically opportunistic. The rebuild featured warehousing uses that serve the nearby Port of San Francisco and contractors who serve the construction and building service needs of the downtown core.

Similarly, auto service garages and entertainment uses seeking locations that did not disturb nearby residents while providing venues for visitor trade, also found homes in the Western SoMa. More recently, high technology internet and multimedia arts businesses have all been important business activities in the Western SoMa 20th Century landscape. When last rezoned in the late 1980s, the neighborhood faced imminent office development pressures spilling over from a robust and expanding downtown area. Today, the neighborhood is viewed by many as an ideal location for fulfilling citywide housing needs. The Plan seeks solutions to balance the competing needs of housing production with the long standing diverse neighborhood commercial character.

Commercial traditions in the Western SoMa SUD can largely be characterized by one word – innovation. To this day, the neighborhood has been one of the preferred San Francisco locations for new start up business that define emerging market opportunities. In part led by the gay and artist communities that located in the area during the last few decades of the 20th Century, the neighborhood continues to provide a cornucopia of business types. More often than not, the neighborhood businesses are small, employing less than 10 people and occupying less than 5,000 square feet.

A recent increase in the residential population is now giving rise to the demand for businesses that serve the new and existing residents. Two decades ago, the existing residents were clamoring for a grocery store. Today, there are four new grocery stores serving the neighborhood as well as discount grocery outlet stores nearby. The neighborhood building stock retains numerous buildings that served early 20th Century warehousing and manufacturing activities. Some of these buildings have undergone creative adaptive re-use to reconfigure them for more contemporary business needs. Elements of the more historic building stock remain underutilized and face uncertain futures in the 21st Century economy.

The first two neighborhood economy objectives provide a foundation for more detailed policies that follow and add detail to the non-residential vision for the neighborhood. The first set of policies below establishes basic parameters for preserving and expanding existing neighborhood commercial activities. The second set of policies adds detail to the second point of future commercial uses in the Western SoMa SUD.

Small businesses comprise the heart of the Western SoMa business base. Adopting regulatory (and economic development) policies sensitive to small businesses needs will help retain existing and attract new firms, promote the neighborhood role as a center of innovation and support workforce priorities, as maturing businesses are better able to hire and train less-skilled workers.

The service sector is the fastest growing sector in Western SoMa and contains the bulk of its dynamic industries. This is particularly true within professional and technical services that offer good workforce opportunities. A thriving business environment in Western SoMa includes more of these firms and their employees, particularly in growing creative and emerging industries.

Western SoMa SUD policies must create certainty among property and business owners regarding land use. If nonresidential uses are to be prioritized over residential uses within parts of Western SoMa, then they must be definitively established through clear land use regulations that cannot be easily modified or manipulated. Without such policies, many landlords and business owners will not invest in their Western SoMa properties or businesses.

Within designated business areas, geographic differentiation within land use policies could create priority zones for particular industries and help buffer incompatible uses. For example, Western SoMa land use controls anticipate creating zoning districts in which certain businesses are allowed as of right, but other businesses require a conditional use permit. Similarly, zones that acknowledge a designated preference for new industries like green technology or digital media could draw innovative businesses together. The boundaries of these zones should be established based on identified areas of existing concentration. When appropriate, zones could buffer residential areas and/or be near transit nodes to encourage densely developed new business areas.

Western SoMa business success can be attributed in part to its building stock, which can meet the needs of various uses and evolve based on changing business and industry practices. Regulations that require high quality building materials and design and allow spaces to be changed and used by a variety of businesses will strengthen utilization of existing buildings.

OBJECTIVE 2.1

RETAIN AND ENCOURAGE GROWTH OPPORTUNITIES FOR EXISTING NEIGHBORHOOD BUSINESSES.

POLICY 2.1.1

Reduce the current office restrictions in the Western SoMa SUD to allow small general office uses north of Harrison Street on 9th, 10th and Folsom Streets and allow larger office uses in a district along Townsend Street.

POLICY 2.1.2

Promote a wide range of neighborhood-serving commercial uses north of Harrison Street.

POLICY 2.1.3

Allow unrestricted wholesale activities for permitted uses throughout the Western SoMa SUD.

POLICY 2.1.4

Create incentives for adaptive re-use of existing commercial buildings throughout the Western SoMa SUD.

POLICY 2.1.5

Explore community benefits programs that stabilize and strive to retain existing neighborhood commercial uses.

POLICY 2.1.6

Retain to the greatest extent possible neighborhood-serving commercial uses in walking proximity to existing and new additions to the neighborhood housing stock.

POLICY 2.1.7

Encourage innovation, creativity and start-up business opportunities through adaptive re-use programs that encourage building rehabilitation over demolition and new construction proposals.

POLICY 2.1.8

Develop anti-displacement programs for existing neighborhood businesses with special attention given to innovative, creative and arts related programs and businesses.

POLICY 2.1.9

Establish funding mechanisms for job training programs that help to serve the needs of existing and emerging neighborhood commercial activities.

The next set of policies builds and adds detail to the second Western SoMa neighborhood economy objective regarding the introduction of new commercial activities into the neighborhood.

Valuable resources for small businesses exist, and the "San Francisco Economic Strategy" (2007, ICF International) recommends the City take additional actions to foster San Francisco small businesses and entrepreneurs. Rather than create new programs, Western SoMa should tap into existing resources and push for new, citywide efforts, which include technical assistance, financing programs, marketing and tax incentives, as well as broader attempts to reduce the cost of doing business in San Francisco. Western SoMa businesses should be alerted to financial and technical assistance programs from the Small Business Administration, and participate in advocacy and support groups, like the San Francisco Chamber of Commerce's Small Business Advisory Committee, Mayor's Office of Economic and Workforce Development, South of Market Business Association and Urban Solutions.

New and existing businesses should be provided assistance in finding new or additional space in Western SoMa and help in navigating the permit process. Purchasing business space is an expensive, challenging endeavor, particularly for smaller organizations unable to occupy or afford a full lot or building. A service that connects new and existing businesses to each other and helps them acquire reasonable financing would provide businesses with economic security and ensure they are able to remain in Western SoMa.

Western SoMa should support sector specific incubator programs to encourage continued innovation and entrepreneurship. Emerging opportunities connected to existing clusters are well suited to incubator programs, particularly art, design and media-related businesses, green industries, and biotech related spinoffs.

Industrial rents are not typically high enough to support new construction or major rehabilitation. If Western SoMa hopes to expand the amount of space available for lower rent industrial tenants, particularly those with high workforce impacts or within emerging industrial sectors, there are clear needs to subsidize the development or rehabilitation of such space.

OBJECTIVE 2.2

PROMOTE APPROPRIATE NEW NEIGHBORHOOD BUSINESS OPPORTUNITIES THAT CREATIVELY RESPOND TO NEIGHBORHOOD, CITYWIDE AND REGIONAL ECONOMIC NEEDS AND TRENDS.

POLICY 2.2.1

Continue to evaluate new "formula retail" uses through the Conditional Use process and additional policies adopted by the Planning Commission for the Western SoMa SUD.

POLICY 2.2.2

Prohibit new retail uses in excess of 25,000 square feet throughout the Western SoMa SUD.

POLICY 2.2.3

Limit retail uses south of Harrison Street to no more than 25,000.

POLICY 2.2.4

Encourage mixed-use development of new large retail sites throughout the Western SoMa SUD.

POLICY 2.2.5

Allow increased height limits on larger development sites in exchange for enhanced public benefits.

POLICY 2.2.6

Create increased opportunities for existing and new high technology uses in a commercial district along Townsend Street.

POLICY 2.2.7

Limit new automobile sale uses to the area south of Harrison Street and proximate to the elevated highway system.

POLICY 2.2.8

Allow small Bed and Breakfast hotels along the Folsom Street Neighborhood Commercial District corridor.

POLICY 2.2.9

Allow pet day care as a Permitted Use everywhere in the Western SoMa SUD except in the RED and RED-mixed zones.

POLICY 2.2.10

Allow pet board and care as a Permitted Use in the SALI outside of RED buffer zones.

POLICY 2.2.11

Allow licensed massage therapy as a Conditional Use everywhere in the Western SoMa SUD, with the exception of the RED and RED-mixed zones, so long as it is accessory to another Principal and Permitted Use.

POLICY 2.2.12

Develop land use controls that promote Folsom Street as the main neighborhood shopping and ceremonial street in the Western SoMa SUD.

POLICY 2.2.13

Clearly designate and differentiate streets and their associated zoning for functional goods and services movement from streets with pedestrian and bicycle orientations.

POLICY 2.2.14

Provide adequate customer parking and goods loading areas in a manner that minimizes negative impacts on transit, bike and pedestrian movements on neighborhood commercial streets.

POLICY 2.2.15

Provide relocation opportunities for existing nighttime entertainment uses into areas where the impacts on neighborhood residential areas can be minimized.

POLICY 2.2.16

Differentiate large nighttime entertainment uses from smaller and complementary entertainment uses and permit these new less intense uses to the extent they enhance local neighborhood livability and neighborhood business viability.

POLICY 2.2.17

Support both the economic and environmental benefits of participating in the green business movement and encourage commercial businesses in the Western SoMa to seek green business certification.

OBJECTIVE 2.3

SUPPORT THE ECONOMIC WELL-BEING OF A VARIETY OF BUSINESSES IN WESTERN SOMA.

POLICY 2.3.1

Provide business assistance for new and existing light industrial businesses in the Western SoMa SUD.

POLICY 2.3.2

Provide business assistance for new and existing small businesses in the Western SoMa SUD.

The "San Francisco Economic Strategy" outlines a series of recommendations for improving San Francisco's workforce training and development that address the needs of the Western SoMa resident workers. Western SoMa should support and leverage these new, citywide efforts, which include creating a responsive workforce system linked to economic priorities, preparing young people for quality careers, investing in entrepreneurship training and addressing the digital divide.

Unemployed workers that have been dislocated from industries may need new workforce skills to adjust to the requirements of new and expanding industries. These workers should be placed in quality programs that can equip them to succeed in diverse fields. Workforce training programs are particularly effective when they offer clients hands-on experience and potential employment in local firms. Western SoMa businesses should connect to workforce training providers for apprenticeships or introductory level positions, offering the businesses well-trained, dedicated employees and workers a chance at quality careers in stable and growing areas.

OBJECTIVE 2.4

INCREASE ECONOMIC SECURITY FOR WORKERS BY PROVIDING ACCESS TO SOUGHT-AFTER JOB SKILLS.

POLICY 2.4.1

Provide workforce development training for those who work in and live in the Western SoMa SUD, particularly those who do not have a college degree.

HOUSING

Residential neighborhoods play a major role in the Western SoMa SUD. The scale and character of the residential neighborhoods on the existing alley system break up the otherwise large SoMa block pattern. The residential enclaves are a defining element of the neighborhood character. For example, preservation survey work in this neighborhood recognized this pattern and determined that much of the Western SoMa SUD is a potentially eligible for designation as a "Light Industrial and Housing Preservation District" for. The Board of Supervisors legislation enabling the Western SoMa Citizens Planning Task Force (Ordinance 731-04) highlighted the needs to evaluate, identify and protect these residential enclaves.

The Task Force has responded to this legislative challenge in a focused manner. Following intuitive citizens knowledge of these alley neighborhoods, an initial pass at identifying and mapping potential residential enclaves was put in place. Extensive analysis followed the early phases of residential enclave identification. Height, yard patterns, age of building, and numbers of units were among the many variables evaluated by the Task Force in the "Housing Strategic Analysis Memo" (2008). The residential enclaves were also evaluated in the context of parcels that are generally referred to as "soft-sites" by the Planning Department. This "soft site" analysis was then refined and developed as a versatile planning tool by the Task Force.

Due to the Task Force emphasis on the existing residential enclave analysis, the notion of a "soft-site" as a generic under-developed site that could be used for housing or non-residential development was too blunt an evaluation tool. The Task Force directed the staff and consultants to refine the identification of "soft-sites" with an analytical tool detailed enough to characterize an under-developed "soft-site" inventory based on qualities that are appropriate for future housing development. Detailed in the "Western SoMa Housing Strategic Analysis Memo," the Task Force created a "housing opportunity site analysis" to evaluate identified development opportunity sites based on three sets of criteria. The overall goal in developing this opportunity site analysis tool was to try to include appropriate development sites in the zoning districts for formal Residential Enclave (RED) zoning in the Western SoMa SUD. Or, put quite simply, if new housing is to be built, then build it as an integral part of the existing neighborhoods.

The Task Force thereby developed housing policies and zoning recommendations around the issue of housing production based on two simple goals. First, identify and preserve the existing neighborhood housing resources. Second, evaluate and include appropriate development opportunity sites in the RED zones where housing can be produced to support an existing neighborhood pattern, residential services and amenities.

To the greatest extent possible the Task Force opted for producing future housing resources in and around the existing neighborhood rather than building new neighborhoods. They also opted for housing production in appropriate locations to create a complete neighborhood pattern over the often counter productive and less sensitive land use policy of simply maximizing housing production opportunities.

The first two Objectives in this chapter drive the Western SoMa SUD housing policy, zoning and program recommendations. The first set of policies below establish basic parameters for preserving existing neighborhood housing resources. The second set of policies adds detail to the second objective point of creating new housing resources in the Western SoMa SUD.

As stated in the Land Use section of this Community Plan and repeated here, at a very broad level, a continuum in the Western SoMa SUD extends from non-residential uses on the Townsend Street high-tech corridor northwards to non-residential uses on the south side of Harrison Street and the freeway. North of Harrison Street, development goals call for an increasingly residential neighborhood character of smaller scale that embraces a "mix of uses" and new mixed-used development.

OBJECTIVE 3.1

PRESERVE EXISTING NEIGHBORHOOD HOUSING RESOURCES.

POLICY 3.1.1

Restrict residential demolitions and residential conversions of rent-controlled units per Planning Code Section 317.

POLICY 3.1.2

Support the identification and preservation of historic housing resources in a new SoMa Historic Preservation Districts.

POLICY 3.1.3

Expand the identification of the diverse character and formal recognition of existing residential enclaves.

POLICY 3.1.4

Provide residential zoning protections including but not limited to codified "Western SoMa Design Standards," notification and demolition controls in all Western SoMa SUD Zoning districts.

POLICY 3.1.5

Reduce development incentives for out-of-scale in-fill housing development proposals.

The next set of policies builds and adds detail to the second Western SoMa housing objective regarding the introduction of new housing resources into the neighborhood.

OBJECTIVE 3.2

ENCOURAGE NEW NEIGHBORHOOD RESIDENTIAL USES IN LOCATIONS THAT PROVIDE THE GREATEST OPPORTUNITIES TO BUILD ON THE EXISTING NEIGHBORHOOD PATTERNS

POLICY 3.2.1

Discourage housing production that is not in scale with the existing neighborhood pattern.

POLICY 3.2.2

Encourage in-fill housing production that continues the existing built housing qualities in terms of heights, prevailing density, yards and unit sizes.

POLICY 3.2.3

Provide additional housing production incentives for areas identified as most appropriate for housing production.

POLICY 3.2.4

Encourage the continuation and creation of an existing rear and front yard pattern in the Western SoMa SUD residential enclaves.

POLICY 3.2.5

Encourage creation of upper floor residential uses on major streets north of Harrison Street.

POLICY 3.2.6

Promote the production of housing development programs that provide for families and other Western SoMa SUD special population needs in terms of the mix of unit sizes, affordability and tenure.

POLICY 3.2.7

Create development controls on large sites that clearly direct and provide opportunities to replicate the scale, character and mix of existing uses.

POLICY 3.2.8

Establish clear community benefit guidelines for the use of height or density bonuses for residential construction in the Western SoMa SUD.

POLICY 3.2.9

Prohibit lot mergers that yield excessive street frontages based on the character of the district.

POLICY 3.2.10

Codify and formalize Design Standards for any new development on Western SoMa alleys.

POLICY 3.2.11

Discourage any variances from front and rear yard standards that fail to reinforce existing and potential future at-grade yard for all developments that include housing units where the proposed project is in or contiguous to RED zoned parcels.

POLICY 3.2.12

Discourage any and all proposed housing proposals on arterial streets and highways that do not providing a physical buffer from existing traffic noise and pollution.

The following objectives and policies build and add detail to the two initial housing objectives of the Community Plan. These additional objectives and policies are included to ensure to the greatest extent possible the public health considerations when creating new housing units in the Western SoMa SUD.

OBJECTIVE 3.3

ENSURE THAT A SIGNIFICANT PERCENTAGE OF THE NEW HOUSING CREATED IS AFFORDABLE TO PEOPLE WITH A WIDE RANGE OF INCOMES

POLICY 3.3.1

Allow single-resident occupancy uses (SROs) with no less than 275 square feet of livable area and “efficiency” units to continue in limited locations to be an affordable type of dwelling option, and recognize their role as an appropriate source of housing for small households. In addition SRO projects should:

- exceed existing City inclusionary requirements for below market rate units;
- meet minimum rear yard requirements;
- meet the dwelling unit exposure requirements;
- meet minimum private opens space requirements of 36 square feet per unit;
- have no required parking minimum;
- discourage new ground floor residential units facing neighborhood or regional serving streets, and
- comply with required active non-residential ground floor-uses on neighborhood or regional serving street facades.

POLICY 3.3.2

Where new zoning has conferred increased development potential; ensure that mechanisms are in place for developers to contribute towards community benefits programs that include open space, transit, community facilities/services, historic/social heritage preservation and affordable housing, above and beyond citywide inclusionary requirements.

POLICY 3.3.3

Encourage a mix of affordability levels in new residential development.

OBJECTIVE 3.4

RETAIN AND IMPROVE EXISTING HOUSING AFFORDABLE TO PEOPLE OF ALL INCOMES.

POLICY 3.4.1

Preserve viability of existing rental units.

POLICY 3.4.2

Consider acquisition programs of existing housing by government and/or community non-profit organizations for rehabilitation and dedication as permanently affordable housing.

POLICY 3.4.3

Ensure adequate protection from eviction for at-risk tenants, including low-income families, seniors, and people with disabilities.

OBJECTIVE 3.5

ENSURE THAT NEW RESIDENTIAL DEVELOPMENTS SATISFY AN ARRAY OF HOUSING NEEDS WITH RESPECT TO TENURE, UNIT MIX AND COMMUNITY SERVICES.

POLICY 3.5.1

Target provision of affordable units for traditional and non-traditional family needs.

POLICY 3.5.2

Prioritize the development of affordable family housing, both rental and ownership, particularly along transit corridors and adjacent to community amenities.

POLICY 3.5.3

Requirements for three-bedroom units in Large and Very Large Development sites shall be the same as called for in the Eastern Neighborhoods Plan.

POLICY 3.5.4

In affordable housing and mixed-use developments, encourage the creation of family supportive services, such as childcare facilities, parks and recreation, or other facilities.

POLICY 3.5.5

Provide through the permit entitlement process a range of revenue-generating tools including impact fees, public funds and grants, assessment districts, and other private funding sources, to fund community and neighborhood improvements.

POLICY 3.5.6

Establish an impact fee to be allocated towards a Public Benefit Fund to subsidize transit, pedestrian, bicycle, and street improvements; park and recreational facilities; and community facilities such as libraries, child care and other neighborhood services in the area.

POLICY 3.5.7

In areas where new zoning provides opportunities for a significant increase in housing production, strongly encourage ten (10) percent of all below-market rate units have three or more-bedrooms to ensure affordable family units.

POLICY 3.5.8

Expedite development permits in which more than 15 percent of all units have three or more-bedrooms.

OBJECTIVE 3.6

LOWER HOUSING PRODUCTION COSTS.

POLICY 3.6.1

Require developers to separate the cost of parking from the cost of housing in both for sale and rental developments.

POLICY 3.6.2

Allow for the unbundling and off-site provision of residential parking.

POLICY 3.6.3

Revise residential parking requirements in a way that permits structured or off-street parking up to specified maximum amounts in certain districts, but is not required.

POLICY 3.6.4

Encourage construction of units that are “affordable by design.”

POLICY 3.6.5

Facilitate housing production by simplifying the approval process wherever possible.

OBJECTIVE 3.7

PROMOTE HEALTH THROUGH RESIDENTIAL DEVELOPMENT DESIGN AND LOCATION.

POLICY 3.7.1

Consider housing production a priority in environmentally and socially healthy locations.

POLICY 3.7.2

Develop affordable family housing in areas where families can safely walk to schools, parks, retail, and other services.

POLICY 3.7.3

Provide design guidance for the construction of healthy neighborhoods and buildings.

OBJECTIVE 3.8

CONTINUE AND EXPAND THE CITY EFFORTS TO INCREASE PERMANENTLY AFFORDABLE HOUSING PRODUCTION AND AVAILABILITY.

POLICY 3.8.1

Continue and strengthen innovative programs that help to make both rental and ownership housing more affordable and available.

POLICY 3.8.2

Explore housing policy changes at the citywide level that preserve and augment the stock of existing rental and ownership housing.

POLICY 3.8.3

Research and pursue innovative revenue sources and techniques for the construction of affordable housing.

POLICY 3.8.4

Create housing production programs that build smaller affordable housing buildings and units on multiple parcels as part of a single funding and development program through the Mayor’s Office of Housing.

TRANSPORTATION AND THE STREET NETWORK

For Western SoMa to function as a vital residential and commercial neighborhood, the effective and efficient operation of the local transportation system is essential. The area is faced with the difficult challenge of responding to the travel needs of its residents and businesses while maintaining and improving the area as a desirable place to live. It is important that the neighborhood promote and provide services and facilities that are accessible to all and that link the Western SoMa to downtown, other areas of the city and the region.

Transportation demand and land use are closely linked, prompting the need for future transportation investments to be carefully tied to land use intensities and predominant local travel patterns. Historically, the SoMa has included a diverse set of land uses and activities; however, since the construction of the Central Freeway in the 1950s, the transportation system has been heavily oriented toward auto-related facilities and activities. Proposed changes in land use in this and other nearby plans further prompt the need to design and implement transportation improvements that bring balance to the area and provide transportation options that respond to the mobility needs of the neighborhood.

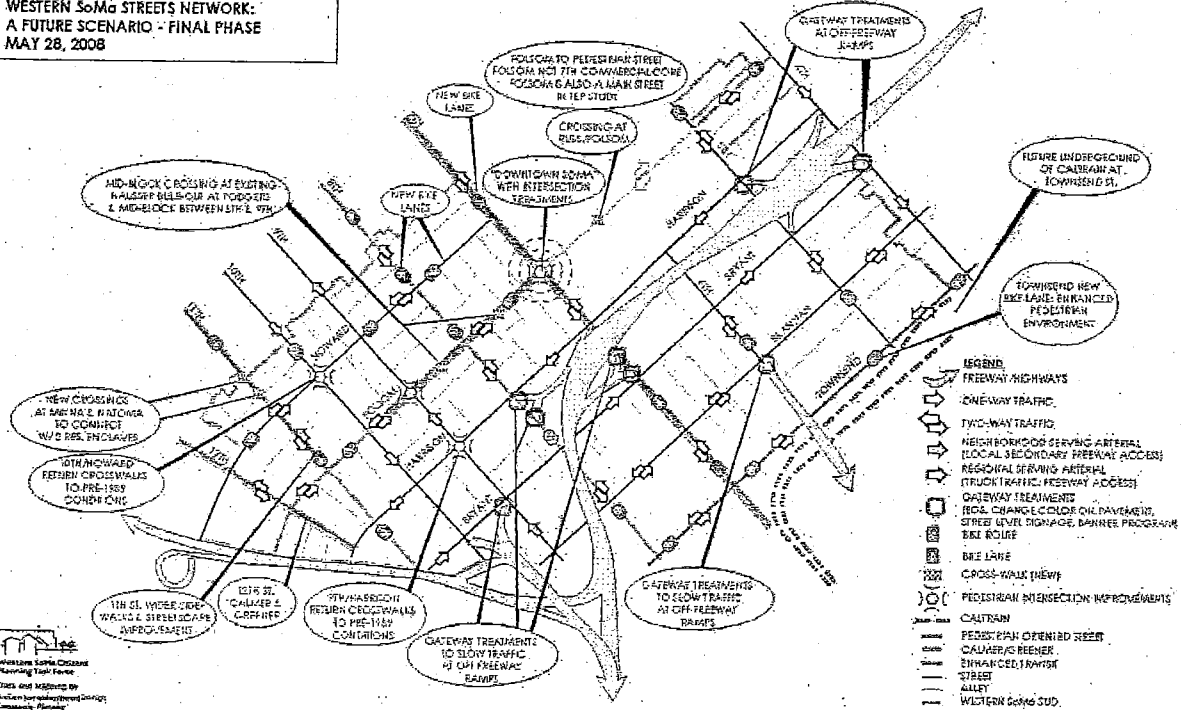
For many years, residents of this neighborhood have demonstrated a greater preference than any other San Francisco neighborhood for modes other than the automobile. Recently there has been a neighborhood trend away from the use of transit and non-motorized modes towards private vehicles. Certainly the wide neighborhood streets and large blocks have contributed to an increase in automobile use. Future strategies need to provide a clear, easily-identifiable set of alternatives to the car, analyzing outputs from the City's CHAMP travel model, the findings of the Transit Effectiveness Project (TEP) and recommendations of the Eastern Neighborhoods TRIPS program.

This chapter begins with a functional breakdown of the major components of the street network in the Western SoMa, including alleys, neighborhood-serving streets, Folsom Boulevard, regional streets and goods movement. Once the physical infrastructure has been discussed, transportation mode objectives and policies are presented.

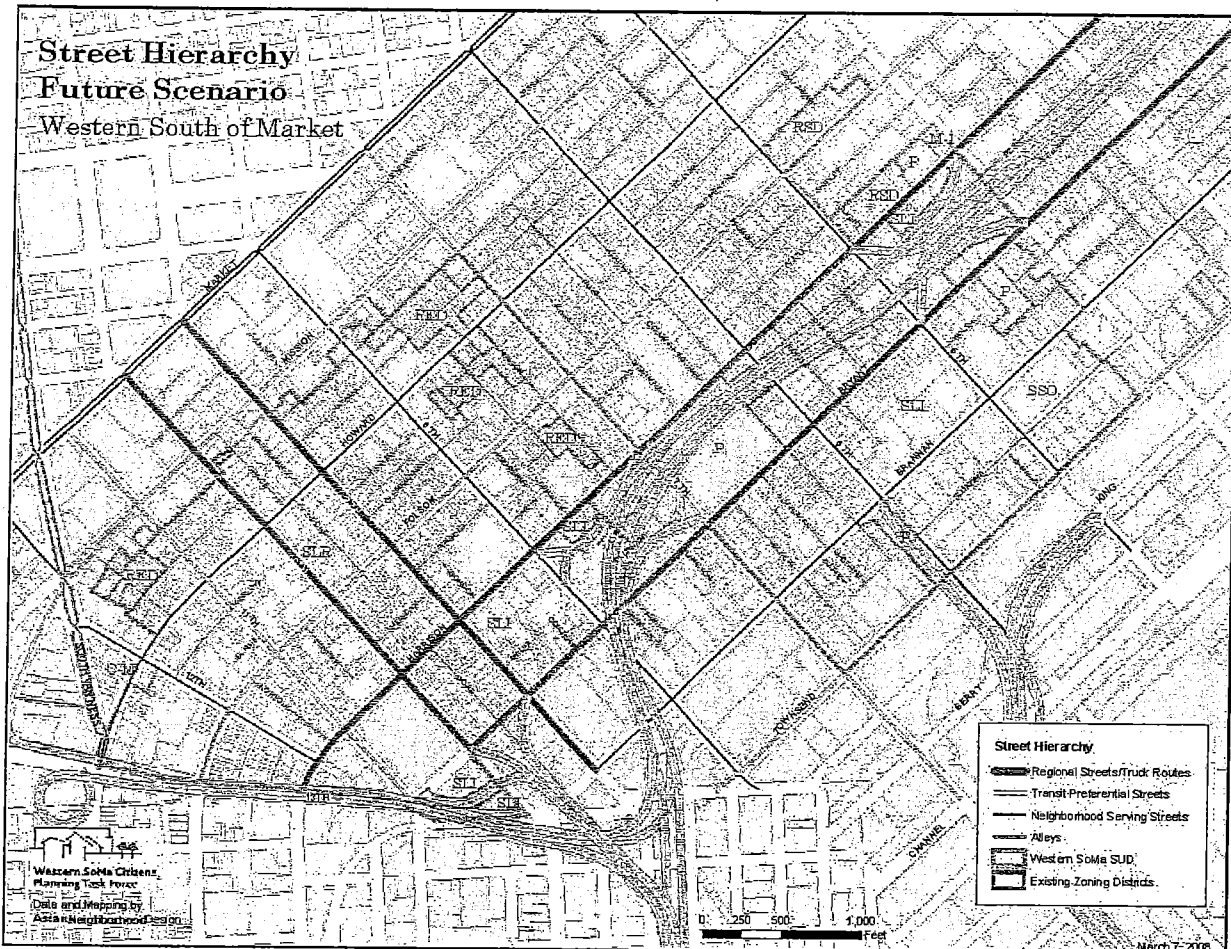
A LIST OF ACRONYMS USED IN THE TRANSPORTATION ELEMENT

ATM:	Automatic Teller Machine	NC:	Neighborhood Commercial
BART:	Bay Area Rapid Transit	PM:	Post Meridiem
CHAMP:	Activity-Based Travel Model	SAM:	Strategic Analysis Memo
dBa:	A-Weighted Decibels (measurement of acoustic sound)	SFCTA:	San Francisco County Transportation Authority
DPW:	Department of Public Works	SoMa:	South of Market Area
EIR:	Environmental Impact Report	SUD:	Special Use District
EN:	Eastern Neighborhoods	TEP:	Transit Effectiveness Project
FHWA:	Federal Highway Administration	TDM:	Travel Demand Management
HVAC:	Heating, Ventilating and Air Conditioning	TIDE:	Transit Impact Development Fee
MTA:	Municipal Transportation Agency	TPS:	Transit Preferential Streets
MTC:	Metropolitan Transportation Commission	UC:	University of California

**WESTERN SoMa STREETS NETWORK:
A FUTURE SCENARIO - FINAL PHASE
MAY 28, 2008**



**Street Hierarchy
Future Scenario
Western South of Market**



Alleys

Alleys are an important resource for nearby residents and workers, particularly in the Western SoMa SUD, where many blocks are quite long and streets are wide. Alleys serve as a lifeline to pedestrians and bicyclists seeking a safer and more direct route to their destinations. This objective supports a Western SoMa Planning Principle, which focuses on serving the needs of existing residents and businesses.

OBJECTIVE 4.1

FACILITATE THE MOVEMENT OF PEDESTRIANS AND BICYCLES IN THE ALLEYS.

POLICY 4.1.1

Introduce treatments that effectively improve the pedestrian experience in alleys.

Alleys should have sidewalk and street surfaces that are well maintained and that do not present obstacles to the pedestrian.

POLICY 4.1.2

Limit the supply of on-street parking in some alleys, in order to accommodate pedestrian and bicycle movement.

Where possible, on-street parking in alleys should be restricted, providing space for non-motorized modes. An improved walking environment will facilitate greater pedestrian movement in these areas. These facilities should be implemented in phases, according to the following set of priorities:

Alley to alley connections

Alley to destination improvements

Mid-block crossings

POLICY 4.1.3

Improve street lighting in alleys.

The enhancement of street lighting facilities in these alleys can generate a pedestrian-friendly environment.

POLICY 4.1.4

Provide pedestrian crossings that unite alleys on both sides of a neighborhood-serving street.

Often, pedestrians and bicyclists find it difficult to travel along alleys that cross wide streets. Pedestrian crossings provide a linkage between residential endaves separated by neighborhood-serving streets.

Auto-oriented uses often work against the objectives of the Transit First policy, encouraging the further proliferation of the automobile. It is important that some barriers be installed and that non-motorized transportation is promoted in the future.

OBJECTIVE 4.2

LIMIT THE SPEED AND VOLUME OF MOTOR VEHICLES IN ALLEYS.

POLICY 4.2.1

Restrict the entry of motor vehicles in alleys.

Placing restraints on automobile access to alleys will allow pedestrians and bicyclists to travel about freely in these areas.

POLICY 4.2.2

Consider converting some alleys to two-way traffic.

Many of the one-way alleys that currently exist in the Western SoMa SUD attract motor vehicles that are trying to “short cut” over to major streets in the area. As a result, safety along many of these one-way alleys has become a major concern. Two-way traffic could slow down the speed of vehicles, and effectively limit the volume of vehicles.

POLICY 4.2.3

Employ traffic calming measures on alleys.

In order to ensure better safety on alleys, it is essential that average vehicle speeds are decreased.

POLICY 4.2.4

Prohibit the circulation of freight and service vehicles on residential alleys.

The entry of freight vehicles into alleys threatens the safety of pedestrians and bicyclists. These vehicles should be primarily limited to regional streets.

NEIGHBORHOOD SERVING STREETS

Some commercial activities will probably generate additional travel demand on neighborhood-serving streets in the Western SoMa SUD. The promotion of alternative modes of transportation to the private automobile can effectively accommodate this increased demand. This objective is consistent with a Western SoMa Planning Principle which mitigates the local impacts of new development.

OBJECTIVE 4.3

REDUCE THE IMPACTS OF COMMERCIAL DEVELOPMENT ON NEIGHBORHOOD-SERVING STREETS BY PROMOTING ALTERNATIVE TRANSPORTATION MODES.

POLICY 4.3.1

Develop commercial uses on specific streets, making them easily accessed by transit and non-motorized transportation.

Neighborhood commercial establishments should be designed to provide direct access to the street and its rich mix of transportation options.

POLICY 4.3.2

Reduce the supply of on-street parking on some neighborhood-serving streets, in order to accommodate transit and bicycle lanes.

Where possible, on-street parking should be limited, permitting space for alternative modes of transportation.

POLICY 4.3.3

Promote walking and bicycling to/from the designated Neighborhood Commercial (NC) Districts by introducing pedestrian and environmental improvements.

Another way of reducing use of the automobile is to promote non-motorized modes of transportation.

POLICY 4.3.4

Reduce auto-oriented facilities on neighborhood-serving streets.

Auto-oriented uses often work against the principles of the Transit First policy and the primary objectives of the Transit Preferential Streets (TPS) program.

POLICY 4.3.5

Develop transportation system improvements, based on an analysis of existing and future conditions.

To fully assess local needs as well as the available options for improving mobility on neighborhood-serving streets, a study of existing and expected conditions should be conducted before project implementation. This multi-modal effort will need to be coordinated across a number of City agencies, including Planning, the MTA, the SFTA and DPW.

POLICY 4.3.6

Collaborate with the MTA to study the feasibility of developing parking pricing policies.

Such policies could promote effective parking management, inducing short-term parking turnover, increasing availability and generating revenues for community improvements.

In order for these streets to be attractive, it is important that residents and visitors feel comfortable at all times. This concept is consistent with a Western SoMa Planning Principle that seeks to promote safety in the public realm.

OBJECTIVE 4.4

ENSURE A MINIMUM LEVEL OF SAFETY ON NEIGHBORHOOD-SERVING STREETS.

POLICY 4.4.1

Provide a basic level of common services at major transit nodes, preventing these areas from being perceived to be isolated.

Too often, major transit nodes are void of any basic services for passengers, making them feel isolated and discouraging them from using transit. Nodes should be located near residential or commercial developments in the Community Plan. In addition, an effort should be made to locate services (e.g., store, ATM) in the vicinity of these nodes.

POLICY 4.4.2

Introduce traffic calming measures that promote pedestrian and bicycle transportation and safety.

Often, auto-oriented street design discourages bicycle and pedestrian use along streets. New street treatments, such as bulb-outs or bicycle lanes, should be introduced to facilitate the use of these alternative modes.

POLICY 4.4.3

Provide mid-block crossings for better access to major activities and facilities.

The provision of mid-block crossings on some streets will enhance the local pedestrian environment, shortening walking distances.

POLICY 4.4.4

Improve transit facilities and services on streets with existing transit service, providing passengers with better access to nearby destinations.

The operation of dependable transit services near neighborhood-serving streets offers alternative means of access to these thoroughfares, reducing dependence on the automobile.

POLICY 4.4.5

Reduce posted speeds along neighborhood-serving streets to 20 mph.

Studies have shown that the reduction of posted speeds can effectively provide a safe and attractive environment for neighborhood residents and visitors. Slower speeds should effectively eliminate many of the conflicts experienced between the various transportation modes without reducing carrying capacity.

POLICY 4.4.6

Coordinate with MTA to develop an ongoing set of pedestrian and bicycle safety improvements for neighborhood-serving streets.

Actions should be based on an analysis of pedestrian, bicycle and motor vehicle collisions. They should follow Federal Highway Administration (FHWA) guidance and previous MTA pedestrian studies of high risk intersections.

Street and transit modifications should be consistent with the local character of the area and be designed to respond to the needs of the neighborhood. This objective is in keeping with a Western SoMa Planning Principle that seeks serving the needs of existing residents and businesses.

OBJECTIVE 4.5

DESIGN NEIGHBORHOOD-SERVING STREETS ACCORDING TO LOCAL NEEDS AND DESIRES.

POLICY 4.5.1

Improve connections to regional transit services.

Access to Bay Area destinations can be improved through better coordination between transit routes on these streets and regional routes and facilities located in the SoMa.

It is essential that policies included in this effort are consistent with similar efforts at the city and regional levels. This objective supports a Western SoMa Planning Principle, which focuses on efforts to provide clear community planning policies.

OBJECTIVE 4.6

INTEGRATE NEIGHBORHOOD-SERVING STREET POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.6.1

Promote cooperation between agencies and programs involved in planning SoMa.

The involvement of all relevant agencies in the planning and development of neighborhood-serving streets will allow for the comprehensive treatment of these streets.

POLICY 4.6.2

Work with the MTA to identify new transit needs on neighborhood-serving streets.

It is important for the Planning Department to work with the MTA to clearly define the parameters for transit service, based on existing conditions and expected land use changes.

Folsom Street

Neighborhood commercial activities on Folsom Street will most likely generate additional travel in the area. Where possible, the City should promote low cost, demand management measures that reduce automobile dependence and promote transit, bicycling and walking. This objective seeks to mitigate the possible neighborhood impacts of new development.

OBJECTIVE 4.7

REDUCE THE IMPACTS OF INCREASED NEIGHBORHOOD COMMERCIAL DEVELOPMENT ON FOLSOM STREET BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.

POLICY 4.7.1

Develop commercial uses on Folsom Street that are easily accessed by transit and non-motorized transportation.

Neighborhood commercial establishments along Folsom Street should be designed to provide direct access to the street and its rich mix of available transportation options.

POLICY 4.7.2

Design and implement an on-street parking scheme for Folsom Street.

In order to maximize the potential for Folsom Street, on-street parking facilities should be carefully designed to both provide some short-term parking and provide space for alternative modes.

POLICY 4.7.3

Promote walking and other non-motorized travel modes to/from neighborhood commercial segments of Folsom Street by introducing pedestrian and environmental improvements.

Another way of reducing use of the automobile is to promote non-motorized modes of transportation. An improved walking environment will facilitate pedestrian movement.

POLICY 4.7.4

Reduce or prohibit auto-oriented facilities on Folsom Street.

Auto-oriented uses often work against the objectives of the Transit First policy and the principal objectives of the TPS program.

POLICY 4.7.5

Develop transportation system improvements on Folsom Street, based on an analysis of existing and future conditions.

To fully assess local needs as well as the available options for improving mobility on Folsom Street, a thorough study of existing and expected conditions should be conducted prior to project implementation. This multi-modal effort will need to be coordinated across a number of City agencies, including Planning, the MTA, the SFCTA and DPW.

POLICY 4.7.6

Collaborate with the MTA to develop parking pricing policies.

These policies promote effective parking management, inducing short-term parking turnover, increasing availability and generating revenues for community improvements.

POLICY 4.7.7

Require large commercial developments to provide on-site Travel Demand Management (TDM) programs incorporating a variety of measures, to ensure vehicle trip reduction.

As conditions of approval, ensure that developers apply demand management concepts, such as those put in practice in the downtown area and at large employers (e.g., UC San Francisco). While individual developers would ultimately have responsibility for providing TDM services to their tenants, perhaps these programs could be collectively managed at the neighborhood or block level by a central coordinator.

POLICY 4.7.8

Strongly encourage large residential developments to provide TDM benefits to individual tenants.

Residential developers should be required to provide specialized services to building occupants. A resident-based program could effectively reduce automobile dependency and promote use of transit and non-motorized modes.

In order for Folsom Street to be attractive, it is imperative that residents and visitors feel comfortable at all times. Consistent with Western SoMa Planning Principle 3, this objective seeks to promote safety in the public realm.

OBJECTIVE 4.8

ENSURE SAFETY ON FOLSOM STREET, PARTICULARLY FOR RESIDENTS AND OTHER USERS OF THE SYSTEM.

POLICY 4.8.1

Provide a basic level of common services at major transit nodes, preventing these areas from being perceived as isolated.

Often, major transit nodes are devoid of any basic passenger services, making passengers feel isolated and discouraging them from using transit. Nodes should be located near residential or commercial developments in the Community Plan. In addition, an effort should be made to locate services (e.g., store or ATM) in the vicinity of these nodes.

POLICY 4.8.2

Introduce traffic calming measures that will promote pedestrian and bicycle transportation and safety in the area.

Often, auto-oriented street design discourages bicycle and pedestrian use along streets. New street treatments, such as bulb-outs or bicycle lanes, should be introduced to facilitate the use of these modes.

POLICY 4.8.3

Provide mid-block crossings on Folsom Street (between 6th and 9th Streets) that provide pedestrians with better access to major activities and local alley networks in the vicinity.

The provision of new, mid-block crossings will enhance the local pedestrian environment along Folsom Street. Pedestrian movement in this area has historically been limited by the relatively long blocks between north-south streets (e.g., 5th and 6th Streets).

POLICY 4.8.4

Improve on-street transit facilities and services, providing passengers with better access to major destinations along Folsom Street.

The operation of dependable transit services on or near Folsom Street will provide alternative means of access to this thoroughfare, reducing dependence on the automobile and its negative impacts.

POLICY 4.8.5

Reduce roadway conflicts between transit vehicles, bicyclists and pedestrians.

Under the Community Plan, Folsom Street will become a Transit Preferential Street, requiring that conflicts be reduced to a minimum. Existing conflicts will be studied, providing input into the development of transit improvements.

POLICY 4.8.6

Coordinate with MTA to develop a minimum set of required pedestrian and bicycle safety improvements.

Actions should be based on an analysis of pedestrian, bicycle and motor vehicle collisions. A requirement should be to follow Federal Highway Administration (FHWA) guidance and previous MTA pedestrian studies of high risk intersections.

Street and transit modifications to Folsom Street should be consistent with the local character of the area and designed to respond to the needs of the neighborhood. In keeping with Western SoMa Planning Principle 5, this objective seeks to serve the needs of existing residents and businesses.

OBJECTIVE 4.9

DESIGN FOLSOM STREET CONSISTENT WITH LOCAL NEEDS AND DESIRES.

POLICY 4.9.1

Identify Folsom Street as a corridor providing connections to regional transit.

Access to Bay Area destinations can be improved through better coordination between Folsom Street routes and regional routes and facilities in the SoMa.

It is essential that policies included in this effort are consistent with similar efforts at the city and regional levels. This objective supports Western SoMa Planning Principle 7, which focuses on providing clear community planning policies.

OBJECTIVE 4.10

INTEGRATE FOLSOM STREET POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.10.1

Promote cooperation between agencies and programs involved in planning SoMa, consistent with the provisions of the Administrative Code.

The involvement of all relevant agencies in the planning and development of Folsom Street corridor (from The Embarcadero to Division Street) will allow for the comprehensive coverage of all issues central to the corridor.

POLICY 4.10.2

Work with the MTA to identify new transit needs on Folsom Street, including routes, frequencies, and amenities.

Given the proposed changes slated for Folsom Street under the Community Plan, the Planning Department should work with the MTA to clearly define the parameters for transit service, based on existing conditions and expected land use changes.

Regional Streets

In order to minimize the negative impacts of regional traffic flows through the Western SoMa SUD, all pass-through traffic should be channeled along streets leading to/from established freeway on-ramps/off-ramps.

OBJECTIVE 4.11

RESTRICT REGIONAL TRAFFIC TO A NORTH-SOUTH AND EAST-WEST COUPLET OF STREETS THAT DIRECTLY CONNECT TO THE CENTRAL FREEWAY.

POLICY 4.11.1

Provide adequate motor vehicle capacity along regional streets.

In order to accommodate all regional traffic on these streets, it is important that the appropriate treatments are applied to maximize roadway capacity.

POLICY 4.11.2

Restrict all freight and service traffic to regional streets.

While essential to the economic well-being of the city, the movement of freight undeniably impacts the streets upon which it is facilitated. Accordingly, freight vehicles should only be allowed to circulate on regional streets, which directly link to nearby highway facilities.

Despite their role as regional traffic streets, it is important that residents and visitors feel comfortable at all times. Consistent with Western SoMa Planning Principle 3, this objective seeks to promote safety in the public realm.

OBJECTIVE 4.12

ENSURE A MINIMUM LEVEL OF SAFETY ON REGIONAL STREETS, PARTICULARLY FOR RESIDENTS AND OTHER USERS OF THE SYSTEM.

POLICY 4.12.1

Enhance the walking experience by introducing pedestrian and environmental improvements.

A safe and enhanced walking environment will facilitate pedestrian movement on regional streets.

POLICY 4.12.2

Develop transportation system improvements on regional streets, based on an analysis of existing and future conditions.

To fully assess travel demand on these streets, transportation planners should conduct a multi-modal study of existing and expected conditions. This effort will need to be coordinated to include inputs from the Planning Department, the MTA, the SFCTA and DPW.

POLICY 4.12.3

Coordinate with MTA to develop a minimum set of required pedestrian and bicycle safety improvements.

Actions should be based on an analysis of pedestrian, bicycle and motor vehicle collisions. Requirements should follow Federal Highway Administration (FHWA) guidance and consider MTA studies of high risk intersections.

It is essential that policies included in this effort are consistent with similar efforts at the city and regional levels. This objective is consistent with Western SoMa Planning Principle 7, focusing on efforts to provide community planning.

OBJECTIVE 4.13

INTEGRATE REGIONAL STREET POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.13.1

Promote cooperation between agencies and programs involved in planning SoMa.

The involvement of all relevant agencies in the planning and development of regional streets will allow for the comprehensive coverage of all issues central to the corridor.

GOODS MOVEMENT

While the movement of goods to market is an activity that serves to enhance economic development, it inevitably affects the commercial and residential areas surrounding the principal freight routes. Consistent with Task Force Planning Principles, it is imperative that the negative impacts resulting from this movement are mitigated in a way that is acceptable to the community.

OBJECTIVE 4.14

REDUCE THE NEGATIVE IMPACTS OF GOODS MOVEMENT ON LOCAL NEIGHBORHOODS.

POLICY 4.14.1

Introduce roadside signage indicating commercial vehicle limitations within the Western SoMa SUD.

New freeway and street signage should be introduced, clearly specifying commercial vehicle restrictions within the Western SoMa. This action will clearly communicate the need to respect neighborhood safety and limit activities to only designated streets.

POLICY 4.14.2

Mitigate the undesirable effects of goods movement by limiting freight loading and unloading to designated streets at specific times of the day.

One approach to mitigating the negative impacts of vehicle-generated noise, vibration and emissions is to restrict loading and unloading activities to specific streets and to prohibit it during late evening and early morning hours.

POLICY 4.14.3

Strictly enforce yellow and special vehicle loading zones to facilitate deliveries and pickups at appropriate locations, and to reduce double-parking.

In order to minimize the impacts of freight loading activities on permitted streets (e.g., additional congestion), it is essential that curb zone provisions are strictly enforced.

POLICY 4.14.4

Provide an adequate number of curbside freight loading spaces in the Western SoMa SUD.

In most areas of the South of Market Area (SoMa), a substantial number of freight deliveries are made in the street right of way. Often, delivery vehicles double park in areas where curbside freight loading is not available, causing problems for pedestrians, bicyclists and motorists. Adequate curbside freight loading space should be provided.

POLICY 4.14.5

Conduct exposure assessments in sensitive areas where vehicle volumes are above acceptable levels.

Where cumulative vehicle volumes are in excess of 100,000 vehicles per day, within a 500-foot radius of a sensitive area, a PM 2.5 exposure assessment should be required. It is important that all new development in the Western SoMa SUD provide HVAC systems with filtration.

POLICY 4.14.6

Work with the Departments of Public Health and Building Inspection to develop new building code requirements to mitigate ambient air pollution hazards.

New development eventually results in substantial truck traffic in localized areas. In order to reduce the levels of pollution, the Planning Department should work with these City agencies to minimize possible air quality impacts.

POLICY 4.14.7

Ensure that noise mitigations are actively implemented.

It is imperative that new development be designed to lessen possible noise impacts on the local area. Such requirements as the California Title 24 Noise Insulation Standards guarantee that noise levels along streets in the area are kept at acceptable levels.

Most of the commercial freight entering the city crosses the SoMa, along the freeway and local streets. Where possible, in order to maintain an acceptable level of safety, the City must manage the volume and speed of goods vehicles. In keeping with Western SoMa Planning Principle 3, this objective promotes safety.

OBJECTIVE 4.15

IMPROVE SAFETY FOR LOCAL RESIDENTS AND MERCHANTS BY RESTRICTING COMMERCIAL VEHICLE TRAFFIC IN THE WESTERN SOMA SUD.

POLICY 4.15.1

Prohibit service vehicles and commercial traffic from operating in areas not designated as arterial freight routes.

The movement of large commercial vehicles poses a significant threat to residential communities, especially where there are children involved. Commercial vehicles should be limited to regional traffic streets and kept out of all other areas.

POLICY 4.15.2

Employ traffic calming measures, in order to mitigate the impacts of freight traffic.

Develop and implement traffic calming measures at Western SoMa intersections that service commercial vehicles. Treatments should be aimed at slowing down these vehicles to improve safety.

POLICY 4.15.3

Prioritize commercial vehicle intersections for traffic calming.

Develop a set of criteria for prioritizing traffic calming measures at the Western SoMa intersections with significant volumes of commercial vehicles (e.g., along Harrison, Bryant, 9th and 10th Streets).

POLICY 4.15.4

Reduce speeds on regional freight routes in the Western SoMa.

In order to achieve a greater level of pedestrian and bicycle safety, commercial vehicle speeds should be reduced at freeway on/off ramps and gateways. Signage should indicate maximum speeds.

POLICY 4.15.5

Limit pin-to-axle lengths for trucks entering two-way streets.

In order to avoid traffic and sidewalk conflicts, no commercial vehicles over a certain wheel size should be allowed to enter a two-way street.

OBJECTIVE 4.16

UTILIZE THE PUBLIC BENEFIT FEE PACKAGE TO GENERATE REVENUES FOR FINANCING IMPROVEMENTS TO STREETS DAMAGED BY TRUCK TRAFFIC.

POLICY 4.16.1

Develop a nexus study for evaluating the magnitude of truck impacts on street surfaces in the SoMa.

Studies have shown that freight vehicles generate a level of pressure on roadways that disproportionately exceeds the pressure generated by smaller vehicles, i.e., leading to the deterioration of roadways. Freight and commercial vehicles should be charged a fee that can be used for road repair.

The development of an area wide goods movement plan is dependent upon ongoing coordination with other local and regional agencies (e.g., the MTA, TA, DPW, MTC), as well as with other major planning efforts, such as the Great Streets and South of Market Alley Improvements Programs, administered by the Department of Public

Works; the Pedestrian Master Plan; and the Transit Effectiveness Program. This cooperation can lead to a cohesive community planning process, a major aim of Western SoMa Planning Principle 7.

OBJECTIVE 4.17

INTEGRATE GOODS MOVEMENT POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.17.1

Collaborate with the MTA, SFCTA, DPW and other agencies to develop a strategy for improving the distribution of commercial vehicles in Western SoMa.

An efficient network of commercial vehicle routes in the Western SoMa SUD can contribute to the economic vitality of the city. The design of a comprehensive strategy for routing commercial freight vehicles in the area needs to be developed in conjunction with the MTA, the primary agency charged with overseeing street circulation and curb space.

POLICY 4.17.2

Study ways of implementing a set of restrictions on freight traffic passing through the Western SoMa SUD.

In order to reduce the danger of potential conflicts, it is important that freight and commercial vehicles are kept away from high density residential areas, safe routes to schools, pedestrian routes and other sensitive uses.

POLICY 4.17.3

Work with the MTA on revising the loading zone system in Western SoMa.

Efforts must be made to modify the system of color curbs in the area to reflect freight needs, in response to land use changes (e.g., development of Neighborhood Commercial District on Folsom Street).

Transit

In order to promote sustainability, future transit vehicles should be non-polluting. This objective is consistent with Western SoMa Planning Principles that recommend mitigating to the fullest extent possible neighborhood impacts resulting from new development.

OBJECTIVE 4.18

PROMOTE NON-POLLUTING PUBLIC TRANSIT.

POLICY 4.18.1

Develop Folsom Street as a priority public transit corridor.

A number of studies have explored the potential of converting Folsom Street into a two-way, community-oriented avenue, linking the Embarcadero with points west, effectively bisecting the SoMa. The provision of transit along this corridor could further enhance the livability of this pedestrian-oriented corridor.

POLICY 4.18.2

Improve transit reliability.

Rather than support many parallel transit lines with low to medium frequency (e.g., peak headways of more than 15 minutes), this policy focuses on establishing a dependable network of transit lines, each offering frequent service to, from and within the plan area.

POLICY 4.18.3

Develop on-site TDM programs, with the support of a Nexus study, incorporating a variety of measures, to ensure vehicle trip reduction.

These programs should ensure that developers apply demand management concepts, such as those put in practice in the downtown and at large employers (e.g., Levi Strauss, UC-San Francisco). These programs will need to be adjusted to address local conditions. For each building, programs should be managed through a central TDM coordinator.

POLICY 4.18.4

Develop programs that provide TDM benefits to residential tenants.

Residential developers should provide specialized services to building occupants. A resident-based program could effectively reduce automobile dependency and promote the use of transit and non-motorized alternative modes.

POLICY 4.18.5

Implement public transit improvements that reduce conflicts between transit vehicles, bicyclists and pedestrians on "Transit Preferential Streets."

In order to ensure the safe and efficient operation of transit service in the area, the City must improve transit infrastructure and eliminate all obstructions (such as curb cuts and mid-block left turns) to the smooth flow of transit vehicles. The Transit Preferential Streets program encompasses a set of street treatments designed to improve the flow of transit vehicles through the use of better signage, segregated lanes, and other measures aimed at providing additional road space for transit.

POLICY 4.18.6

Strongly encourage transit to be modified in response to land use change.

It has increasingly become clear that there is a close relationship between transit level of service and land use in an area, particularly as it relates to residential and commercial densities.

POLICY 4.18.7

Apply priority treatment to streets where transit is available.

Most surface transit in the SoMa operates in mixed traffic (with automobiles and bicycles) and consequently, is often subject to long delays, particularly near activity centers. A comprehensive, well-enforced network of exclusive bus lanes can effectively move transit quickly, shortening travel times and reducing local congestion. Also, in order to reduce conflict, bicycles should ideally be accommodated on parallel streets.

POLICY 4.18.8

Strongly encourage transit vehicles to be non-polluting.

In order to reduce the emission levels generated by such traditional fuel sources as diesel, it is important that all new transit vehicles be non-polluting. Currently, the Municipal Transportation Agency has the goal of reducing its fleet greenhouse gas emissions to thirty percent below 1990 levels by the year 2012 and becoming 100 percent emission-free by 2020.

The entire SoMa plays an important role in the distribution of cross-city trips as well as journeys into and out of San Francisco. Future plans should consider the relative proximity of the area to major transit facilities, providing benefits to commuters, residents and travelers. This objective is consistent with a Western SoMa Planning Principle, which calls for proposed land use developments to primarily serve the needs of existing residents and businesses.

OBJECTIVE 4.19

UTILIZE THE EXISTING WESTERN SOMA PROXIMITY TO PUBLIC TRANSIT.

POLICY 4.19.1

Provide links to local and regional transit services.

In general, the SoMa features a number of regional facilities, such as the Transbay Terminal, BART Stations and the CalTrain Station at 4th and King. There is a clear need for transit lines in the Western SoMa to provide direct service to these facilities.

POLICY 4.19.2

Improve east-west transit connectivity in the area.

Despite the existence of some east-west routes, future planning efforts should be focused on improving service frequency and reliability. New neighborhood commercial and residential developments in the Western SoMa will heavily depend on maintaining links to the downtown area to the east and the Mission District to the west and south.

POLICY 4.19.3

Improve north-south transit connectivity in the area.

While the Western SoMa SUD area has historically been served by a number of east-west services, the transit network has featured very few north-south connections that directly pass through the Western SoMa SUD. A number of north-south routes zigzag, often following a north-south street for only two or three blocks.

It is important that transit policies in this Community Plan are consistent with similar efforts at the City and regional levels. In keeping with Western SoMa Planning Principle 7, this objective supports the provision of clear and simple community planning policy and zoning requirements.

OBJECTIVE 4.20

INTEGRATE TRANSIT POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.20.1

Coordinate transit improvements in the Western SoMa SUD so that they are consistent with larger transit efforts.

Currently, there are a number of transit planning efforts that are being developed by other agencies. For example, the MTA is developing its TEP to improve the quality of service and bring it into sync with recent and future land use changes.

PEDESTRIANS

While physical infrastructure improvements have been made to facilitate vehicle circulation in the area, only minimal improvements have been made to the pedestrian system. As a result, many streets in the area are not always easily accessed by pedestrians.

OBJECTIVE 4.21

PROVIDE SAFE, EFFICIENT AND PLEASANT PEDESTRIAN CIRCULATION IN WESTERN SOMA.

POLICY 4.21.1

Ensure convenient and safe pedestrian crossings.

Pedestrians, especially the physically challenged, are often discouraged from crossing the street by wide roadways and traffic signals that do not provide adequate time to cross. In order to mitigate this problem, crosswalks should be improved, crossing distances shortened and signal cycles lengthened. Specific measures include the narrowing of streets, the addition of bulb-outs and ramps at some corners, and the application of zebra crossings at intersections.

POLICY 4.21.2

Improve sidewalk lighting to ensure safety and security.

Many streets and alleyways in the plan area are poorly illuminated at night, discouraging pedestrians and bicyclists from using them. Poorly lit areas are often perceived as dangerous and are avoided. Better lighting can improve pedestrian safety and restore confidence to pedestrians and local businesses.

POLICY 4.21.3

Create safe pedestrian and bicycle routes to community facilities.

In order to ensure the safety of key sectors of the community, including children and seniors, it is imperative that safe routes be designed for access to and from important community facilities in the area.

POLICY 4.21.4

Maintain the physical state of streets and sidewalks.

There are a number of roadways and sidewalks that are in poor physical condition, with holes and cracks that present a potential danger to pedestrians. A program to fix these gaps and fissures should focus on improving and maintaining these facilities.

POLICY 4.21.5

Slow traffic on streets adjacent to the freeway.

High vehicle speeds on nearby streets pose a serious threat to the safety of all pedestrians crossing these streets. A program is needed to both set speed limits at neighborhood-friendly levels and add traffic calming measures to slow traffic.

POLICY 4.21.6

Prohibit the provision of multiple left-turn lanes at all intersections.

Within the plan area, some intersections feature two or more left-turn traffic lanes, creating safety concerns for pedestrians crossing the street. Often, motorists turn quickly to avoid oncoming traffic, and do not wait for pedestrians in the crosswalk.

POLICY 4.21.7

Prohibit free right turns off of freeways onto adjoining streets.

In the vicinity of the plan area, pedestrians have been severely injured by motorists unwilling to fully stop at an intersection controlling traffic coming off a freeway. If free rights are prohibited, pedestrians will feel more at ease crossing at these intersections.

POLICY 4.21.8

Designate mid-block crossings in areas of high pedestrian traffic.

East of Eighth Street, most blocks are longer than 500 feet, requiring that pedestrians walk a significant distance to cross the street at an intersection. This situation is especially critical where there is significant commercial activity on the street, or where alleyways cross at mid-block.

POLICY 4.21.9

Improve pedestrian safety at freeway underpasses and ramps.

Freeway-related facilities, such as underpasses and ramps, introduce a set of hazards to the pedestrian, particularly in such high volume areas as the Western SoMa. While many of these facilities are accessed by the public, vehicle speeds are often high, presenting an immediate danger to the pedestrian wishing to access them. In addition, areas around these facilities are often dark at night, further raising concerns of safety and security.

In order to develop a multimodal transportation network in the Western SoMa, it is imperative that pedestrian-related policies are consistent across city and regional agencies. This objective supports Western SoMa Planning Principle 7, providing for clear and simple community planning policies and zoning requirements.

OBJECTIVE 4.22

INTEGRATE PEDESTRIAN POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.22.1

Coordinate pedestrian improvements so that they are carefully integrated with other transportation projects in the area.

A number of planning efforts are currently underway in the Western SoMa and surrounding areas. Pedestrian improvements should be coordinated in conjunction with these projects, and with such efforts as the Department of Public Works Great Streets and South of Market Alley Improvements Programs. In addition, facilities should be improved to provide more convenient access to key destinations as well as to other transportation modes.

Pedestrians are often discouraged from walking down streets that are not visually pleasing or that present barriers. Clear, open sidewalks, as well as attractive street frontages attract pedestrians, and other transportation users. In addition, an improved street ambience promotes walking. This objective is consistent with Western SoMa Planning Principle 13, seeking to maximize general environmental quality and health.

OBJECTIVE 4.23

IMPROVE THE AMBIENCE OF THE PEDESTRIAN ENVIRONMENT.

POLICY 4.23.1

Integrate pedestrian space with compatible land uses.

Design pedestrian facilities so that they blend in well with surrounding land uses. In order to avoid potential conflicts, auto-oriented uses should be avoided where possible.

POLICY 4.23.2

Create a visible pedestrian network that connects to other areas.

It is important that pedestrian facilities not only feature connections within the area, but also links to surrounding areas (e.g., Downtown, East SoMa, Showplace Square, Mission and Market-Octavia). A network of way-finding signage should be introduced to help orient the pedestrian.

POLICY 4.23.3

Develop Folsom Street as a pedestrian-oriented transit corridor.

In an effort to better accommodate pedestrians accessing local businesses on Folsom Street, planners have explored the concept of converting it into a two-way, community-oriented avenue that bisects the SoMa. The San Francisco County Transportation Authority published a Strategic Analysis Report on the feasibility of redesigning Folsom. Projects include the application of street calming options, the introduction of sidewalk improvements, a bus rapid transit (BRT) service, and pedestrian and bicycle improvements.

POLICY 4.23.4

Require context-specific pedestrian environmental analysis and countermeasure plans for all development projects.

The inclusion of environmental analysis and relevant plans will ensure that residential and commercial development projects adequately address site-specific, pedestrian access issues.

Bicycles

The bicycle plays an important role in the transportation system of San Francisco as not only a healthy alternative that is easily accessible to most individuals, but also as a non-polluting alternative to the private automobile. This objective supports Western SoMa Planning Principle 3, promoting safety in all areas of the public realm.

OBJECTIVE 4.24

ENSURE THAT BICYCLES CAN BE USED SAFELY AND CONVENIENTLY AS A PRIMARY TRANSPORTATION MODE AND FOR RECREATIONAL PURPOSES.

POLICY 4.24.1

Improve bicycle access in the Western SoMa.

In order for the bicycle to reach its full potential as a key component of the transportation system, it is essential that an easily accessible network of bicycle routes and paths is fully maintained.

POLICY 4.24.2

On specific streets, implement physical roadway treatments that will improve overall bicycle safety.

On streets that are currently being targeted for bicycle improvements, it is essential that planners continuously design and implement road treatments that will effectively slow vehicle traffic and give a higher level of comfort to bicyclists. For example, improvements should include the introduction of colored bicycle lanes, wider curbside lanes, and improved bicycle signage (on streets with bicycle lanes or routes).

POLICY 4.24.3

Prohibit multiple left turn lanes and free right-turn lanes.

Within the plan area, some intersections feature two or more left-turn traffic lanes, creating safety concerns for bicyclists at intersections. In addition, bicyclists have been injured by motorists unwilling to fully stop before turning right on a red traffic light. If these movements are carefully controlled, bicyclists will feel more comfortable.

It is important that local residents are provided easy access to other areas of the City and region. Many of these residents either work in other areas, or frequently travel outside of the neighborhood for many different purposes.

OBJECTIVE 4.25

IMPROVE BICYCLE ACCESS TO OTHER AREAS OF THE CITY AND THE REGION.

POLICY 4.25.1

Improve direct routes between Western SoMa and other parts of the city.

In some areas, bicycle routes are not continuous due to street obstructions. Efforts should be made to complete the route network by filling these gaps.

POLICY 4.25.2

Accommodate bicycles on streets parallel to the freeway.

Since bicycles are prohibited on the freeway, it is essential that they are given access to parallel bicycle routes in the immediate vicinity. It is essential that bicycle policies included in this effort are consistent with similar efforts at the city and regional levels. To avoid duplication of efforts and conflicting actions, interagency coordination is essential. This objective supports the provision of clear and simple community planning policy and zoning requirements.

OBJECTIVE 4.26

INTEGRATE BICYCLE POLICIES WITH OTHER PLANNING EFFORTS.

POLICY 4.26.1

Coordinate bicycle plans in Western SoMa to be consistent with the recommendations coming out of the City Bicycle Plan.

The Bicycle Plan sets a policy framework and an implementation program for improving bicycle planning in San Francisco. Local plans should be planned accordingly, in order to take advantage of the funding opportunities set forth in the Bicycle Plan.

Automobiles

In general, the availability of parking tends to promote use of the automobile, especially where it is provided at low cost. The Transportation Element encourages the use of transit and other transportation modes as a way of minimizing the impacts of increased vehicle trips. In essence, this objective seeks to mitigate neighborhood impacts resulting from new development.

OBJECTIVE 4.27

ESTABLISH PARKING POLICIES THAT IMPROVE NEIGHBORHOOD LIVABILITY, VITALITY, AND ENVIRONMENTAL QUALITY BY REDUCING PRIVATE VEHICLE TRIPS AND SUPPORTING WALKING, CYCLING AND PUBLIC TRANSIT USE.

POLICY 4.27.1

Adopt the same parking maximum policies that were applied in the Eastern Neighborhood Plan.

POLICY 4.27.2

Discourage commuter parking in the Western SoMa.

Long-term parking normally attracts workers seeking to park near the work place. In contrast, the provision of short-term parking normally ensures a high turnover of spaces, reducing the pressure (on motorists) to find parking, and, in turn, reducing vehicle trips.

POLICY 4.27.3

Retain on-street parking whenever possible, except where necessary to improve pedestrian, bicycle, and transit access and safety.

Only in certain cases should on-street parking be eliminated on major streets to improve access to transit and non-motorized modes of transportation. Benefits of on-street parking include horizontal separation between the roadway and the sidewalk, and support for neighborhood-serving businesses.

POLICY 4.27.4

Price on-street parking on regional and neighborhood-serving streets to create available spaces at most times, encourage parking turnover, and reduce the number of vehicles circulating in the neighborhood.

Numerous studies have shown that the pricing of vehicle parking is one of the most effective strategies to reduce parking demand, and consequently reduce the use of the single-occupant automobile.

POLICY 4.27.5

Establish residential permit zones on residential enclave streets to prioritize parking for residents.

It is important that these enclave areas primarily serve local residents. This policy effectively restricts outside vehicles from parking along these streets.

POLICY 4.27.6

Promote a Charter Amendment and changes to State law that would enable the City to dedicate some portion of parking meter and permit zone revenues to fund pedestrian, bicycle, transit and streetscape improvements in Western SoMa and the other Eastern Neighborhoods.

The effective enforcement of parking meters and permit zones can generate a steady flow of revenue to the city. Consistent with the Transit First policy, these revenues should go toward the improvement of alternative modes to the car.

POLICY 4.27.7

Make Western SoMa consistent with Eastern Neighborhoods parking standards.

In many central cities, parking standards actually promote the use of the private vehicle by requiring that developers provide at least one off-street parking space per residential unit or commercial area.

POLICY 4.27.8

Promote the unbundling of parking from new housing.

Most residential developers include parking in the overall cost of a housing unit. If parking is priced separately, however, per unit costs decrease and housing is more affordable. Given the choice, many residents may opt not to buy parking. In order to ensure transparency in how parking costs are unbundled from housing costs, new residential development should submit parking charges to the Planning Department.

Travel demand management is an effective tool for controlling the number of vehicle trips made. It comprises a set of low cost measures designed to make better use of the existing transportation infrastructure, i.e., reducing the need for an automobile. This objective also supports Western SoMa Planning Principle 1.

OBJECTIVE 4.28

REDUCE THE NEGATIVE IMPACTS OF VEHICLE TRIPS ON WESTERN SOMA SUD BY ENCOURAGING THE USE OF ALTERNATIVE MODES OF TRANSPORTATION.

POLICY 4.28.1

Contain and lessen the local traffic and parking impacts of businesses by implementing a set of employer-based TDM measures.

Normally, businesses produce greater traffic and parking impacts on residential areas unless efforts are made to accommodate employment growth. One way to achieve this is to promote on-site TDM programs at new businesses. These programs include a wide variety of measures, such as rideshare matching, car sharing, subsidized transit passes, emergency ride home, bicycle parking, showers, and alternative modes information.

POLICY 4.28.2

Promote walking and other non-motorized modes to and from designated Neighborhood Commercial districts and other major destinations in the Western SoMa SUD.

Another way of reducing automobile use is to promote non-motorized travel modes. An improved walking environment will facilitate pedestrian traffic. A number of measures can be introduced to reduce vehicle speeds and improve the local environment, such as the introduction of mid-block crossings, bus bulbs, street narrowing, and sidewalk widening, as well as safety programs.

POLICY 4.28.3

Reduce, relocate or prohibit auto-oriented facilities situated on streets served by local transit services.

The principal function of the Transit Preferential Streets program is to provide facilities that ensure the timely movement of transit riders along major transit corridors. Auto-oriented uses often work against the objectives of the Transit First policy.

Presently, the SoMa is an area under threat from high regional traffic volumes and fast vehicle speeds, primarily along the freeway and connecting streets. In order to ensure an acceptable level of safety, emphasis must be placed on managing vehicle volumes and speeds to better suit the concerns of the neighborhood. This objective is in line with Western SoMa Planning Principle 3, which promotes safety in all areas of the public realm.

OBJECTIVE 4.29

MAINTAIN SAN FRANCISCO AS A PRINCIPAL REGIONAL DESTINATION WITHOUT JEOPARDIZING THE LIVABILITY OF THE SOMA.

POLICY 4.29.1

Reduce speeds on arterials leading to/from the freeway.

In order to achieve a greater level of safety, vehicle speeds in the local vicinity should be reduced. At freeway on/off ramps, gateway treatments (e.g., special signage) could remind the motorist that he/she is entering a residential neighborhood.

POLICY 4.29.2

On specific streets, implement intersection treatments that improve pedestrian and bicycle safety.

It is essential that planners design and implement intersection improvements that slow the flow of vehicle traffic and provide a higher level of safety at intersections.

POLICY 4.29.3

Develop a set of traffic-calmed zones.

One approach to slowing local traffic is to create specific speed zones that encompass residential and mixed-use enclaves located on small streets and alleyways. Speeds could be lowered to 20 (miles per hour) on the former and 15 on the latter. New mid-block paths could connect parallel streets, and crossings could link small streets (across wide streets). Other traffic calming strategies could include curb extensions; speed humps and tables; street closures and roundabouts.

POLICY 4.29.4

Prohibit intersection turn movements that endanger pedestrians and bicyclists.

Within the plan area, some intersections feature two or more left-turn traffic lanes, creating safety concerns. The elimination of these movements at neighborhood intersections will reduce potential conflicts and improve intersection safety.

POLICY 4.29.5

Regularly monitor changes in the level of safety on local streets.

One way to manage traffic speeds and increase safety is to regularly survey roadway conditions in the area (e.g., chart the number and location of pedestrian, bicycle and vehicle collisions). Where justified, introduce traffic calming measures that can effectively improve the quality of the neighborhood.

While many of the suggested transportation improvements can be funded through identified sources, including state and local funds, the development of a well structured public benefit package will ensure a steady stream of investment in transportation into the future. This objective is consistent with a Western SoMa Planning Principle which calls for new land use development to primarily serve the needs of existing residents and businesses.

OBJECTIVE 4.30

DEVELOP A PUBLIC BENEFIT PACKAGE THAT WILL GENERATE REVENUES FOR FINANCING TRANSIT, BICYCLE AND PEDESTRIAN IMPROVEMENTS OVER THE LONG-TERM.

POLICY 4.30.1

Develop a fee that is based on the amount of parking provided.

The existing Transit Impact Development Fee (TIDF) generates revenue from commercial building square footage. In the SoMa, where parking is abundant, there is an opportunity to levy a fee on the amount of parking provided to mitigate traffic impacts.

It is important that auto-related policies are consistent across City and regional agencies. This objective supports a Western SoMa Planning Principle that seeks to provide simple community policies and zoning recommendations.

URBAN DESIGN AND BUILT FORM

The objectives, policies and implementing actions of the Urban Design and Built Form section of the Western SoMa Community Plan are intended to maintain and enhance an urban environment and diversity of uses that is unique to South of Market while still allowing for infill development, enhanced potential and incremental growth.

Both daytime and nighttime users of Western SoMa – visitors, residents and workers – enjoy the fine-grained fabric of the alleys and appreciate the subtleties of its larger streets. For decades the livability of the community has been maintained by individual business owners and neighbors who created a unique mix of uses. They set back their buildings and brought green to the alleys, reused existing warehouses for a myriad of jobs and arts activities and adjusted to potentially incompatible uses with varying degrees of success.

OBJECTIVE 5.1

REINFORCE THE DIVERSITY OF THE EXISTING BUILT FORM AND THE WAREHOUSE, INDUSTRIAL AND ALLEY CHARACTER.

This plan respects the mix of uses and building types and enhances the livability for young, old, families, individuals and workers. The Plan recommendations build on the success of living and working in the neighborhood, acknowledges a type of healthy development that can take place on the busy regional-serving streets and creates a new neighborhood commercial transit corridor.

It develops an approach to the larger development sites that adds additional alleys to knit together the fabric of Western SoMa, provides publicly accessible green space, community gathering places and other amenities. The Plan builds on and when necessary creates rear yard patterns for residential development to share aggregated benefits and encourages enforcement of alley design standards that maintain the hierarchy of development patterns. In short, this Plan tries to build on what is here and promotes environments that support jobs, housing and the diversity of uses.

POLICY 5.1.1

Promote, preserve and maintain the mixed use character of Western SoMa's small scale commercial and residential uses.

POLICY 5.1.2

Encourage historic district and landmark designations throughout the Western SoMa SUD.

Based on the number of both historic and social heritage resources (i.e., cultural resources), the community is supportive of creating new social heritage districts in this neighborhood. The Western SoMa Citizens Planning Task Force is also proposing two Social Heritage Special Use Districts.

POLICY 5.1.3

Encourage and support the preservation and adaptive re-use of historic and social heritage neighborhood resources.

The Complete Neighborhood Fabric Committee of the Western SoMa Task Force in August 2007 approved the goal of preservation of social heritage, using the following approaches to preserve Lesbian, Gay, Bisexual, Transvestite and Queer (LGBTQ) and Filipino assets in the neighborhood. The Filipino American Foundation has identified more than 25 historic sites, buildings, and objects as well as proposed boundaries to establish a Filipino social heritage district. The Foundation has been working on this project for several years and has the support of various agencies.

The proposed Filipino district highlights the long-standing cultural institutions in the neighborhood as they have served as places of worship, for community services, for arts expression, and as sites for cultural activities and events in the same manner a plaza would function in the Philippines. The district includes several sites that host folkloric events, and streets named after Philippine national heroes.

San Francisco became the first city in the USA where sexuality became the basis for mobilizing for community rights. A distinctive subgroup of male homosexuals began to gather in this area in the late 1940s. The group was referred to as "leather." By late 1970, South of Market had become one of the most extensive and densely occupied leather neighborhoods in the world and South of Market had become the most significant local gay neighborhood along with Polk and Castro. There is significant documentation recognizing sexually-based historic resources that have made a significant contribution to the broad patterns of the history of our country as well as the history of San Francisco.

Numerous field surveys and databases have already documented historical resources, buildings, and housing known or generally acknowledged to be social heritage resources in the SoMa. Some of these surveys and additional Western SoMa Task Force research includes documentation of known LGBTQ assets. At an individual building level, historic surveys document buildings by age, or by type, or by having recognized national and local ratings.

POLICY 5.1.4

Continue to develop and codify a clear and coherent historic resource adaptive re-use program for the Western SoMa SUD that reinforces and builds on the Secretary of the Interior adaptive re-use standards.

There are hundreds of Western SoMa buildings that have been identified in the Historic Preservation Commission's 2011 survey as being potentially significant resources.

The next step in the development of a local adaptive re-use program that will serve the long term needs of San Francisco in the context of the U.S. Secretary of the Interior standards needs to be undertaken and funded. The first phase of developing an analysis of best practices and identifying building typologies has been initiated and completed for the Western SoMa SUD. The consideration of adaptive reuse and new construction in the context of historic resources are covered in two chapters of the Western SoMa Design Standards.

POLICY 5.1.5

Encourage residential open space in required yards within the designated Western SoMa SUD Residential Enclave Districts.

POLICY 5.1.6

Encourage a mix of uses rather than mixed use developments.

In recognition of the diverse uses in the Western SoMa, and that some of these uses may be incompatible within the same building, there are opportunities to retain a mix of uses if appropriate buffers between uses are used to maintain incompatible uses in near proximity to one another.

POLICY 5.1.7

Develop design standards that preserve the industrial character of the larger streets, the mixed industrial/residential character of the RED-mixed areas and the residential character of the REDs.

OBJECTIVE 5.2

PROMOTE ENVIRONMENTAL SUSTAINABILITY.

The City of San Francisco has a broad range of policies and programs aimed at decreasing the consumption of energy and natural resources. Currently, the City of San Francisco sets the local green building example by requiring all new municipal construction and major renovation projects to achieve a LEED Silver certification from the US Green Building Council. The City also has a variety of green building priority permitting programs for projects that greatly exceed required green building performance standards in Chapter 13 C of the SF Building Code..

Currently, composting and recycling service is required by all San Francisco businesses and residences by the 2009 Mandatory Recycling and Composting Ordinance. In addition, all new developments in the City are required by Chapter 13C of the SF Building Code to provide for adequate space for the storage and collection of three-streams of waste. These requirements should be enforced on new residential and commercial uses in the Eastern Neighborhoods.

POLICY 5.2.1

Fully support and integrate into the Western SoMa SUD the environmental policies embodied in green building legislation.

POLICY 5.2.2

Require new development to meet minimum levels of “green” construction.

The laws of the City of San Francisco and the State of California require a large percentage of construction debris to be diverted from landfills. The State of California, through its California Integrated Waste Management Act of 1989, Assembly Bill 939 (AB 939), requires that each local jurisdiction in the state divert 50 percent of discarded materials (base year 1990) from landfill. The San Francisco Construction and Demolition Debris Recovery Ordinance (adopted in February of 2006) require a minimum of 65 percent diversion from landfill of mixed construction and demolition debris. Furthermore, in 2002 the San Francisco Board of Supervisors adopted Resolution No. 679-02, setting a goal of 75 percent diversion from landfill by 2010 and promoting the highest and best use of recovered materials and authorizing the Commission on the Environment to adopt a zero waste goal, which it set to achieve by 2020. Lastly, Chapter 13C of the SF Building Code establishes LEED Silver level as the standard for new commercial and high-rise (i.e. >75' to the highest occupied floor) building projects, which can include the goal of diverting 75 percent of construction and demolition debris from landfill for each project.

POLICY 5.2.3

Strongly encourage mandatory targets for certain components of the rating systems, specifically, 5 percent to 10 percent of material re-use for development projects, 100 percent diversion of all non-hazardous construction and demolition debris for recycling and/or salvage, 10 to 25 percent onsite renewable generation, water efficient landscaping to reduce potable water consumption for irrigation by 50 percent, and maximize water efficiency within buildings to reduce waste water by 30 percent.

POLICY 5.2.4

Encourage sensitive building use, design and alley guidelines to maximize solar access to all designated Residential Enclave Districts and existing rear yard patterns found elsewhere in the Western SoMa SUD.

POLICY 5.2.5

Strongly encourage new development to adhere to a new performance-based ecological evaluation tool to improve the amount and quality of green landscaping.

POLICY 5.2.6

Existing surface parking lots and off-street loading areas should be retrofitted to minimize negative effects on microclimate and stormwater infiltration. The San Francisco Stormwater Master Plan, upon completion, will provide guidance on how best to adhere to these guidelines.

The San Francisco Recycled Water Ordinance (Public Works Code, Article 22) requires certain new development be dual-plumbed to allow for use of recycled water for certain uses such as landscape irrigation. New development in Western SoMa is subject to this ordinance. The new performance based planning tool, also known as the Green Factor, will require all new development meets a defined standard for on-site water infiltration, and will offer developers substantial flexibility in meeting the standard.

POLICY 5.2.7

The City should explore how to provide strong incentives that would encourage the retrofit of existing parking areas and other paved areas to meet the guidelines in Policy 5.2.6.

POLICY 5.2.8

Enhance the connection between building form and ecological sustainability by promoting use of renewable energy, energy-efficient building envelopes, passive heating and cooling, and sustainable materials.

POLICY 5.2.9

Compliance with strict environmental efficiency standards for new buildings is strongly encouraged.

POLICY 5.2.10

When soil conditions allow, the use of open pavers (porous pavement materials) on drives, sidewalks, parking lots and plazas should be required.

OBJECTIVE 5.3

PROMOTE WALKING, BIKING AND AN ACTIVE URBAN PUBLIC REALM.

POLICY 5.3.1

Respect public view corridors. Of particular interest are the east-west views to the bay or hills, and several views towards the downtown.

POLICY 5.3.2

Require high quality design of street-facing building exteriors.

POLICY 5.3.3

Minimize the visual impact of parking.

POLICY 5.3.4

Strengthen the relationship between a building and its fronting sidewalk.

POLICY 5.3.5

Strengthen the pedestrian and bicycle network by extending alleyways to adjacent streets or alleyways wherever possible, or by providing new publicly accessible mid-block rights of way.

POLICY 5.3.6

Strongly encourage all development in the Western SoMa to include all feasible measures to prevent or minimize wind downdrafts and other adverse wind effects on sidewalks and plazas.

POLICY 5.3.7

Strongly encourage all development in the Western SoMa to include all feasible measures to maximize sunshine on sidewalks and plazas.

POLICY 5.3.8

Establish and require height limits and upper story setbacks to maintain adequate light and air to sidewalks, parks, plazas and frontages along alleys.

POLICY 5.3.9

Ensure that public amenities such as toilets are incorporated (as appropriate) into neighborhood commercial areas.

OBJECTIVE 5.4

ENCOURAGE APPROPRIATE NEW DEVELOPMENT THAT IS RESPONSIVE TO THE EXISTING AND BUILT ENVIRONMENT.

POLICY 5.4.1

Increase prevailing 50-foot heights in the Western SoMa SUD to 55 feet to encourage gracious floor to ceiling heights for ground floor uses.

POLICY 5.4.2

Reduce Residential Enclave heights to 40 feet.

PRESERVATION

During the past three years, a consultant and preservation planning staff developed “Context Statements” for all of the Eastern Neighborhoods. These Context Statements set geographic boundaries, defined periods of historic significance and established priorities for identification, evaluation, registration and treatment of historic assets.

For Western SoMa, the basic geographic framework to focus the analysis was a combination of the existing clusters (or “enclaves”) of residential uses and the key transit and commercial mixed-use corridors throughout the area. To the extent that historic resources were identified within that geographic framework, building typologies and cultural preservation studies were used by the Task Force to further evaluate the potential for districts and building adaptive re-use opportunities.

The Western SoMa Task Force prepared a set of neighborhood preservation recommendations that:

- **Support historic district and resource designations**
- **Refine ratings using the National Register categories to identify sites, buildings, and areas ready to be rated for adaptive re-use**
- **Propose new social heritage districts**

These historic preservation recommendations are based on two simple goals:

- **Identify historic and cultural resources**
- **Preserve the existing neighborhood historical and cultural resources based on priorities for identification, evaluation, registration and treatment of historic assets**

Social Heritage And Cultural Preservation

Many streets and alleys within Western SoMa alleys reflect historically significant social and cultural values, custom and traditions carried out since the early 1900s, especially along Folsom Street and Dore Alley where street fairs have taken place since the 1980s. While the prospect of replacing, repairing, restoring or rehabilitating public alleys implies a burden in terms of cost, it also poses the opportunity to plan, design and locate routes in a manner responsive to future community needs and desires. Policies in this part of the Community Plan encourage the use of public alleys for traditional historical events that are part of the social heritage of the neighborhood.

OBJECTIVE 6.1

IDENTIFY AND EVALUATE HISTORIC AND CULTURAL RESOURCES.

POLICY 6.1.1

Survey, identify and evaluate historic and cultural heritage resources in a manner that is consistent with the context statement prepared for the Western SoMa area.

POLICY 6.1.2

Recognize the contributions of the Filipino and Lesbian, Gay, Bisexual, Transexual and Queer (LGBTQ) communities by creating Social Heritage Special Use Districts

POLICY 6.1.3

Conduct historic and socio-cultural heritage resource surveys within Western SoMa.

POLICY 6.1.4

Establish boundaries, and designations in all proposed and new preservation districts.

POLICY 6.1.5

Identify traditional historical events as part of the neighborhood's social heritage.

POLICY 6.1.6

Include history of alleys as an important part of the 'social-cultural heritage' resource.

POLICY 6.1.7

Create a timeline and implementation plan for preservation objectives and policies.

OBJECTIVE 6.2

PROTECT HISTORIC AND CULTURAL RESOURCES.

POLICY 6.2.1

Protect individually significant historic and cultural resources and historic districts in the Western SoMa Area Plan from demolition or adverse alteration.

POLICY 6.2.2

Protect individually designated resources and resources that are valuable as a group.

POLICY 6.2.3

Protect properties associated with events contributing to local history, including events that occur in public streets and alleys.

POLICY 6.2.4

Protect properties that are significant for their architecture and design, including those eligible under National Register Criteria C (Design/Construction) and California Register Criterion 3 (architecture).

POLICY 6.2.5

Protect resources that appear eligible for formal preservation designation.

POLICY 6.2.6

Support the current use of public alleys for traditional historic events that are part of the neighborhood's social heritage.

OBJECTIVE 6.3

DEMONSTRATE LEADERSHIP THROUGH PRESERVATION, REHABILITATION AND ADAPTIVE RE-USE.

POLICY 6.3.1

Support the retention of "social heritage" values, properties and historic preservation districts within Western SoMa.

POLICY 6.3.2

Preserve, restore, and rehabilitate social heritage assets with an appropriate re-use that responds to the "adaptive re-use analysis" and "adaptive re-use programs" proposed in the Western SoMa SUD.

POLICY 6.3.3

Prevent or avoid historic resource demolitions.

POLICY 6.3.4

Prevent destruction of historic and cultural resources resulting from owner neglect or inappropriate actions.

POLICY 6.3.5

Collect, archive, maintain and protect documents and artifacts that are important to the local built environment and history.

POLICY 6.3.6

Preserve and protect all identified Native American and other archeological resources.

POLICY 6.3.7

Develop and maintain map and database inventory of known archeological resources.

POLICY 6.3.8

Incorporate preservation goals and policies into land use decision-making process.

POLICY 6.3.9

Establish specific design guidelines to follow in all of the proposed historic preservation districts for Western SoMa.

POLICY 6.3.10

Establish the recommended Art Deco and Light Industrial and Housing historic preservation districts recommended in the 2006 South of Market "Context Statement."

OBJECTIVE 6.4

ENSURE THAT LAND USE CHANGES RESPECT THE NEIGHBORHOOD CHARACTER AND SOCIAL HERITAGE.

POLICY 6.4.1

Identify Filipino, LGBTQ resources and provide opportunities for their restoration, rehabilitation, and preservation in Western SoMa adaptive re-use projects.

POLICY 6.4.2

Recognize the social and cultural heritage values and properties of the LGBTQ District, already acknowledged and documented by its own community and local history.

There is significant documentation recognizing sexually based historic resources that have made a significant contribution to the broad patterns of the history of our country as well as the history of San Francisco. A distinctive gay population began to gather in SoMa in the late 1940s. The group was referred to as "leather." Western SoMa Task Force research includes documentation of known LGBTQ assets. Folsom street for example became the spine of many "leather" bars. One of the memoirs is the Folsom Street Fair, which began in 1984 and today is the largest leather event in the world.

POLICY 6.4.3

Recognize the social and cultural heritage values and properties of the Filipino District, already acknowledged and documented by its own community and local history.

The South of Market Project Area Committee (SOMPAC) has published a number of documents that contribute to recognizing a Filipino based district in South of Market. The Filipino American Foundation has identified more than 25 historic sites, buildings, and objects, and also proposed boundaries to establish a Filipino social heritage district.

The proposed Filipino district highlights the long-standing cultural institutions in the neighborhood as they have served as places of worship, for community services, for arts expression, and as sites for cultural activities and events in the same manner a plaza would function in the Philippines. The district includes several sites that host folkloric events, and streets named after Philippine national heroes.

POLICY 6.4.4

Protect the “social heritage” values, properties and social heritage districts within Western SoMa.

OBJECTIVE 6.5

PROVIDE PRESERVATION INCENTIVES AND GUIDANCE.

POLICY 6.5.1

Encourage historic preservation through development of financial incentive programs.

POLICY 6.5.2

Encourage the use of grants for preservation, restoration, rehabilitation and adaptive re-use.

POLICY 6.5.3

Educate decision makers about economic benefits of preservation, restoration, rehabilitation and adaptive re-use.

POLICY 6.5.4

Encourage historic preservation through adaptive re-use analysis and programs in Western SoMa.

POLICY 6.5.5

Follow up recommendations on adaptive re-use for a more sustainable neighborhood.

POLICY 6.5.6

Develop and maintain a locally accountable monitoring mechanism.

OBJECTIVE 6.6

PROVIDE PUBLIC INFORMATION, AWARENESS AND EDUCATION ABOUT HISTORIC AND SOCIAL HERITAGE RESOURCES.

POLICY 6.6.1

Disseminate information about the availability of financial incentives for qualifying historic preservation projects.

POLICY 6.6.2

Promote awareness about historic, cultural and social heritage resources.

POLICY 6.6.3

Encourage public participation in identification of potential resources.

POLICY 6.6.4

Encourage activities that foster awareness and education on historic preservation issues.

POLICY 6.6.5

Explore new strategies, including the use of public art, for integrating social history into traditional historic preservation.

POLICY 6.6.6

Provide a specific plan for reevaluation of resources and methodologies for updating surveys.

POLICY 6.6.7

Ensure a more efficient and transparent evaluation of project proposals that involve historic resources and minimize impacts to historic resources per CEQA guidelines.

Maintaining and rehabilitating older buildings and other traditional historic and cultural resources in neighborhoods saves energy, time, money, and materials in the long term. It is the policy of San Francisco to promote resource conservation, rehabilitation of the built environment, and adaptive re-use of cultural resources using an environmentally sensitive "green building standards" approach to development, including resource-efficient design principles both in rehabilitation and deconstruction projects. The salvage and re-use of construction and demolition materials that retain structural integrity as part of new construction and rehabilitation projects promotes the principles of green building standards and achieves sustainability.

OBJECTIVE 6.7

PROMOTE PRINCIPLES OF SUSTAINABILITY USING "GREEN" STRATEGIES ON PRESERVATION.

POLICY 6.7.1

Encourage the use of recycled materials in all new restoration, preservation, adaptive re-use and rehabilitation development in Western SoMa.

POLICY 6.7.2

Promote sustainability of historic resources in the plan area consistent with the goals and objectives of the Sustainability Plan for the City and County of San Francisco.

POLICY 6.7.3

Use approved healthy methodologies in the recycled materials, restoration, and preservation in adaptive re-use and rehabilitation projects.

OBJECTIVE 6.8

FORMULATE AN EXPLICIT ADAPTIVE RE-USE PROGRAM.

The fundamental objective of the adaptive re-use study undertaken by the consultants working with the Task Force is to inform the land use recommendations and promote development of preservation sensitive design controls for Western SoMa. A detailed analysis up front, in the neighborhood plan, allows the Western SoMa community to take a proactive approach to the issues of sensitive preservation and adaptive re-use potential for historic resources rather than simply reacting to random market-driven proposals.

POLICY 6.8.1

Build on completed Historic Context Statement for South of Market, fine tuning a range of building typologies.

POLICY 6.8.2

Research and apply "best practices" for potential re-use opportunities and constraints applicable to those various building typologies.

POLICY 6.8.3

Explore potential zoning tools that can be incorporated into the Western SoMa Plan that make operational the lessons learned from this study for development and adaptive re-use that is sensitive to historic resources.

POLICY 6.8.4

Create a set of design and rehab guidelines for historic structures in the Western SoMa area.

OBJECTIVE 6.9

PROTECT IDENTIFIED RESOURCES FROM NATURAL DISASTERS.

POLICY 6.9.1

Prepare historic resources for natural disasters.

POLICY 6.9.2

Preserve resources so they could survive future earthquakes.

POLICY 6.9.3

Ensure historic resources are protected after a disaster.

OPEN SPACE

The Task Force, through the guidance and assistance of consultants and planning staff, evaluated opportunities for much needed recreation and open space in Western SoMa. In addition, the Department of Public Health offered a set of quantifiable parameters that helped establish targets and limits for the optimum location of new open spaces, and the environmental quality of such spaces.

Western SoMa has access to large spaces for recreation, such as the waterfront and Yerba Buena Gardens, but lacks a web of street connectors that lead to those large spaces, and is also missing small neighborhood parks adequate to serve the extremely diverse community of Western SoMa.

The needs of the neighborhood as well as its unique characteristics set new standards for creating and/or improving open space in the public realm, and for encouraging innovative open spaces within new large private development, so that they become spaces that are more ecological and sustainable as well.

The Open Space section of the Community Plan emphasizes the following:

- **Identify new park sites based on public health and environmental recommendations and specific needs and conditions of the neighborhood**
- **Prioritize the public realm improvements**
- **Enhance community diversity and pedestrian accessibility, safety, pedestrian connections to transit and improved streetscapes**
- **Maintain and develop enhanced at grade yard patterns**
- **Promote new sustainable and ecological open space, encouraging innovative ways to provide publicly accessible open space, including public open space in private parcels, public gardens, and public roofs**
- **Measure the impact of development in the neighborhood and make development pay for open space.**

This section of the plan pursues the best suitable parameters to site a park and to support the community efforts eliminating inappropriate sites. This section also seeks to promote interagency coordinated work in the creation of new open spaces, such as implementing the standards and recommendations for pollution mitigation measurements of the Department of Building Inspection and Department of Public Health.

As applied by the San Francisco Recreation and Parks Department, the San Francisco Sustainability Plan defines the need for open space capacity at 5.5 acres per 1,000 residents. As applied by the San Francisco Department of Public Health in its Healthy Development Measurement Tool, the National Parks and Recreation Association defines the need for open space capacity as 10 acres per 1,000 residents. Irrespective of which standard is applied, Western SoMa fares worse than the rest of the City with respect to open space or parks capacity.

Currently, the City has about 5.5 acres of open space per 1,000 residents. However, this ratio is much less in Western SoMa, where there are only 0.23 acres of public parks and 8,363 residents. While significant open spaces exist in close proximity to Western SoMa, such as at Victoria Manolo Draves Park and at Civic Center Plaza, the ratio of 0.027 acres per 1,000 residents clearly conveys the need for more park space in Western SoMa. Therefore, the need for developing new recreational open space in Western SoMa is an imperative for existing and future neighborhood residents, workers and visitors.

OBJECTIVE 7.1

IDENTIFY NEW PARK SITE OPPORTUNITIES.

POLICY 7.1.1

Identify opportunities to create new public parks, recreation facilities and open spaces and provide at least one new public park or open space serving Western SoMa.

POLICY 7.1.2

Develop an active funding system to support the maintenance and acquisition of park land for the neighborhood.

POLICY 7.1.3

Strongly encourage Western SoMa developments on sites of half- acre or more to provide new areas for recreation, parks and open spaces.

POLICY 7.1.4

New development should not result in a net loss of open space.

POLICY 7.1.5

Strongly encourage the replacement of open space displaced in the course of development at a minimum of 1:1 replacement ratio.

POLICY 7.1.6

Development projects on large development sites of one half- acre or more should provide publicly accessible community spaces or provide publicly accessible open spaces.

POLICY 7.1.7

Strongly discourage counting parking garages, streets and buildings in meeting neighborhood open space needs.

OBJECTIVE 7.2

WORK IN COORDINATION WITH OTHER PUBLIC AGENCIES TO ENSURE THAT LOCAL PARK, OPEN SPACE, AND RECREATION NEEDS IN WESTERN SOMA ARE MET BY NEW DEVELOPMENT.

POLICY 7.2.1

Integrate open space policies with all other planning efforts.

POLICY 7.2.2

Integrate consistent open space-related policies throughout city and regional agencies.

POLICY 7.2.3

Continue working with the Department of Public Works Great Streets and South of Market Alley Improvements Programs for new development contributions to design and improved streets following standards that are inclusive, especially improvements that equally support the use of spaces by persons with disabilities, children and the elderly.

POLICY 7.2.4

Continue working with the Department of Public Works Great Streets and South of Market Alley Improvements Programs so new development can contribute to planting new trees, coordinate with urban forestry for planting and maintaining urban trees.

POLICY 7.2.5

Require development projects to contribute to parks and open space directly by creating publicly accessible open space on the site of a project, or by contributing funding for parks and open space such that Western SoMa achieve a standard of 10 acres of open space per 1,000 residents in the Western SoMa SUD.

POLICY 7.2.6

Protect and enhance recreational opportunities in Western SoMa.

Prioritize Public Realm Improvements

This section recommends policies that take advantage of unique characteristic of the neighborhood and promotes policies that improve and enhance alleys, sidewalks, stoops, corners, interior patios by implementing the Great Streets and SoMa Alley Improvement Programs, encouraging a safe and accessible public realm use. This section also promotes the generation of new high quality public amenities such as new trees, street furniture, neighborhood youth centers, public restrooms and promoting a set of “green livable streets” connections with better conditions for pedestrians, bicyclists, train and bus users, such as widened sidewalks, planted medians, and bulb-outs.

Western SoMa alleys break up the scale of large blocks and parcels and offer pedestrians and bicyclists an escape from the busy arterials that pass through the neighborhood. Although the neighborhood alleys consist of a mix of uses, they provide excellent housing conditions due to livability factors including an easy to walk human scale environment and a vibrant public realm. In order to use streets, furniture also plays a key role. The Department of Public Works regulates street furniture and street trees in San Francisco. Trees and the presence of green are essential in making streets not only safe, but also healthier and capable of improving the physical environment and quality of life.

OBJECTIVE 7.3

IMPROVE THE NEIGHBORHOOD’S PUBLIC REALM CONDITIONS.

POLICY 7.3.1

Develop an accessible pedestrian network, providing safe, efficient and pleasant pedestrian circulation in Western SoMa.

POLICY 7.3.2

Redesign underutilized portions of streets as public open spaces, including widened sidewalks or medians, curb bulb-outs, “living streets” or green connector streets.

POLICY 7.3.3

Develop a comprehensive public realm plan for the plan area that reflects the differing needs of streets based upon their predominant land use, role in the transportation network, and building scale.

POLICY 7.3.4

Require new development to improve adjacent street frontages, employing established street design standards.

POLICY 7.3.5

Promote adequate access and safety in all areas of the public realm.

POLICY 7.3.6

Promote street traffic calming methods to assure greater pedestrian safety.

POLICY 7.3.7

Provide more pedestrian scale lighting on alleys and streets.

POLICY 7.3.8

Maximize opportunities for public view corridors.

POLICY 7.3.9

Maximize pedestrian and bicycle access to the shoreline and all nearby major open space areas such as the waterfront and Yerba Buena Gardens.

POLICY 7.3.10

Provide public amenities and infrastructure that support the use of open space such as public toilets, park benches, pedestrian scale lighting, and minimal gates/barriers to access.

POLICY 7.3.11

Require that new development contribute a continuous row of appropriately-spaced trees at all streets adjacent to the project.

POLICY 7.3.12

Strongly encourage new development to contribute to ecological and sustainable streetscape with permeable pavements and storm water collectors.

POLICY 7.3.13

Strongly encourage public art in all new public open space development in the neighborhood.

OBJECTIVE 7.4

CREATE A NETWORK OF STREETS THAT CONNECTS OPEN SPACES AND IMPROVES THE PEDESTRIAN EXPERIENCE AND AESTHETICS OF THE NEIGHBORHOOD.

POLICY 7.4.1

Design the intersections of major streets to reflect their prominence as public spaces.

POLICY 7.4.2

Significant above grade infrastructure, such as freeways, should be retrofitted with architectural lighting to foster pedestrian connections beneath.

POLICY 7.4.3

Where possible, transform unused freeway and rail rights-of-way into landscaped features that provide a pleasant and comforting route for pedestrians and bicyclists.

POLICY 7.4.5

Enhance the pedestrian environment by requiring new tree planting abutting sidewalks.

OBJECTIVE 7.5

ENSURE THAT EXISTING OPEN SPACE, RECREATION AND PARK FACILITIES ARE WELL MAINTAINED.

POLICY 7.5.1

Prioritize funds and staffing to better maintain existing parks and obtain additional funding for a new park and open space facilities.

POLICY 7.5.2

Explore opportunities to use existing recreation facilities, such as school yards, more efficiently.

Diverse, Accessible And Safe Open Spaces

Policies in this section strengthen diversity, one of the most important aspects of the neighborhood needs and contributions to San Francisco and the region. These policies complement other open space policies and measures proposed for the neighborhood and emphasize the need to facilitate neighborhood awareness and education about recreation and open space issues.

OBJECTIVE 7.6

MAINTAIN AND PROMOTE DIVERSITY OF NEIGHBORHOOD OPEN SPACES.

POLICY 7.6.1

Require all new areas for open space to be designed in versatile ways, and include a wide spectrum of uses.

POLICY 7.6.2

Create new open space areas to be used during the day and at night, by a diverse community, including pets, toddlers, elders, residents, tourists, workers, etc.

POLICY 7.6.3

Fund and maintain public open spaces for a diverse, constantly changing community.

POLICY 7.6.4

Strongly encourage recreational spaces for toddlers and elders as part of major new residential development.

POLICY 7.6.5

Encourage the design of open spaces for use by a different public throughout the day and night as well as throughout the seasons, so these spaces can be enjoyed by a diverse community and for a variety of celebrations and events.

POLICY 7.6.6

Strongly encourage new commercial and industrial development to contribute to public open space such as street-level plazas with benches, street lights, and street front open space accessible to workers, residents and visitors at minimum during the day time.

POLICY 7.6.7

Require new residential, commercial and industrial development to contribute to the creation of public open space, and/or provide on-site private open space designed to be publicly accessible and to meet the needs of residents.

POLICY 7.6.8

Encourage private open space to be provided as common spaces for residents and workers of the building.

POLICY 7.6.9

Strengthen requirements for commercial development to provide on-site open space.

OBJECTIVE 7.7

EDUCATE THE PUBLIC ABOUT HEALTH, FOOD, NATURAL HABITATS AND LOCAL RESOURCES THROUGH RECREATION AND OPEN SPACES.

POLICY 7.7.1

Use public workshops to educate the public about history and current conditions of the local natural and urban resources, and the cultural and natural environment, as they relate to the neighborhood's physical, economic, social and cultural characteristics.

POLICY 7.7.2

Encourage new parks to have signs and stations that promote different forms of physical activity around the park area.

POLICY 7.7.3

Encourage using a portion of the new park or open space area to make public announcements related to public health, healthy foods, and the natural elements of the urban environment.

POLICY 7.7.4

Hold an annual event in neighborhood recreational facilities and open spaces to promote community use and ownership of the facilities and parks.

Maintain Rear Yard Patterns

Maintaining and building rear yard patterns is crucial. In the absence of publicly accessible open spaces, new and existing rear and front yard pattern, roof gardens and community gardens in Western SoMa become excellent privately owned and publicly accessible areas for recreation, socialization, public education, mitigation of air pollution, and food production.

OBJECTIVE 7.8

MAINTAIN REAR AND FRONT YARD PATTERNS.

POLICY 7.8.1

Promote at grade front and rear yard open space in existing and new residential development.

POLICY 7.8.2

Strongly discourage variances for rear yard requirements.

POLICY 7.8.3

Maintain open space other than at grade on existing buildings.

POLICY 7.8.4

Encourage generous not at grade open space in new development when at grade open space is impossible to comply with.

Sustainability, Mitigation And Alternative Energy Measures

These policies promote and enhance the natural and built environment, the neighborhood sustainability and history. Overwhelming scientific research demonstrates that public parks are vital for the physical and mental health and well-being of city dwellers. Access to food is essential to a healthy community, and the use of solar energy and other sources of alternative energy generators can be used to power lighting, irrigation systems, and can serve as a tool for public education on energy saving technologies.

Public agencies standards and policies that encourage the restoration, preservation and protection of healthy natural habitats promote the implementation of minimum requirements and incentives from any public agency dedicated to an ecological and sustainable Bay Area.

OBJECTIVE 7.9

REQUIRE NOISE AND AIR POLLUTION MITIGATION MEASURES.

POLICY 7.9.1

Require mitigation measures for noise and pollution when building new open spaces and/or recreational facilities.

POLICY 7.9.2

Open space should not be developed in areas where the roadway contributes significantly to air pollution.

POLICY 7.9.3

Relocate open space related projects, if necessary, outside of noise, and traffic pollution hazardous zones.

OBJECTIVE 7.10

PROMOTE INNOVATIVE AND ALTERNATIVE GREEN AND SUSTAINABLE PUBLICLY-ACCESSIBLE PRIVATE OPEN SPACE.

POLICY 7.10.1

For major new residential and office development, encourage the establishment and maintenance of rooftop gardens on at least 25 percent of usable roof space.

POLICY 7.10.2

Strongly encourage minimum ecological standards for urban landscaping for all new development and provide incentives for existing development to meet these standards.

POLICY 7.10.3

Explore ways to retrofit existing parking and paved areas to minimize negative impacts on microclimate and allow for storm water infiltration.

POLICY 7.10.4

Encourage sensitive building design and use of solar energy whenever possible in the improvement of streets and alleys.

POLICY 7.10.5

Maximize solar access to all existing and new recreational open space.

POLICY 7.10.6

Strongly encourage the use of solar energy in lighting and irrigation systems on new recreational facilities and open spaces.

POLICY 7.10.7

Protect and restore natural resource areas by encouraging that land deemed to be a significant natural resource not be developed or altered.

POLICY 7.10.8

Restore, preserve and protect healthy natural habitats in the neighborhood and surrounding areas.

Development Impacts

These policies encourage the coordination of new development fees with all other agencies, so contributions and funds can be appropriately delegated to building and maintaining new and existing open space. The Task Force seeks opportunities to develop a program for the provision of "public benefits" for the neighborhood.

The Planning Department is developing a program for the provision of benefits and improvements to provide services for current and new residents in the Eastern Neighborhood plan areas, where there is currently limited infrastructure. A key component of the program is the Needs Assessment, for which the department has engaged a consultant to provide an analysis on existing and future conditions.

The Needs Assessment evaluates the categories of open space and recreational facilities and services, including schools, libraries, public art, police and fire needs, health care and child care, neighborhood serving business, public infrastructure, transit, transportation and public realm improvements, affordable housing and historic preservation.

OBJECTIVE 7.11

CONTRIBUTE COMMUNITY BENEFITS FUNDING TOWARDS PARK MAINTENANCE AND PROGRAMMING.

POLICY 7.11.1

Coordinate new development fees with all other agencies, so contributions and funds can be appropriately delegated to building and maintaining new and existing open space.

POLICY 7.11.2

Pursue funding for capital improvements, operation, and maintenance of open space facilities through developer impact fees, in-kind contributions, dedication of tax revenues, and state or federal grant sources.

POLICY 7.11.3

Consider using a portion of public benefits funding for the creation of community gardens based on community support.

POLICY 7.11.4

Work with project sponsors on large development sites to provide publicly-accessible community open space, tot-lots, and recreation resources.

ARTS AND ENTERTAINMENT

Arts and entertainment are essential aspects of cultural expression and are fundamental to the well-being of the Western SoMa community. They provide the City and its communities with substantial economic benefits from both direct revenues and secondary effects.

Moreover, they are a large component of the City's cultural diversity, which is a major amenity for visitors, workers, and residents. As population increases, there must also be an increase in the capacity to satisfy a diverse community with a variety of cultural connection points and entertainment outlets.

Future development in Western SoMa should provide premier opportunities for the City to enrich its cultural amenities by both preserving existing arts and entertainment uses, and integrating new facilities throughout the neighborhood.

The arts are an integral part of any vibrant community and may serve as a means of transferring culture through the generations while providing a community with a sense of historical identity. It is critical that existing artistic expressions of cultural heritage be preserved for the benefit of future generations.

OBJECTIVE 8.1

REINFORCE THE IMPORTANCE OF THE ARTS BY PRESERVING AND ENHANCING EXISTING ARTS USES.

POLICY 8.1.1

Strongly discourage demolition of existing arts space without replacement and documentation.

In instances when it is necessary for existing arts spaces to be demolished, they should be replaced by a space of equal or greater value. Prior to demolition, efforts should be made to photograph, videotape, or otherwise record the appearance and presence of the arts space during its lifetime. These visual records could be given to the SF Arts Commission, the SF Public Library, and the SF Historical Society and/or used in the future building lobby, waiting room, or other public area. Where applicable, efforts should be made to include components of the former arts space into the future building design/construction – for example, preservation of a sculpture or archway structure.

POLICY 8.1.2

Create, expand and protect space for the arts.

POLICY 8.1.3

Discourage displacement of arts by having a Conditional Use trigger.

POLICY 8.1.4

Encourage Neighborhood Arts programs and organizations that address the diversity of the local population.

Publicly accessible and affordable arts education programs are vital to the progression of art appreciation and evolution, and they should be included within the neighborhood wherever possible. These programs can be organized in cooperation with other existing public programs, such as after school programs for youth, neighborhood parks appreciation, senior programming, and city-sponsored fairs and outreach events.

POLICY 8.1.5

Create an artwork conservation fund and/or pooled art enrichment fund for multicultural projects.

POLICY 8.1.6

Promote public transportation to libraries, community centers, and other art and cultural facilities.

POLICY 8.1.7

Develop and implement financing plans for capital improvements, seismic upgrades, and life-safety upgrades to City-owned arts facilities.

POLICY 8.1.8

Encourage the use of schools and park facilities for low-to-no cost art and culture activities.

POLICY 8.1.9

Incorporate arts education into after-school programming.

POLICY 8.1.10

Use arts and cultural activities to promote social inclusion and the cultural vitality of Western SoMa.

The provision of new publicly displayed works of art and publicly accessible arts uses will create a more interesting and enjoyable place to live, work and visit.

OBJECTIVE 8.2

IMPROVE LIVABILITY BY ENCOURAGING THE DEVELOPMENT OF NEW ARTS USES.

POLICY 8.2.1

Create incentives for enterprise housing for artists that offers living areas and encourages shared work space.

POLICY 8.2.2

Request the addition of the arts as a category to the list of projects that benefit from developer impact fees.

The competition for both residential and commercial space has created strenuous circumstances for local artists. Live/work housing units do not fully utilize the potential space of a developable lot, and are thus more costly. Therefore, by separating the uses within a cooperative development, individual housing units may be economized, while combining the work spaces into a more functional shared area. This may potentially help prevent further departure and even promote new opportunities for new of local artists by providing a more useful space and reduced costs.

POLICY 8.2.3

Include new arts spaces as a proportion of new private development.

POLICY 8.2.4

Establish height bonuses for 14-foot floor-to-floor heights for any new arts-related uses in the SALL

San Francisco Planning Code Section 429 requires a percentage of construction costs for new development projects to be applied toward the inclusion of publicly displayed artwork and exhibition space. For new non-residential projects in the Western SoMa SUD that exceed 49,999 square feet, an equivalent of 10 percent of the project's gross floor area should be set aside and dedicated for arts related uses as defined in the Zoning Code. Contributions of an equivalent value (1 percent of total construction costs) may be made to a neighborhood benefits package for the construction of arts related spaces or public realm arts improvements in the Western SoMa may be provided in lieu of on-site dedications.

POLICY 8.2.5

For new commercial development larger than 50,000 feet or new residential development larger than 50 units, encourage the participation of local artists/artisans or neighborhood cultural councils in the pedestrian-level design of the building.

POLICY 8.2.6

Integrate public art work within the construction of new public buildings.

The construction of public buildings provides the city with an opportunity to set an example for the highest quality of public art and architecture integration. New public developments including buildings, parks, and streetscape improvements should provide the highest standard of public artwork displays.

POLICY 8.2.7

Encourage programs that require the involvement of local artists, artisans, and craftspeople in the design of open space, signage, and street furniture.

POLICY 8.2.8

Design parks and open spaces to be accessible and usable for arts and cultural activities, such as outdoor performances and group practice.

POLICY 8.2.9

Dedicate a portion of impact fees for arts and cultural programming in new and existing public spaces, such as schools, parks, recreational facilities, and community centers.

POLICY 8.2.10

Create new incentives to promote the inclusion of arts facilities in private development.

POLICY 8.2.11

Use City zoning and financial resources to create incentives for increasing the supply of affordable housing and work spaces for artists.

POLICY 8.2.12

Include artists in affordable housing initiatives, possibly in conjunction with a resident artist or neighborhood arts programs.

Places for entertainment uses provide local artists with business opportunities while providing visitors and residents with venues to socialize and share in cultural activities. These entertainment venues often serve as the heart of a community. Their continued vitality should be a high priority.

OBJECTIVE 8.3

PROTECT AND ENCOURAGE APPROPRIATE NEIGHBORHOOD ENTERTAINMENT USES.

POLICY 8.3.1

Grandfather in and allow limited expansion of entertainment venues in the event of a demolition and replacement of the building.

POLICY 8.3.2

Allow entertainment as an accessory use in all Principally Permitted uses, with the exception of Type 48 bars, in the Folsom Street Neighborhood Commercial District.

POLICY 8.3.3

Allow "Place of Entertainment" as a fully Permitted Use (with buffers to protect existing housing) south of Harrison Street.

POLICY 8.3.4

Provide opportunities for relocation of existing entertainment uses from residential areas to non-residential areas of the Western SoMa SUD.

Entertainment or recreational spaces provide opportunities for many different types of cultural interactions, and are essential to a complete neighborhood fabric. As cultural diversity increases, so too must a community's ability to facilitate those opportunities.

POLICY 8.3.5

Allow entertainment uses in select areas under lower intensity circumstances and as a complementary activity in permitted uses.

Western SoMa provides many opportunities for nightlife and entertainment due to its relatively low housing density and proximity to public transit. As the Western SoMa becomes increasingly residential, nighttime entertainment may create conflicts with housing uses. Therefore, new entertainment uses should be restricted to appropriate levels of intensity and locations.

POLICY 8.3.6

Include entertainment spaces as a proportion of new development.

The development of neighborhood-serving commercial space is strongly encouraged. New commercial spaces should be designed to adequately suit the needs of entertainment venues and should integrate entertainment uses wherever appropriate.

POLICY 8.3.7

Encourage clustering neighborhood serving uses around existing entertainment facilities.

Incentives should be provided to help facilitate the integration of entertainment venues into the mix of uses in our neighborhoods. New commercial development may be guided toward primary locations where complementary businesses would provide increased economic activity.

COMMUNITY FACILITIES

In the future, the success of the Western SoMa SUD and its residential communities will largely depend upon the adequate and efficient provision of community facilities and services. An important element of this plan is to assure that the location, number and types of these amenities meet the needs and desires of the Western SoMa neighborhood, placing emphasis on facility maintenance and the addition of specific services to address deficiencies. Once implemented, evaluations should be conducted of neighborhood community facilities and services to ensure their effective delivery.

While in some areas of the Western SoMa there may be an adequate supply of community facilities, there are some principal issues that need to be addressed, such as determining how best to maximize the use of existing facilities; ensuring an equitable distribution of facilities that can improve the quality of life for all; managing the necessary maintenance of new and existing facilities, in light of budgetary constraints; and making an effective level of affordable community services available to the community, despite the threat of widespread federal, state and regional cutbacks.

In essence, this plan component attempts to outline the facilities and services of greatest demand to the community, such as human services, child care and education, but also places a great deal of emphasis on the preservation of other services:

- Links to social and cultural institutions, such as the Lesbian-Gay-Bisexual- Transgender-Queer-Questioning and Filipino-American communities.
- Provision of community recreation, art and education facilities as part of the development of new projects.
- Provision of sustainable urban agriculture and access to foods, on the part of retail businesses.

OBJECTIVE 9.1

PROVIDE ESSENTIAL COMMUNITY SERVICES AND FACILITIES.

POLICY 9.1.1

Support the siting of new facilities to meet the needs of a growing community and to provide opportunities for residents of all age levels.

POLICY 9.1.2

Encourage appropriate location and expansion of essential neighborhood-serving community and human services activities throughout Western SoMa, exclusive of the residential enclave districts.

POLICY 9.1.3

Recognize the value of existing facilities and support their expansion and continued use.

POLICY 9.1.4

Support existing and encourage new community serving social and cultural facilities in Western SoMa that support low-income and immigrant communities by creating new spaces that house services such as English as a Second Language, employment, art, education and youth programming.

POLICY 9.1.5

Ensure adequate maintenance of existing public health and community facilities.

POLICY 9.1.6

Work with appropriate City agencies to build and utilize school facilities as multi-use facilities, with joint use agreements that permit co-location of neighborhood services such as youth-serving community based organizations, low income clinics, recreation centers, and job skills training sites.

POLICY 9.1.7

Identify potential uses of existing school facilities for after school programs.

POLICY 9.1.8

Seek the San Francisco Unified School District consideration of new middle and high school options in the Western SoMa, or the expansion of existing schools to accommodate middle and high school demand from projected population growth in the Western SoMa.

POLICY 9.1.9

Identify a potential area in Western SoMa that could be appropriate for a neighborhood middle school, taking into consideration a number of factors, including pedestrian safety, noise and air quality conditions, and the feasibility of being co-located with another public works project (e.g., park, historic/cultural center, or City-sponsored childcare).

POLICY 9.1.10

Ensure public libraries in the plan area have sufficient materials to meet projected growth, to continue quality services, and to provide access for residents of the area.

OBJECTIVE 9.2

PROVIDE NEIGHBORHOOD CHILDCARE SERVICES WHERE THEY WILL BEST SERVE LOCAL RESIDENTS AND WORKERS.

POLICY 9.2.1

Encourage the creation of childcare facilities (licensed childcare centers or licensed family childcare homes) in affordable housing or mixed-use developments.

POLICY 9.2.2

Locate childcare near residential areas, on-site in new residential complexes, near transit facilities, or near employment centers to support families by reducing the time spent going to and from daycare, and to support other plan goals of traffic reduction and increased transit ridership.

OBJECTIVE 9.3

ENSURE CONTINUED SUPPORT FOR HUMAN SERVICE PROVIDERS THROUGHOUT THE SOUTH OF MARKET NEIGHBORHOODS.

POLICY 9.3.1

Promote the continued operation of existing human and health services that serve low-income and immigrant communities and prevent their displacement.

POLICY 9.3.2

Encourage new facilities and spaces for providers of services such as English as a Second Language, employment training services, art, education and youth programming.

OBJECTIVE 9.4

REINFORCE THE IMPORTANCE OF THE SOUTH OF MARKET AS A CENTER FOR FILIPINO-AMERICAN AND LGBTQ LIFE IN SAN FRANCISCO.

POLICY 9.4.1

Support efforts to preserve and enhance social and cultural institutions.

POLICY 9.4.2

Encourage the creation of new social and cultural facilities in the Western SoMa area.

POLICY 9.4.3

Protect and support Filipino, LGBTQ and other minority or culturally significant local business, structures, property and institutions in Western SoMa.

POLICY 9.4.4

Develop a definition of social and cultural institutions, including clear explanation of how these institutions are or are not covered by existing historical preservation policies and what each City agency's role is in supporting these institutions.

POLICY 9.4.5

Ensure that existing cultural facilities are adequately staffed, buildings are maintained and methods are developed to meet increased cost and address increased usage of existing facilities.

POLICY 9.4.6

Prioritize maintenance and support funding for cultural and service facilities that support Filipino-Americans, such as the Bayanihan Center, the Filipino Education Center, and the West Bay Pilipino Multi-Services Center.

POLICY 9.4.7

Prioritize maintenance and support funding for cultural and service facilities and events such as street fairs that support the LGBTQ community.

OBJECTIVE 9.5

ENCOURAGE COMMUNITY RECREATION, PUBLIC HEALTH, FOOD PRODUCTION, ART AND EDUCATION FACILITIES AS PART OF MAJOR REAL ESTATE REHABILITATION OR NEW CONSTRUCTION PROJECTS.

POLICY 9.5.1

Development projects of an acre or more should provide on-site publicly-accessible community spaces or provide publicly-accessible open spaces.

OBJECTIVE 9.6

PROMOTE FOOD ACCESS AND SUSTAINABLE URBAN AGRICULTURE.

POLICY 9.6.1

Provide expedited permit review processes for all retail businesses providing a minimum of 10 percent shelf space for fresh produce.

POLICY 9.6.2

Strongly encourage community shared agriculture drop off locations in major new residential developments.

POLICY 9.6.3

Identify new areas for community gardens within the plan area. Consider new locations to be within new or existing parks or near existing or new community facilities.

POLICY 9.6.4

Consider using a portion of public benefits funding for the creation of community gardens based on community support.

POLICY 9.6.5

Consider using a portion of public benefits funding to support the transport of low-income residents to local farmers markets.

POLICY 9.6.6

If a new, remodeled or expanded school facility is developed, encourage the school to include the provision of fully functioning kitchens so that school meals are served on site and provide green space equal to 20 to 40 percent of the project site area to include a school garden.

SAFETY AND PUBLIC WELFARE

As the residential population of Western SoMa has grown, concerns about safety have become more important to many members of the community. At the first Town Hall meeting held by the Western SoMa Task Force in June of 2007, the small-group discussion facilitated by the Complete Neighborhood Fabric Committee was dominated by talk about crime, safety and quality of life.

To many longtime residents of Western SoMa, the standards for quality of life have always been tempered by the industrial nature of the area. Lower rents and greater tolerance for alternative lifestyles were always weighed against the higher standards of safety and cleanliness found in the more gentrified parts of the city. Newcomers to the neighborhood, swept in by the dot com boom and caught up in the spiraling prices of live/work lofts, made no such allowances. The 2006 race for the Board of Supervisors here in District 6 was dominated by charges of inattention to safety and the public welfare.

Has South of Market grown more dangerous? A review of crime statistics for the area served by Southern Station, sampled at five year intervals, actually shows the incidence of very serious offenses is lower in 2008 than what was reported in 1991, 1996 or 2006. Only in 1986 was the crime rate lower than what SoMa experienced in the last year studied.

The community infractions of noise, littering, graffiti, urination and defecation were discussed at the June 2007 Town Hall conversations. Unfortunately, these infractions are the lowest priority for law enforcement, leading to the perception that the community is ignored and treated with less respect than other parts of the city. As the population density increases, the incidence of these quality of life offenses affects more people. No one should have to live in a dirty, intolerable community.

To the extent that rezoning has opened up many formerly industrial areas to residents, urban planning takes on some of the responsibility for mitigating what was once the sole provenance of law enforcement.

"Crime Prevention through Environmental Design" (CPTED) is the field that provides us with tools to fulfill that role. It owes its origin to the work of Jane Jacobs who, in "Death and Life of Great American Cities," drew a direct connection between successful place-making and overall public safety.

The safest communities have developed over long periods of time, absent any help from trained planners, with a rich range of activities and uses and with buildings of different designs and purposes. Modern planning efforts to recreate these communities with "mixed-use" zoning usually result in massive housing projects in neighborhoods with a smattering of meaningless ground floor retail space. Most are sorely lacking in all the essentials that go into creating a complete neighborhood. Unoccupied ground floor space, blank walls, inappropriate landscaping and uses that turn their back on the outside community should be discouraged.

OBJECTIVE 10.1

BUILD "CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN" (CPTED) STANDARDS INTO NEW ZONING CLASSIFICATIONS.

POLICY 10.1.1

Encourage a mix of uses that promote public participation and provide "eyes on the street."

POLICY 10.1.2

Encourage natural surveillance by creating a better sense of community.

POLICY 10.1.3

Require adequate exterior lighting on all new developments.

POLICY 10.1.4

Ensure that trees and shrubbery do not obscure sight lines.

The 1990 rezoning of South of Market attempted to codify the community's existing mixed-use character. Service, Light Industrial and Residential (SLR) zoning, allowed community-serving, service-oriented and blue collar industries to coexist with residential uses and grandfathered in dozens of entertainment venues in the hope that people would be able to live, work and play all in this one area. Experience has shown that, although these varied uses occasionally come into conflict, South of Market is enriched by its diversity.

OBJECTIVE 10.2

ENCOURAGE APPROPRIATE ACTIVITIES DURING BOTH DAY AND NIGHT.

POLICY 10.2.1

Encourage uses that operate outside of the usual "nine-to-five" workday.

The current Place of Entertainment permitting process is a one-size-fits-all process that, because of First Amendment concerns, cannot distinguish between a loud amphitheater, a small jazz club or even a restaurant featuring a disk jockey. While government cannot define entertainment for any venue, it can regulate secondary impacts.

POLICY 10.2.2

Encourage lower-intensity, neighborhood-serving entertainment venues.

An entertainment venue that respects its surrounding community and operates late into the night provides more security for everyone. It can also generate the critical mass to support ancillary businesses that benefit the entire neighborhood. Service-oriented and light industrial uses also contribute to creating a 24-hour neighborhood, which creates a greater sense of security by providing constant "eyes on the street."

OBJECTIVE 10.3

INCREASE SOCIAL COHESION AMONG RESIDENTS AND LOCAL BUSINESS OWNERS.

POLICY 10.3.1

Provide a basic level of common services, especially at major transit nodes, to prevent the perception of isolation.

SoMa was laid out with large industrial city blocks, some of the longest in the city. Alleys help break up those long stretches. Mid-block crossings should also be encouraged.

POLICY 10.3.2

Increase mid-block crossings throughout the Western SoMa SUD.

The Planning Department, the Commission, the Board of Supervisors — in fact, the entire City family — all have an obligation to help knit South of Market back together. SoMa is surrounded by freeways, is home to many of the most popular big box stores, auto repair shops, services for the Financial District and the hospitality industry and provides the entire region with entertainment. It bore the brunt of the dot com boom and bust and is now experiencing an incredible increase in population.

POLICY 10.3.3

Encourage development of new community buildings that support a diverse spectrum of neighborhood activities.

Creating safe public spaces requires commitment to environmental improvements and also to increasing community interactions, social relationships between neighbors and local business owners, improving economic conditions, and cultivating a sense of pride and ownership over the neighborhood. Such commitments can be cultivated in a number of ways including 1) funding for spaces to meet; 2) funding for public, community building events, like neighborhood fairs and festivals; 3) encouraging public participation in community decision-making; and 4) creating economic and social opportunities for youth, families, seniors and others.

POLICY 10.3.4

Provide funding or physical space for the creation and/or continued programming of a neighborhood clean-up committee, a neighborhood crime prevention committee, or other neighborhood-oriented committee that seeks to promote social engagement and healthy communities.

POLICY 10.3.5

Organize periodic town hall meetings among police and elected officials and current residents, property and business owners to discuss the impact of new development and ways to improve neighborhood safety.

POLICY 10.3.6

Work with San Francisco Police Department to reduce crime in high crime areas by incorporating Crime Prevention through Environmental Design strategies and increasing police presence.

OBJECTIVE 10.4

ENSURE A HIGH QUALITY OF LIFE FOR EXISTING AND NEW RESIDENTS AND WORKERS.

POLICY 10.4.1

Significantly enhance pedestrian safety throughout Western SoMa.

POLICY 10.4.2

Encourage the creation of a Community Benefits District to fund additional street cleaning.

POLICY 10.4.3

Support creating collaboration between the San Francisco Day Laborer programs and entertainment business owners to hire day laborers to pick up litter and clean streets around entertainment areas following business hours.

POLICY 10.4.4

Work with local eating establishments and convenience stores to ensure that there are trash cans located both inside and outside their establishment and that signs discourage litter.

POLICY 10.4.5

Designate a graffiti wall or section of a park where graffiti is encouraged. Offer awards or mini-grants for persons with the best graffiti on designated areas after a certain period of time, as long as the individual does not have current graffiti charges in other areas of the City.

POLICY 10.4.6

Work with the Department of Public Works to get self-cleaning public toilets placed along key commercial streets and near entertainment venues.

POLICY 10.4.7

Work with local entertainment owners to help fund regular cleaning of entertainment areas.

POLICY 10.4.8

Work with local restaurants, community centers, police stations, and other public facilities to allow increased public bathroom usage (include a slight financial incentive to allow public access or create sign that indicates name and location of public bathrooms). This program could provide free additional publicity for those businesses.

POLICY 10.4.9

Work with the San Francisco Day Laborer program or city janitorial services to establish a cleaning program where if businesses open their bathrooms to the public, they will receive one free bathroom cleaning per week from city-hired cleaners.

OBJECTIVE 10.5

PROMOTE COMMUNITY PARTICIPATION IN THE WESTERN SOMA PLAN IMPLEMENTATION PROCESS.

POLICY 10.5.1

Establish a community advisory body to monitor implementation of the Plan and make recommendations for Plan amendments every two years.

POLICY 10.5.2

Conduct a formal external evaluation of community involvement activities during the course of the Western SoMa planning process to identify lessons learned and needs for future community improvement efforts.

POLICY 10.5.3

Promote public transportation to planning and implementation meetings to help increase community investment/engagement in neighborhood.

Street design and public realm improvements need to improve the use of streets by prioritizing pedestrian safety and their enforcement, ADA accessibility, physical streetscapes improvements, and beautification, as well as making public right of ways and streets inclusive to all citizens, regardless of obvious or concealed human disability or impairment. Currently various Department Codes cover the safety and accessibility of streets. Some provisions, however, contradict each other and should be coordinated to implement a plan that embraces the concept of "universal design."

Most existing disability language relates to "accessibility" and it is part of many Federal and State regulations as well as local Codes, including the Planning Code, the Building Code, the DPW Code, the Fire Code.

OBJECTIVE 10.6

BUILD "SAFE AND ACCESSIBLE PLACES" THROUGH "UNIVERSAL DESIGN" (DESIGN THAT INCLUDES PEOPLE WITH DISABILITIES OR IMPAIRMENTS).

POLICY 10.6.1

Support building access to all public spaces, streets and public right of ways, as well as access to public spaces within private development in the neighborhood that is safe and accessible from the perspective of all local and federal regulations without contradictions regarding "safety" and "accessibility".

EXHIBIT III-4A Amendments to the General Plan

NOTE: New text is underlined and *italicized*
Deleted text has a ~~strikethrough~~

The Housing Element of the San Francisco General Plan is hereby amended to read as follows:

HOUSING ELEMENT

POLICY 1.2

Focus housing growth and infrastructure-necessary to support growth according to community plans. Complete planning underway in key opportunity areas such as Treasure Island, Candlestick Park and Hunter's Point Shipyard.

In order to increase the supply and affordability of housing, the City has engaged in significant planning for housing through Area Plans (portions of the General Plan which focus on a particular part of the City), Redevelopment Plans (community revitalization plans authorized and organized under the provisions of the California Community Redevelopment Law), and major development projects created in partnership with private sponsors. Adopted community plans include Balboa Park, *Glen Park*, Market and Octavia and the Central Waterfront neighborhoods; the Eastern Neighborhoods program including the Mission, South of Market, Showplace Square and Potrero Hill; Candlestick, *Executive Park*, *Treasure Island*, *Park Merced*, *Transit Center District*, and Hunters Point Shipyard; and several Redevelopment Area Plans, most recently Visitation Valley/Schlage Lock.

~~The Plans for underway include Japantown *is underway*, Glen Park, Western SoMa and Executive Park. Other major projects in development with the City include Treasure Island, Park Merced and the Transbay Transit Center.~~ These ongoing community planning efforts should continue. These projects could result in a community accepted housing vision for the neighborhood, related zoning changes and neighborhood specific design guidelines that will encourage housing development in appropriate locations.

Together, these planning efforts could provide capacity for significantly more than the 31,000 units allocated for this planning period (2007-2014). However these plans will require significant investment in infrastructure and supporting services in order to support this growth. Each adopted plan contains related programs for affordable housing (directing the mix of housing types, tenures and affordability needs), infrastructure and community services, they also contain design guidelines and community review procedures. The City should prioritize public investment in these plan areas, according to each plans' infrastructure and community improvement program. These plans will also require diligence in their application: each plan contains numerous policies and principles intended to ensure neighborhood consistency and compatibility, and it is up to Planning Department staff and the Planning Commission to uphold those principles in project review and approvals.

<i>Plan Area / Major Project</i>	<i>Estimated New Housing Construction Potential*</i>
Balboa Park Area Plan	1,800
Market/Octavia Area Plan	6,000

EXHIBIT III-4A Amendments to the General Plan

Central Waterfront Area Plan	2,000
Mission Area Plan	1,700
East SOMA Area Plan	2,900
<u>Western SoMa</u>	<u>2,883</u>
Showplace Square/Potrero Hill Area Plan	3,200
<u>Glen Park</u>	<u>100</u>
Rincon Hill Area Plan	4,100
Visitation Valley Redevelopment Plan	1,500
Transbay Redevelopment Plan	3,400
Mission Bay Redevelopment Plan	3,000
Hunters Point Shipyard/ Candlestick Point	10,000
<u>Executive Park</u>	<u>2,800</u>
<u>Park Merced</u>	<u>5,600</u>
<u>Treasure Island</u>	<u>8,000</u>
<u>Transit Center District</u>	<u>1,200</u>
Total Adopted Plans & Projects	<u>60,183</u> 39,600
 Executive Park	 1,600
Glen Park	100
Japantown	To be determined
Park Merced	5,600
Transit Center District	1,200
West SOMA	2,700
Treasure Island	7,000
Total Plans & Projects Under Way	<u>To be determined</u> 18,200
TOTAL:	<u>60,183</u> 57,800

* From individual NOP and EIR, rounded

The Recreation and Open Space of the San Francisco General Plan is hereby amended to read as follows:

RECREATION AND OPEN SPACE

EXHIBIT III-4A Amendments to the General Plan

OBJECTIVE 4

PROVIDE OPPORTUNITIES FOR RECREATION AND THE ENJOYMENT OF OPEN SPACE IN EVERY SAN FRANCISCO NEIGHBORHOOD.

Every neighborhood should be served by adequate public open space and recreation facilities. Neighborhood parks and recreation facilities are essential; many people are unable to use citywide facilities if they are not located nearby. This is especially important for the very young and for the elderly whose mobility is limited.

High land costs and a shortage of vacant sites restrict opportunities to provide new open space in many neighborhoods. For this reason, it is important that the city maximize use of existing facilities. Making the best use of parks and recreation areas can help offset the limited opportunities to create new ones and can bring the most immediate improvement in services to San Francisco neighborhoods.

This section has general policies for neighborhood open space and recreation. More detailed plans for neighborhood open space are included in Special Area Plans which have, or will be adopted as part of the General Plan. The general policies in this Element are applied in the preparation of the Special Area Plans, and more specific recreation and open space proposals are developed. The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, Market Octavia, and South Bayshore.

The more specific proposals may be found in the following plans: Western Shoreline, Central Waterfront, Northeastern Waterfront, Chinatown, The Downtown, Rincon Hill, Market Octavia, East SoMa, Western SoMa, Mission, Showplace Square/Potrero Hill, and Bayview Hunters Point.

The South of Market Area Plan of the San Francisco General Plan is hereby amended as follows:

SOUTH OF MARKET

The South of Market Area Plan is removed in its entirety.

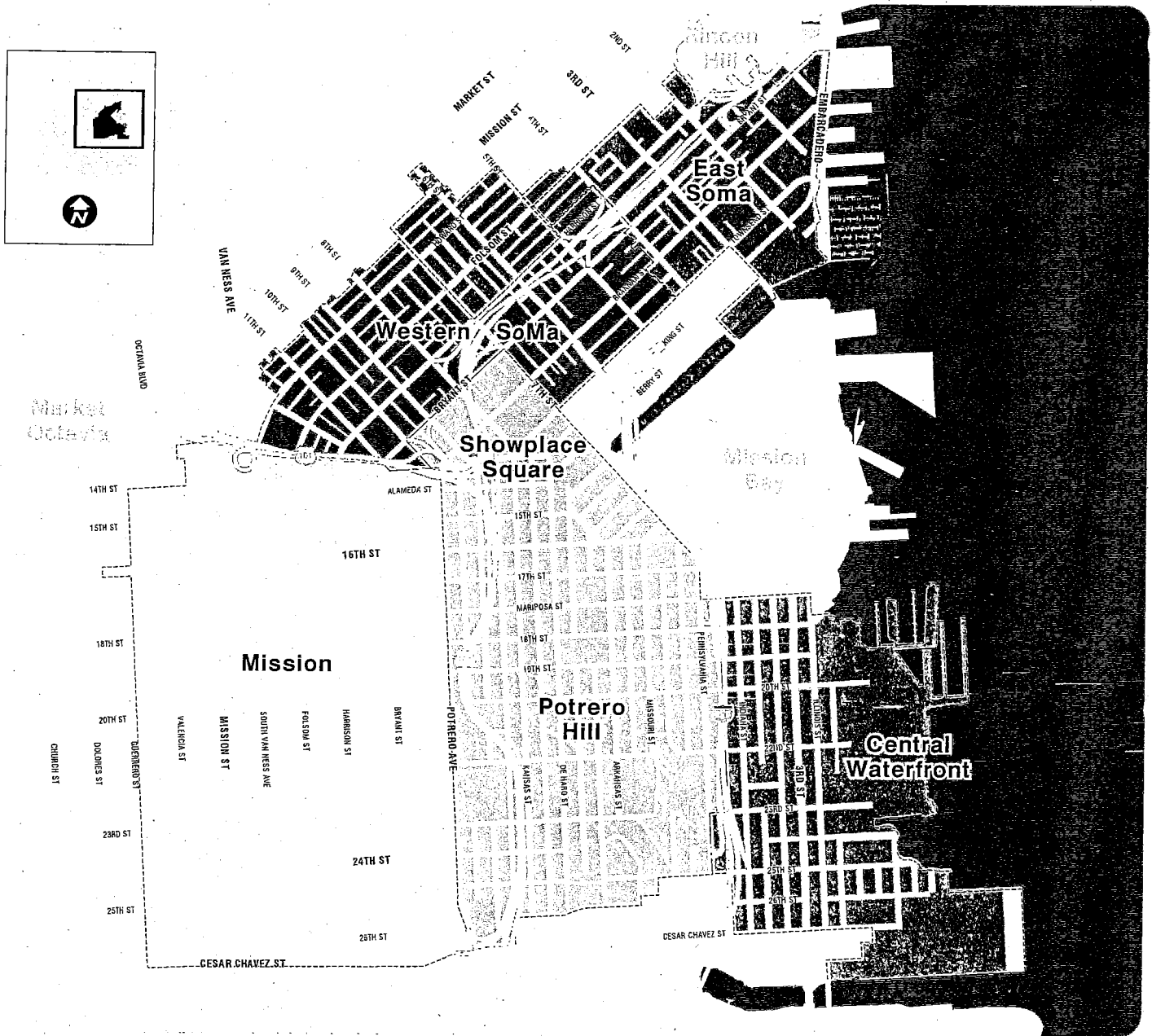
General Plan Map Amendments

The figures that are proposed for amendment as part of the Western SoMa planning process include the following; see revised maps after this list:

- *Housing Element: Map 1 – Plan Areas* will be revised to show the Western SoMa Plan Area as an adopted plan area.
- *Commerce and Industry Element: Map 2 - Generalized Commercial & Industrial Density Plan* will be revised to note revised Floor Area Ratios (FAR) in Western SoMa proposed to be zoned as Mixed Use Districts.

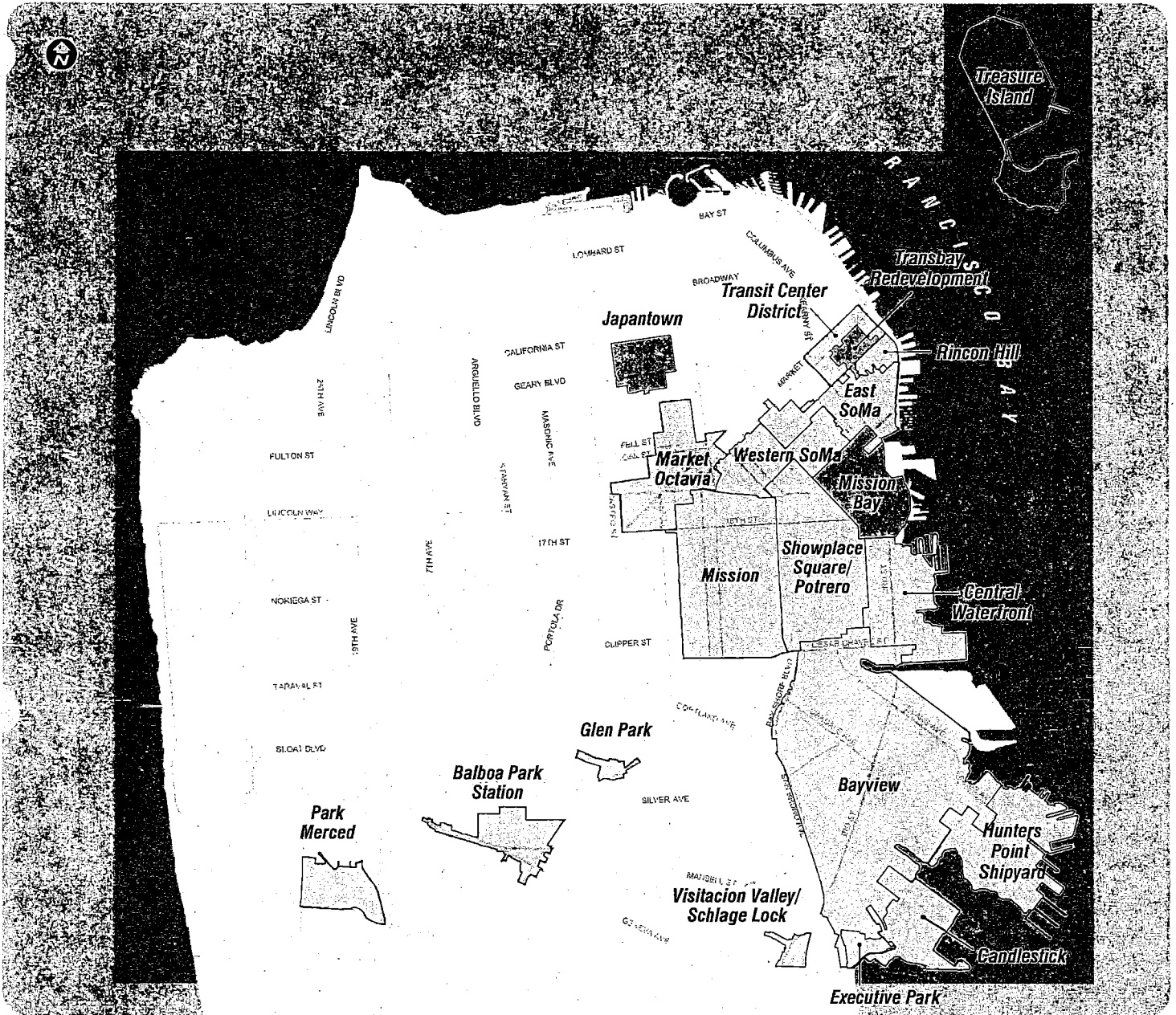
EXHIBIT III-4A Amendments to the General Plan

- *Commerce and Industry Element: Map 4 - Residential Service Areas of Neighborhood Commercial Districts and Uses* will be amended to note the new Neighborhood Commercial District (NCD) and new Neighborhood Commercial Transit (NCT) District in Western SoMa.
- *Commerce and Industry Element: Map 5 - Generalized Neighborhood Commercial Land Use and Density Plan* will be revised to show the new or revised Neighborhood Commercial Districts in Western SoMa.
- *East SoMa Area Plan: Map 1* - will be updated to include the Western SoMa Plan Area as a part of Eastern Neighborhoods.
- *Mission Area Plan: Map 1* - will be updated to include the Western SoMa Plan Area as a part of Eastern Neighborhoods.
- *Showplace Square/Potrero Area Plan: Map 1* - will be updated to include the Western SoMa Plan Area as a part of Eastern Neighborhoods.
- *Central Waterfront Area Plan: Map 1* - will be updated to include the Western SoMa Plan Area as a part of Eastern Neighborhoods.



Eastern Neighborhoods Planning Areas



MAP 01



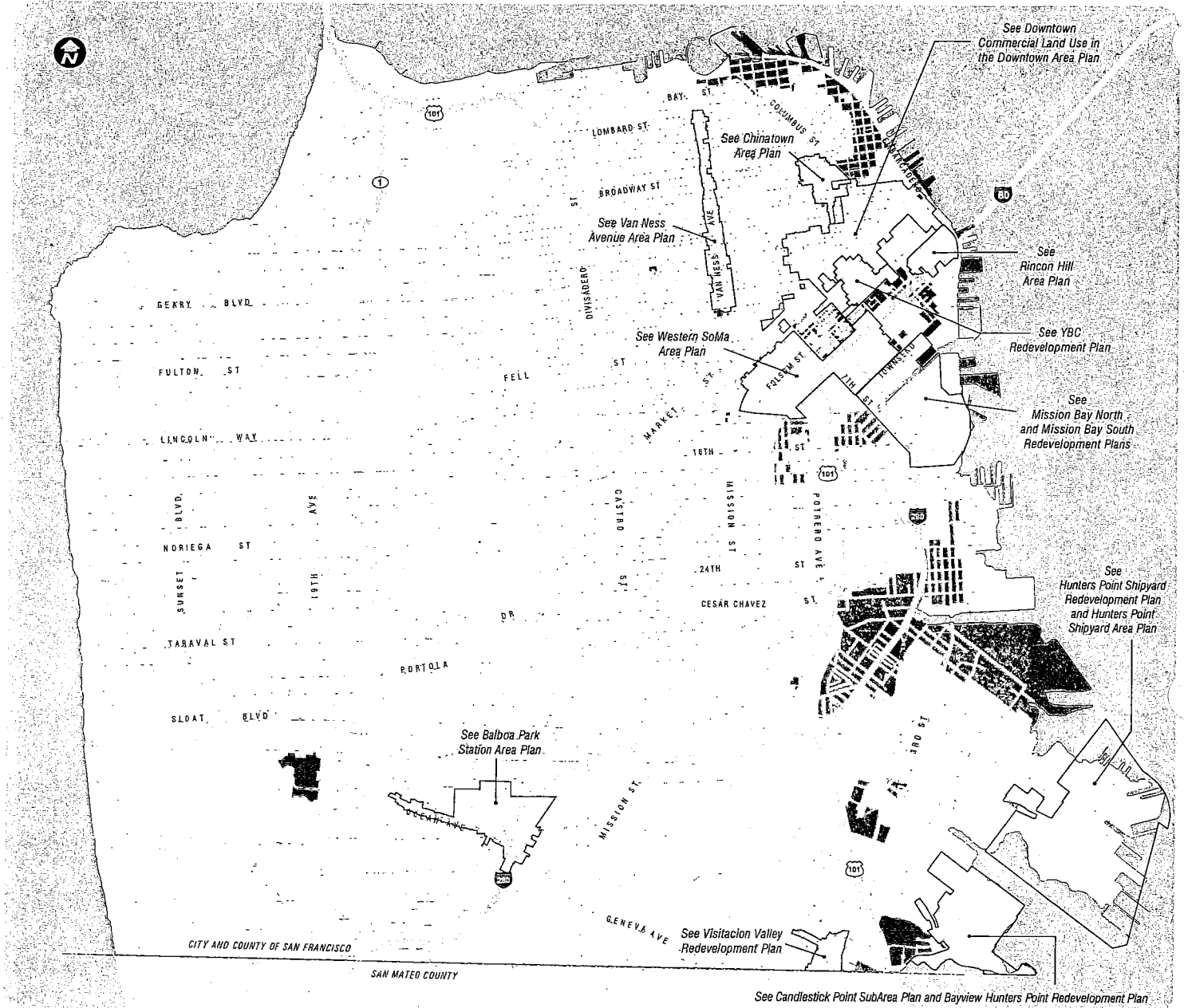
Plan Areas

0 Miles 1

MAP 01

-  Adopted Plan*
-  Plan Areas Under Development

* Note: Not all adopted plans are in the General Plan.



Generalized Commercial and Industrial Density Plan (Excludes Neighborhood Commercial Areas)

0 Miles 1
MAP 02

Commercial (C-2)

3.6:1 FAR

FAR = Floor Area Ratio

Industrial (M-1, M-2, PDR)

3.0:1 FAR

4.0:1 FAR

5.0:1 FAR

6.0:1 FAR

9.0:1 FAR

Res/Com (MU, UMU, SoMa)

2.5:1 FAR

3.0:1 FAR

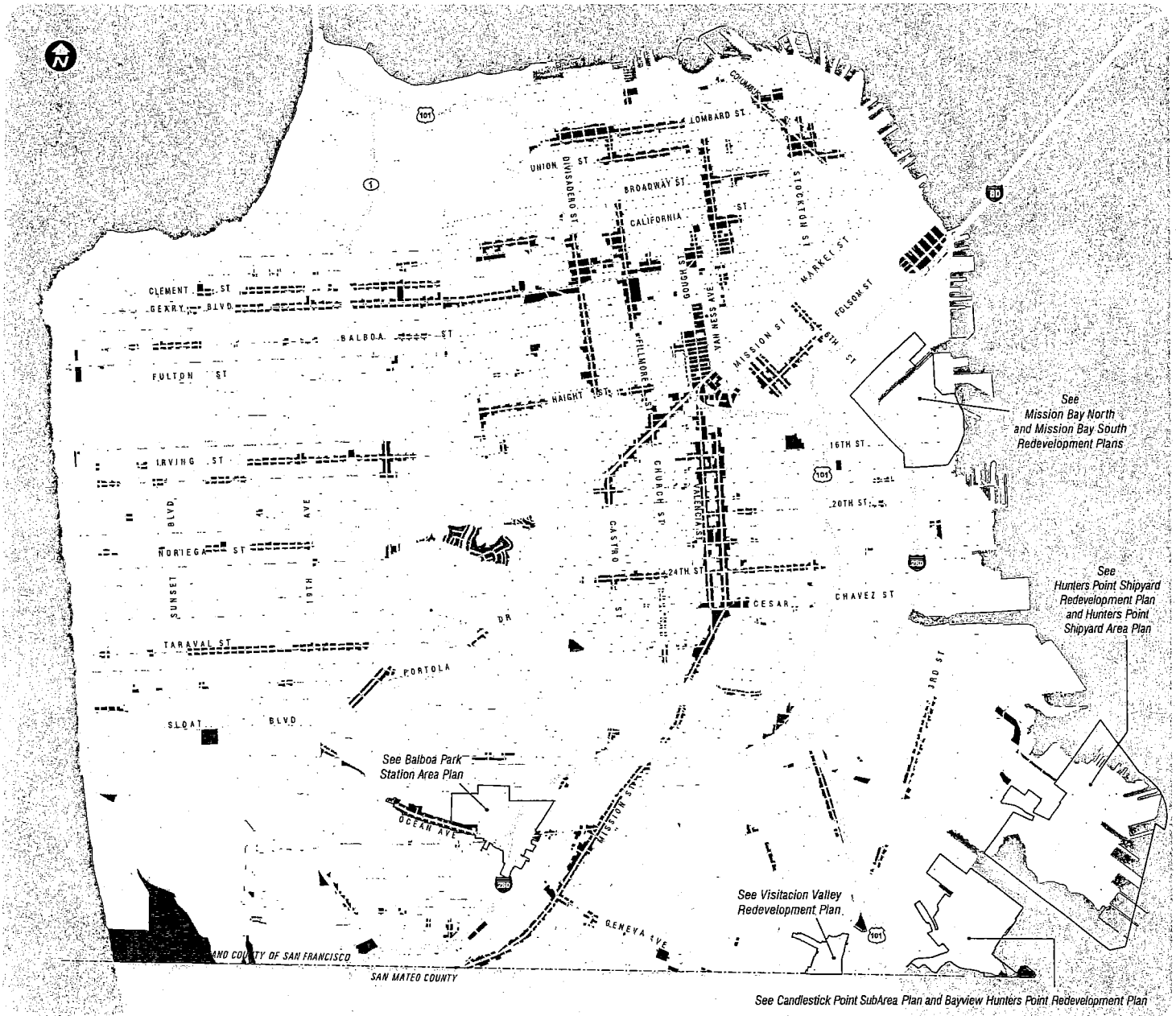
4.0:1 FAR

5.0:1 FAR

6.0:1 FAR

7.5:1 FAR

Note:
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. An additional 25% FAR may be added on corner lots in non C-3 districts. Public use areas are excluded.



Residential Service Areas of Neighborhood Commercial Districts and Uses

0 Miles 1
MAP 04

- Neighborhood Commercial District (Service Radius: 0.5 Mile)
- Commercial Service Areas
- Residential Areas Outside Service Boundaries

0 Miles

MAP 05

-  Neighborhood Cluster
-  Small Scale Neighborhood District
-  Moderate Scale Neighborhood District
-  Neighborhood Shopping Center
-  Individual Neighborhood District
-  Moderate Scale Transit Oriented Neighborhood District
-  Individual Transit Oriented Neighborhood District



FINAL ENVIRONMENTAL IMPACT REPORT

Western SoMa Community Plan, Rezoning of Adjacent Parcels, and 350 Eighth Street Project

PLANNING DEPARTMENT
CASE NOS. 2008.0877E AND 2007.1035E
STATE CLEARINGHOUSE NO. 2009082031

**** Complete Document can be found in File No. 130001-B**

or Online at: <http://www.sf-planning.org/index.aspx?page=1893>



**SAN FRANCISCO
PLANNING
DEPARTMENT**

Draft EIR Publication Date:	JUNE 20, 2012
Draft EIR Public Hearing Date:	JULY 26, 2012
Draft EIR Public Comment Period:	JUNE 20, 2012 TO AUGUST 6, 2012
Final EIR Certification Date:	DECEMBER 6, 2012

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

NOTICE OF PUBLIC HEARING

BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO LAND USE & ECONOMIC DEVELOPMENT COMMITTEE

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard:

Date: Monday, February 25, 2013

Time: Meeting - 10:00 a.m.
Special Order - 1:30 p.m.

Location: Legislative Chamber, Room 250, located at City Hall
1 Dr. Carlton B. Goodlett Place, San Francisco, CA

Subject: Western South of Market (SoMa) Area Plan

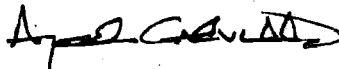
File No. 130001. Ordinance amending the General Plan, by adding the Western South of Market (SoMa) Area Plan, generally bounded on its western portion by 7th Street, Mission Street, Division Street, and Bryant Street, and on its eastern portion by 7th Street, Harrison Street, 4th Street, and Townsend Street; making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the SoMa, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 101.1.

File No. 130002. Ordinance amending the Planning Code, by adding and amending various sections to implement the goals, objectives, and policies of the Western South of Market Area Plan, bounded generally by 7th Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7th Street, Harrison Street, 4th Street, and Townsend Street on the eastern portion of the plan area; and making findings, including environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 101.1.

File No. 130003. Ordinance amending Zoning Map Sheets ZN01, ZN07, ZN08, HT01, HT07, and HT08 to revise use districts and height and bulk districts within the Western South of Market Plan Area; and making environmental findings, Planning Code, Section 302, findings, and findings of consistency with the General Plan and Planning Code, Section 101.1.

File No. 130004. Ordinance amending the Administrative Code, Section 10E.2, to integrate the Western South of Market (SoMa) Area Plan into the Eastern Neighborhoods Monitoring Program for purposes of reviewing the effectiveness of the Western SoMa Area Plan and inclusion of the Western SoMa Area Plan into the Eastern Neighborhoods reporting requirement, Eastern Neighborhoods capital expenditures plan, and the Eastern Neighborhoods Citizens Advisory Committee; and making environmental findings.

In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, February 22, 2013.



Angela Calvillo, Clerk of the Board

DATED: February 8, 2013

PUBLISHED/MAILED/POSTED: February 15, 2013

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**NOTICE OF PUBLIC HEARING
BOARD OF SUPERVISORS OF THE CITY AND COUNTY OF SAN FRANCISCO
LAND USE & ECONOMIC DEVELOPMENT COMMITTEE
MONDAY, FEBRUARY 25, 2013 - 1:30 PM
COMMITTEE ROOM 263, CITY HALL**

1 DR. CARLTON B. GOODLETT PLACE, SAN FRANCISCO, CA

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard: **Western South of Market (SoMa) Area Plan - File No. 130001.** Ordinance amending the General Plan, by adding the Western South of Market (SoMa) Area Plan, generally bounded on its western portion by 7th Street, Mission Street, Division Street, and Bryant Street, and on its eastern portion by 7th Street, Harrison Street, 4th Street, and Townsend Street; making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the SoMa, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 101.1. **File No. 130002.**

Ordinance amending the Planning Code, implementing the Western South of Market Area Plan. **File No. 130003.** Ordinance amending Zoning Map Sheets ZN01, ZN07, ZN08, HT01, HT07, and HT08 to revise use districts and height and bulk districts within the Western South of Market Plan Area; and making environmental findings, Planning Code, Section 302, findings, and findings of consistency with the General Plan and Planning Code, Section 101.1. **File No. 130004.** Ordinance amending the Administrative Code, adding Western South of Market Area Plan to Eastern Neighborhoods Area Plan Monitoring Program. In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, February 22, 2013.
Angela Calvillo, Clerk of the Board

Miller, Alisa

From: glenda_sobrique@dailyjournal.com
Sent: Friday, February 08, 2013 3:44 PM
To: Miller, Alisa
Subject: Confirmation of Order 2444629 for AM - 2/25/13 Land Use, Western SoMa

Dear Customer:

The order listed below has been received and processed. If you have any questions regarding this order, please contact your ad coordinator or the phone number listed below.

Customer Account Number: 120503
Type of Notice : GPN - GOVT PUBLIC NOTICE
Ad Description : AM - 2/25/13 Land Use, Western SoMa
Our Order Number : 2444629
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SAN FRANCISCO, CA 94102

COPY OF NOTICE

Notice Type: GPN GOVT PUBLIC NOTICE
Ad Description AM - 2/25/13 Land Use, Western SoMa

To the right is a copy of the notice you sent to us for publication in the SAN FRANCISCO CHRONICLE. Please read this notice carefully and call us with any corrections. The Proof of Publication will be filed with the Clerk of the Board. Publication date(s) for this notice is (are):

02/15/2013

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NOTICE OF PUBLIC HEARING
BOARD OF SUPERVISORS OF THE
CITY AND COUNTY OF SAN FRANCISCO
LAND USE & ECONOMIC DEVELOPMENT
COMMITTEE MONDAY, FEBRUARY 25, 2013 - 4:30 PM
COMMITTEE ROOM 263, CITY HALL 1 DR.
CARLTON B. GOODLETT PLACE,
SAN FRANCISCO, CA

NOTICE IS HEREBY GIVEN THAT the Land Use and Economic Development Committee will hold a public hearing to consider the following proposals and said public hearing will be held as follows, at which time all interested parties may attend and be heard: Western South of Market (SoMa) Area Plan - File No. 130001. Ordinance amending the General Plan, by adding the Western South of Market (SoMa) Area Plan, generally bounded on its western portion by 7th Street, Mission Street, Division Street, and Bryant Street, and on its eastern portion by 7th Street, Harrison Street, 4th Street, and Townsend Street; making conforming amendments to the Housing, Commerce and Industry, and Recreation and Open Space Elements, the Land Use Index, and the SoMa, East SoMa, Mission, Showplace Square/Potrero, and Central Waterfront Area Plans; and making environmental findings and findings of consistency with the General Plan and the Priority Policies of Planning Code, Section 01.1. File No. 130002. Ordinance amending the Planning Code, implementing the Western South of Market Area Plan. File No. 130003. Ordinance amending Zoning Map Sheets ZN01, ZN07, ZN08, HT01, HT07, and HT08 to revise use districts and height and bulk districts within the Western South of Market Plan Area; and making environmental findings, Planning Code, Section 302, findings, and findings of consistency with the General Plan and Planning Code, Section 01.1. File No. 130004. Ordinance amending the Administrative Code, adding Western South of Market Area Plan to Eastern Neighborhoods Area Plan Monitoring Program. In accordance with Section 67.7-1 of the San Francisco Administrative Code, persons who are unable to attend the hearing on these matters may submit written comments to the City prior to the time the hearing begins. These comments will be made a part of the official public records in these matters, and shall be brought to the attention of the Members of the Committee. Written comments should be addressed to Angela Calvillo, Clerk of the Board, Room 244, City Hall, 1 Dr. Carlton Goodlett Place, San Francisco, CA 94102. Information relating to this matter is available in the Office of the Clerk of the Board. Agenda information relating to this matter will be available for public review on Friday, February 22, 2013.
Angela Calvillo, Clerk of the Board



* A 0 0 0 0 0 2 9 7 3 4 3 2 *

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. 544-5227

PROOF OF MAILING

Legislative File Nos. 130001, 130002, 130003, and 130004

Description of Items:

Western South of Market Area Plan: Legislation Package

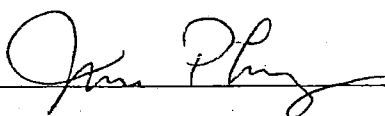
I, JAMES PLANCH, an employee of the Office of the Clerk of the Board Supervisors, mailed the above described document(s) by depositing the sealed items with the United States Postal Service (USPS) with the postage fully prepaid as follows:

Date: 2/15/2013

Time: 5:00 PM

USPS Location: 1300 EVANS AVE, BUSINESS MAIL ENTRY

Mailbox/Mailslot Pick-Up Times (if applicable): _____

Signature: 

Instructions: Upon completion, original must be filed in the above referenced file.

File Nos. 130001, 130002, 130003, 130004
3/4/13 Presented in Committee

San Francisco Planning Department Western SOMA Community Plan



SAN FRANCISCO
PLANNING DEPARTMENT

Land Use and Economic Development Committee
March 4, 2013

WSoMa Plan – Land Use Committee Presentation

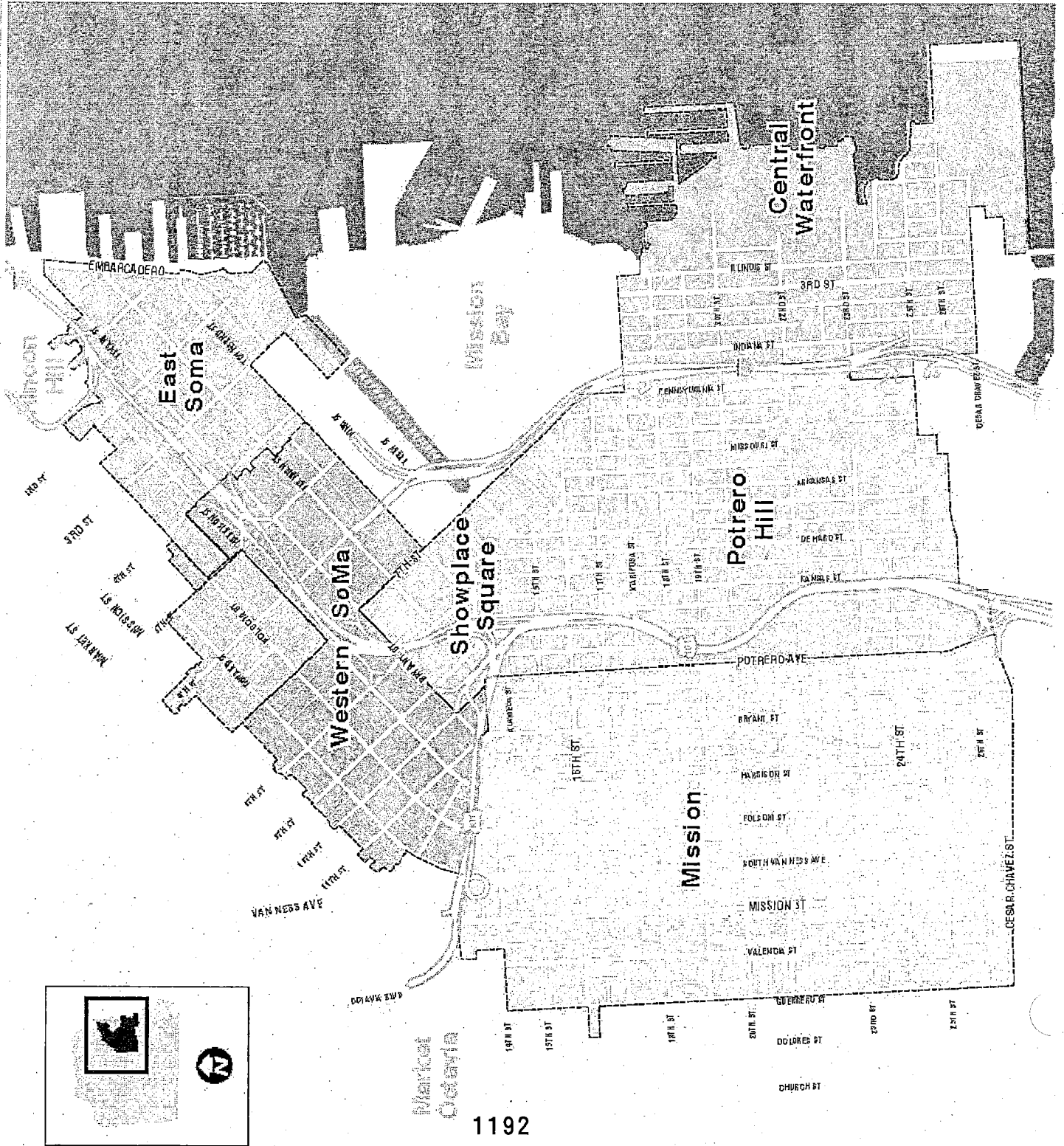
1. Academy of Art University - Grandfathering
2. “Major Developments” Issues Overview
3. EN Impact Fees Overview
4. Affordable Housing Overview
5. “Major Developments” Analysis



Major Developments in WSoMa

- Height bonus available on large lots (> 0.5 acre) with a Conditional Use Authorization
- Criteria to minimize conflicts within and around project
- Encourage a “mix of uses” instead of “mixed use”
- Affordable housing and residential impact fee rates based on UMU District:
 - Affordability requirement increased to “Tier B” level (16% on-site)
 - Residential impact fees reduced to “Tier 1” level (\$8.85/gsf)
 - Commercial impact fees unchanged (Tier 2 = \$11.06/gsf)





Current EN Impact Fee Rates*

Tier	Residential	Non-Residential**
1	\$8.85/gsf	\$6.64/gsf
2	\$13.27/gsf	\$11.06/gsf
3	\$17.70/gsf	\$15.48/gsf

*Impact fees are found in Article 4 of the Planning Code and are indexed annually by the Controllers Office. The rates listed above are for net new development as of 1/17/2013. "Change of Use" rates also exist for conversions within existing buildings.

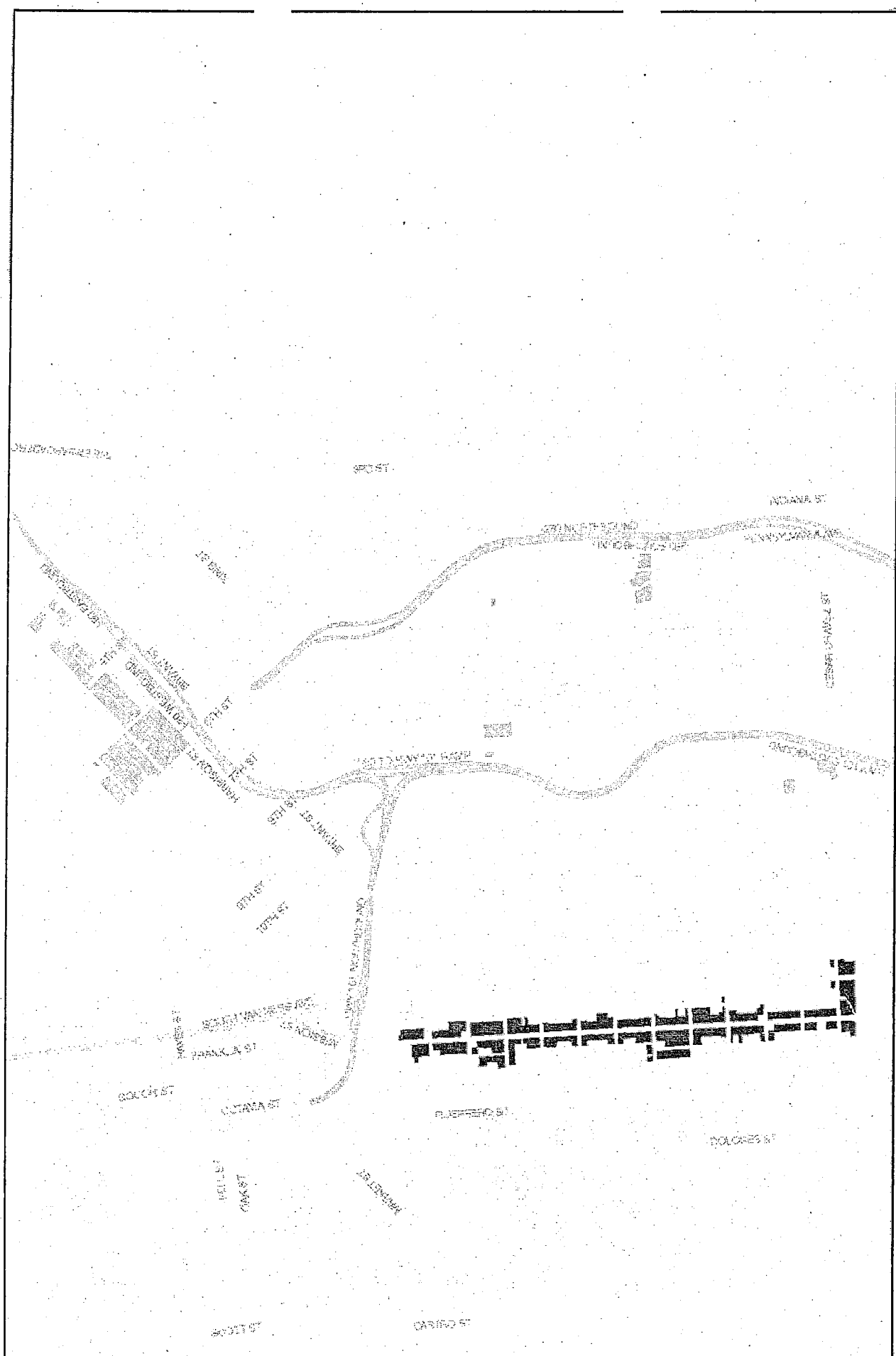
**PDR uses are exempt from impact fees.



EN Impact Fee Allocation

Breakdown of EN Public Benefit Fund by Improvement Type		
Improvement Type	Residential	Non-residential
Open space and recreational facilities	50%	7%
Transit, streetscape and public realm improvements	42%	90%
Community facilities (child care and library materials)	8%	3%
Breakdown of EN Public Benefit Fund for Designated Affordable Housing Zones (MUR & Mission NCT)		
Improvement Type	Residential	Non-residential
Affordable housing preservation and development	75%	n/a
Open space and recreational facilities	13%	7%
Transit, streetscape and public realm improvements	10%	90%
Community facilities (child care and library materials)	2%	3%





EASTERN NEIGHBORHOODS

MUR and Mission NCT
Zoning Districts

Affordable Housing

- Citywide standard for projects with 10 or more DUs:
 - Pay an in-lieu fee based on 20% of DUs
 - Provide affordable DUs off-site based on 20% of DUs
 - Provide affordable DUs on-site based on 12% of DUs
 - Some projects legally can not provide DUs on-site
- Citywide standard applies throughout Eastern Neighborhoods, except in UMU:
 - Residential impact fees are limited to Tier 1 rates in exchange for higher amounts of affordability



UMU Affordable Housing Rates*

Tier	On-Site Housing Requirement	Off-Site/In- Lieu Requirement	Middle Income Alternative	Land Dedication Alternative for sites that have less than 30,000 square feet of developable area	Land Dedication Alternative for sites that have at least 30,000 square feet of developable area
A	14.4%	23.0%	30.0%	35.0%	30.0%
B	16.0%	25.0%	35.0%	40.0%	35.0%
C	17.6%	27.0%	40.0%	45.0%	40.0%

*These rates reflect recent changes to affordable housing rates due to Proposition C.



Concourse Development

Daggett Triangle

0 0.25 0.5 1 Miles

UMU

EASTERN NEIGHBORHOODS
UMU Zoning District

"Major Development" Analysis - Assumptions

- 13 soft sites out of 18 total "Major Development" sites
- Residential square footage = 75% of total lot area per floor, with no residential on the ground floor
- 1 DU equals 800 residential square feet
- Full impact fee rates apply (i.e. no change of use rates)
- All affordable units are provided on-site
- Cost of on-site affordable units based on 1) MOH in-lieu fees, and 2) a unit mix of 40% 2BR, 40% 1BR, and 20% Studio
- Overall development rate of 75%



Analysis Outline

■ Comparison of three scenarios:

- Scenario 1 – Base Height Development (no height bonus)
- Scenario 2 – Max Height Development per WSoMa Plan
- Scenario 3 – Max Height Development per LUC Amendment



Comparison of Scenarios 1 and 2

75% Build-Out Scenario	Development at Base Height (No Bonus)	WSoMa Plan Max Height Scenario	Comparison	Comparison %
Residential Square Feet	1,111,983	1,384,897	272,914	25%
Dwelling Units	1,390	1,731	341	25%
Affordable Rate (On-Site)	(Standard) 12%	(Tier B) 16%	n/a	n/a
Affordable Units (On-Site)	167	277	110	66%
Affordability Cost	\$43,261,240	\$71,838,492	\$28,577,252	66%
Residential Impact Fee Rate	(Tier 2) \$13.27	(Tier 1) \$8.85	n/a	n/a
Residential Impact Fees "Transit, Streetscapes, and Public Realm" Portion	\$14,756,010	\$12,256,340	-\$2,499,670	-17%
Total Affordability and Residential Impact Fee Costs	\$6,197,524	\$5,147,663	-\$1,049,861	-17%
Ratio of Affordable Cost to Residential Impact Fee Cost	\$58,017,250	\$84,094,832	\$26,077,582	45%
	2.9	5.9	n/a	n/a

Comparison of Scenarios 1 and 3

75% Build-Out Scenario	Development at Base Height (No Bonus)	Supervisor Wiener Amendment Scenario	Comparison	Comparison %
Residential Square Feet	1,111,983	1,384,897	272,914	25%
Dwelling Units	1,390	1,731	341	25%
Affordable Rate (On-Site)	(Standard) 12%	(Tier A) 14.4%	n/a	n/a
Affordable Units (On-Site)	167	249	82	49%
Affordability Cost	\$43,261,240	\$64,654,643	\$21,393,403	49%
Residential Impact Fee Rate	(Tier 2) \$13.27	(Tier 2) \$13.28	n/a	n/a
Residential Impact Fees	\$14,756,010	\$18,377,585	\$3,621,575	25%
"Transit, Streetscapes, and Public Realm" Portion	\$6,197,524	\$7,718,586	\$1,521,062	25%
Total Affordability and Residential Impact Fee Costs	\$58,017,250	\$83,032,228	\$25,014,978	43%
Ratio of Affordable Cost to Residential Impact Fee Cost	2.9	3.5	n/a	n/a



Comparison of Scenarios 2 and 3

75% Build-Out Scenario	WSoMa Plan Max Height Scenario	Supervisor Wiener Amendment Scenario	Comparison	Comparison %
Residential Square Feet	1,384,897	1,384,897	-	0%
Dwelling Units	1,731	1,731	-	0%
Affordable Rate (On-Site)	(Tier B) 16%	(Tier A) 14.4%	n/a	n/a
Affordable Units (On-Site)	277	249	(28)	-10%
Affordability Cost	\$71,838,492	\$64,654,643	-\$7,183,849	-10%
Residential Impact Fee Rate	(Tier 1) \$8.85	(Tier 2) \$13.28	n/a	n/a
Residential Impact Fees	\$12,256,340	\$18,377,585	\$6,121,245	50%
"Transit, Streetscapes, and Public Realm" Portion	\$5,147,663	\$7,718,586	\$2,570,923	50%
Total Affordability and Residential Impact Fee Costs	\$84,094,832	\$83,032,228	-\$1,062,604	-1%
Ratio of Affordable Cost to Residential Impact Fee Cost	5.9	3.5	n/a	n/a



File Nos. 130001, 130002, 130003, 130004

2/25/18 - Received and Presented in Committee

San Francisco Planning Department Western SolMa Community Plan



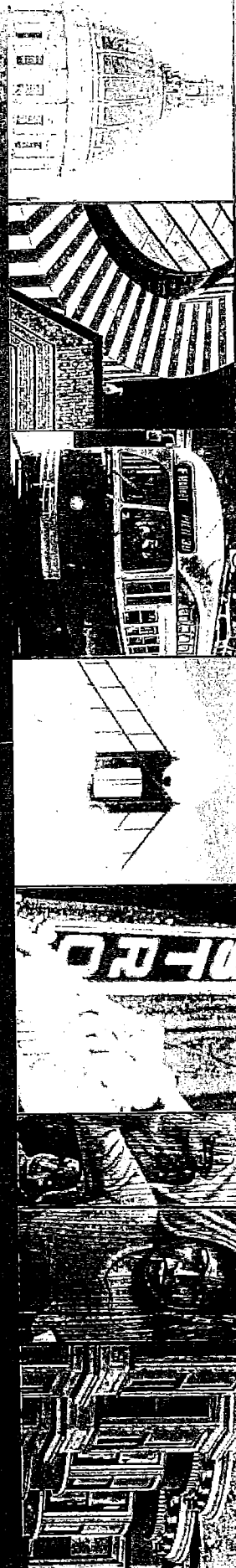
SAN FRANCISCO
PLANNING DEPARTMENT

Land Use and Economic Development Committee
February 25, 2013

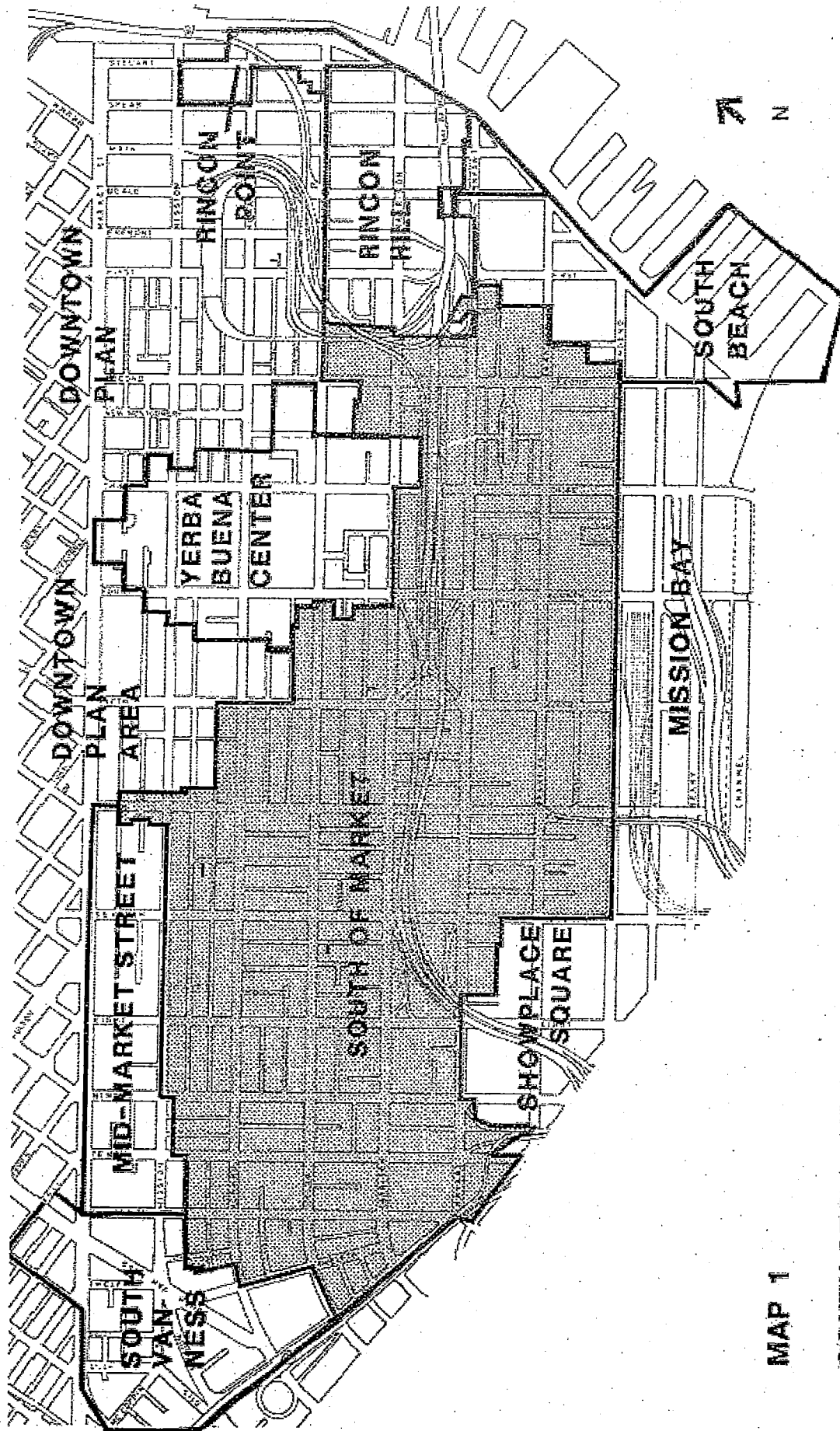
Today's Schedule

1. Introduction
2. Planning Background, Process and Community Outreach
3. Proposed Zoning and Heights
4. Significant Controls
5. Proposed Amendments
6. Implementation Overview
7. Administrative Code Amendments



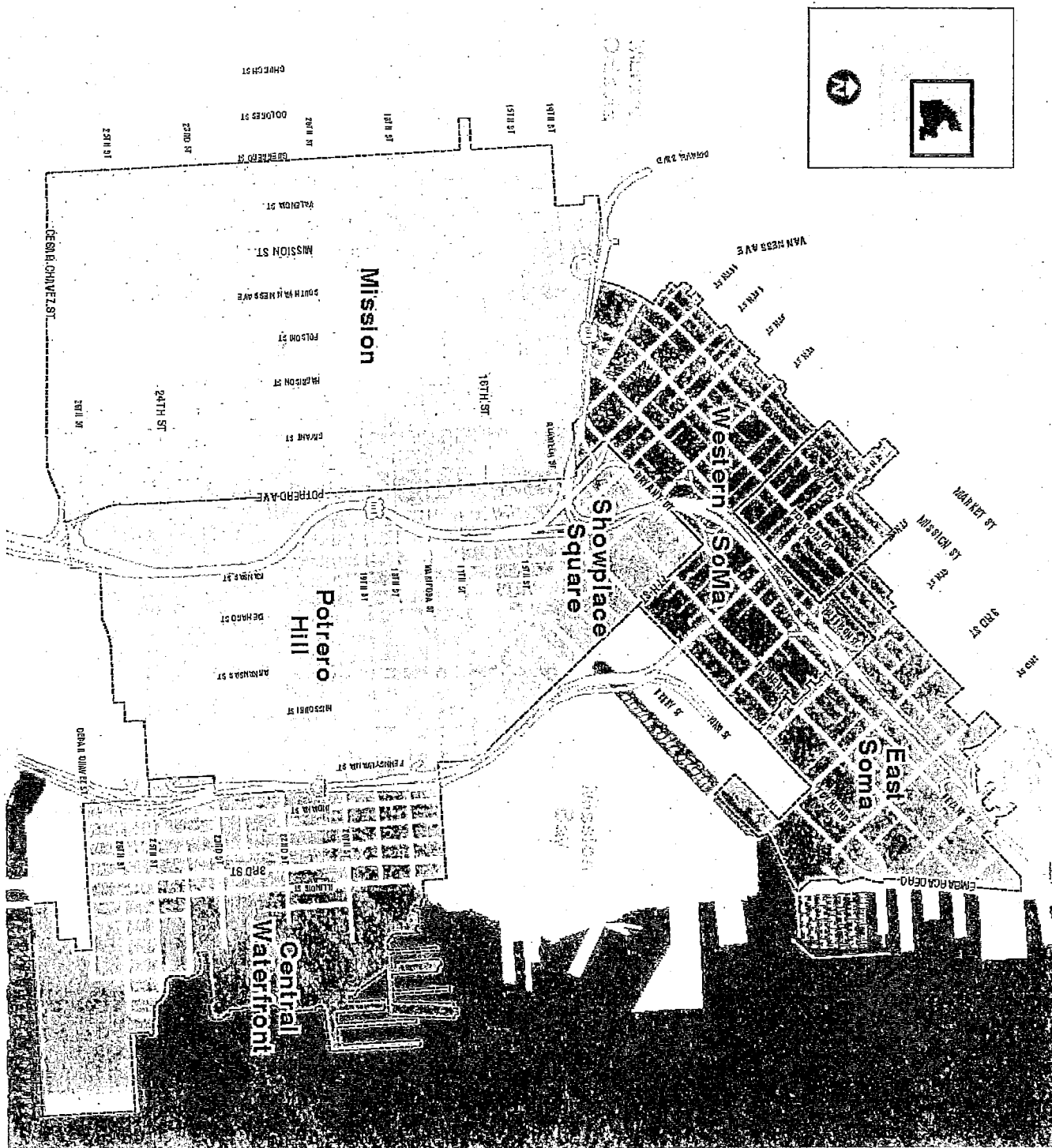


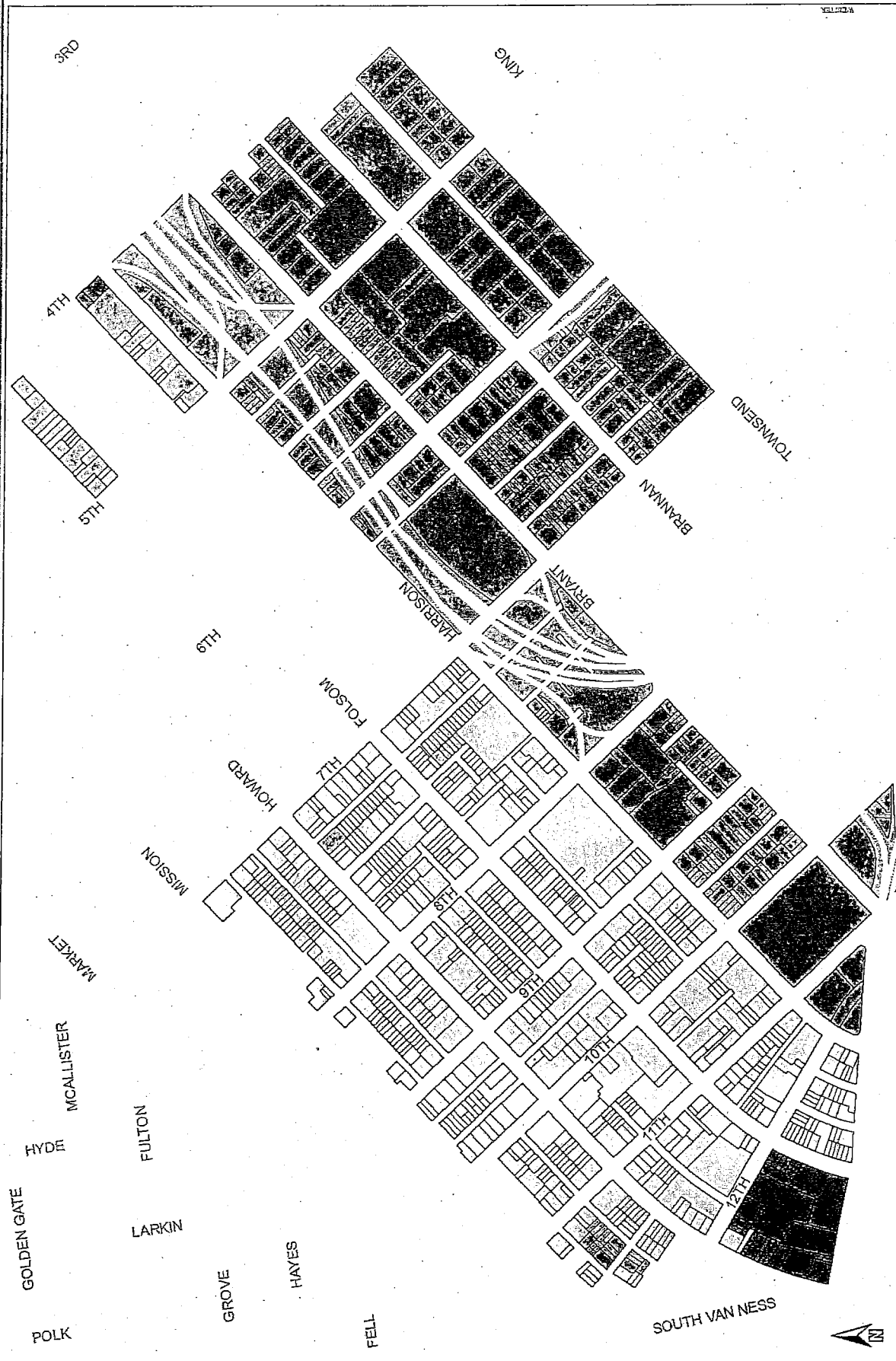
Western Solva Planning Background, Process, and Community Outreach



MAP 1

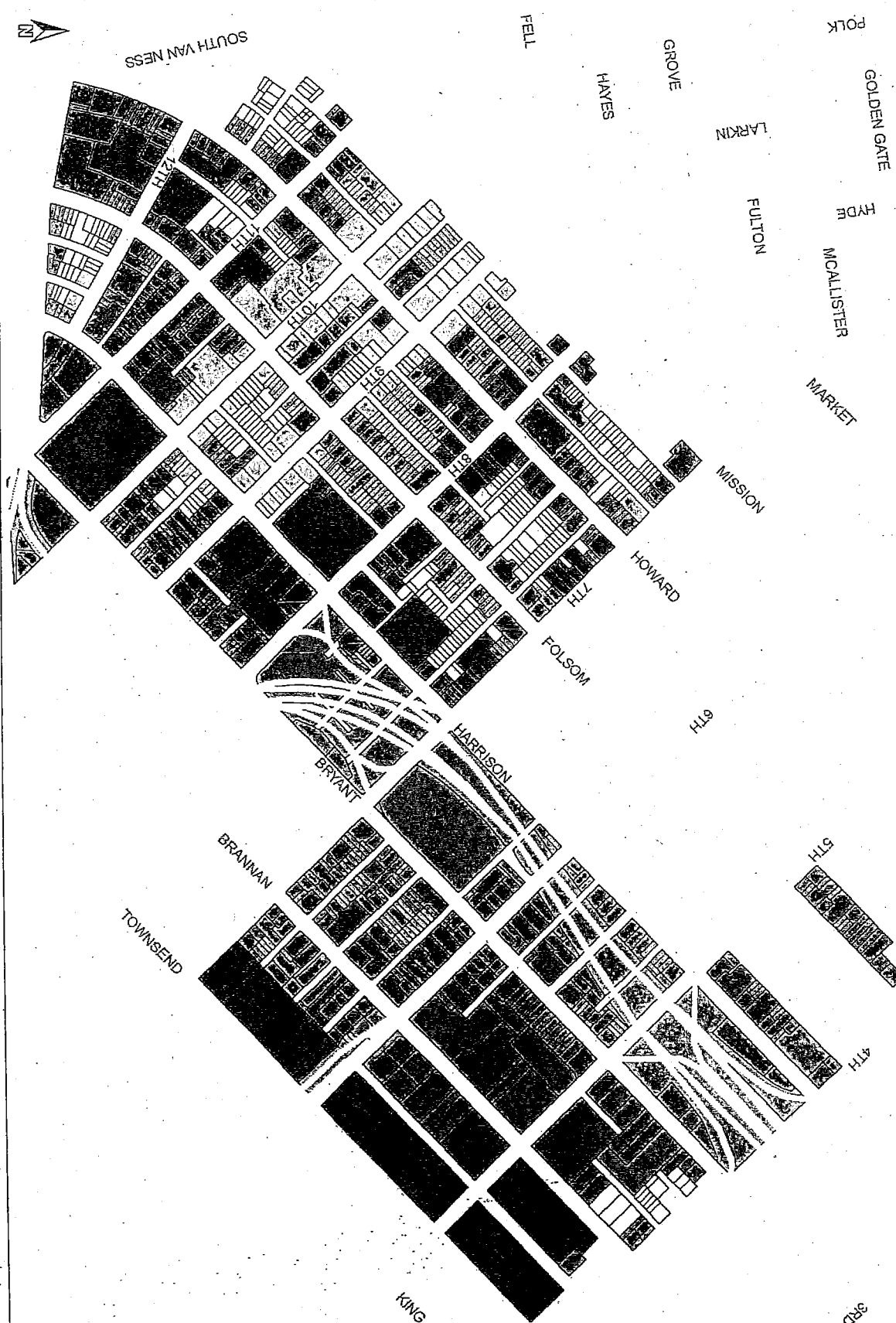
SOUTH OF MARKET PLANNING AREAS





Western SoMa Current Zoning Districts

November 2012

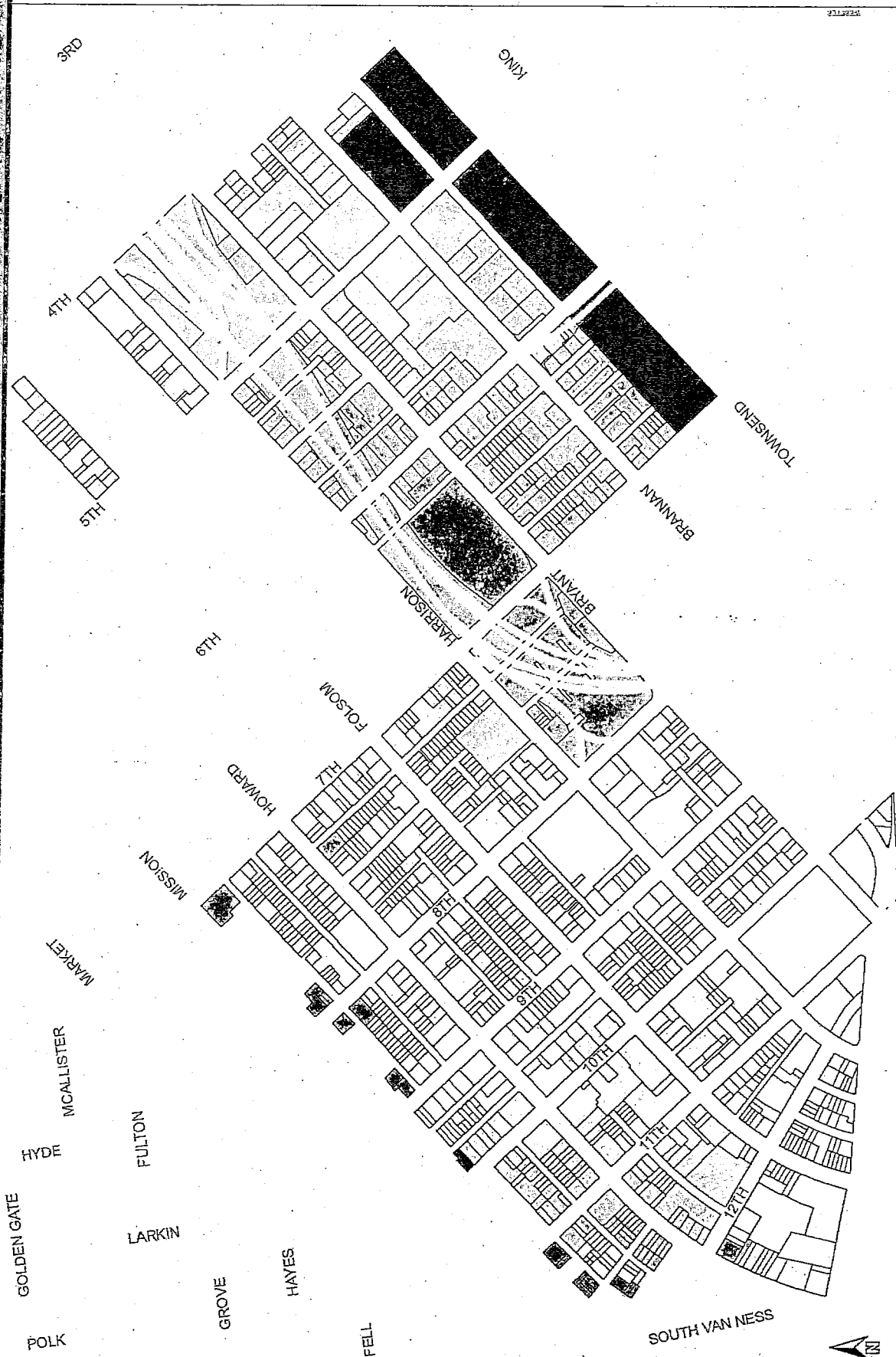


Western SoMa

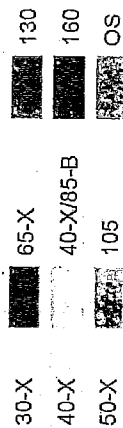
Proposed Zoning Districts

- | | | | |
|--|--------|--|------------|
| | RED | | RCD |
| | RED-MX | | SALL |
| | VMUG | | Folsom NCT |
| | VMUR | | P |

1,000 Feet

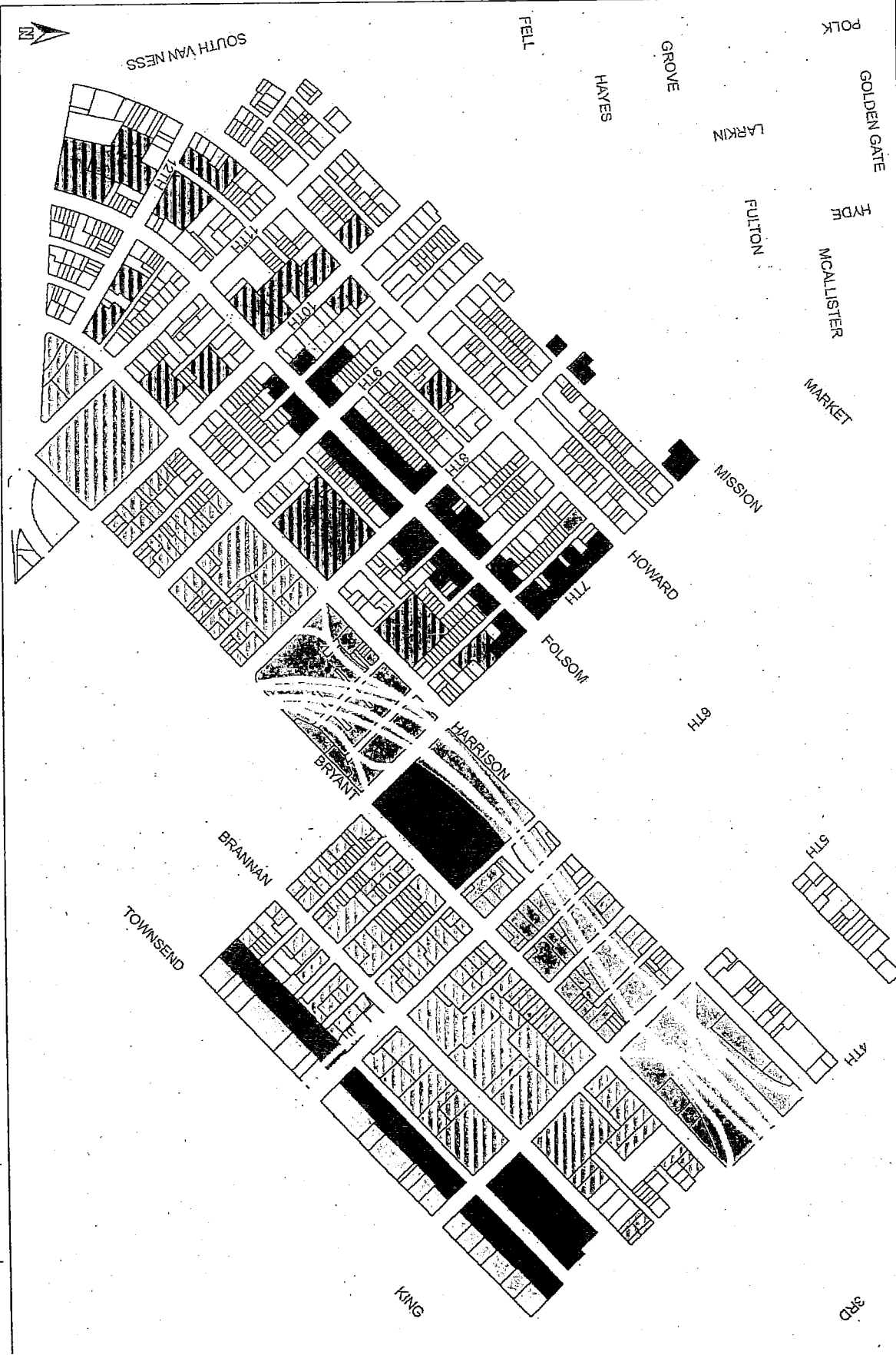


Western SoMa
Current Height/Bulk Districts

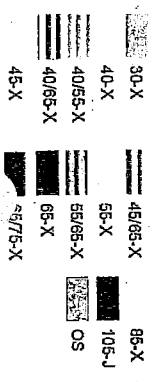


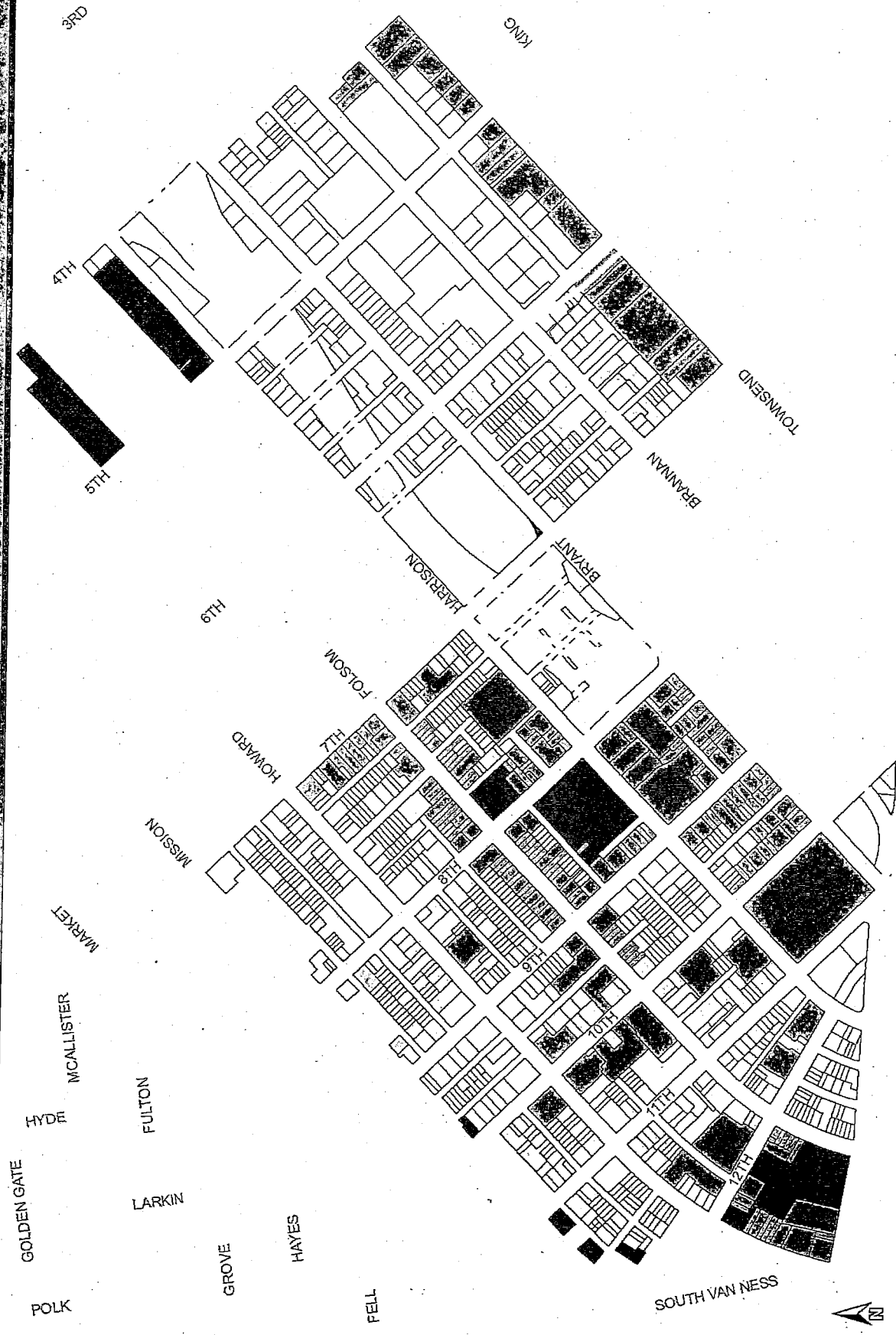
1,000 Feet

November 2012











Western SoMa
Proposed Height/Bulk Districts





Western SoMa Height District Changes

- | | | | |
|---|------------------------|---|--------------------|
|  | Addition of 1' to 10' |  | Loss of 1' to 10' |
|  | Addition of 11' to 20' |  | Loss of 11' to 20' |
|  | Addition of 21' to 30' |  | Loss of over 30' |
|  | Addition of over 30' |  | No Change |

1,000 Feet

February 2013

Growth Projections

	Existing Conditions	2030 Projection for Current Zoning	2030 Projection for Proposed Zoning	Projected Growth
Housing Units	3,364	6,038	6,247	+209
Jobs	17,655	22,941	24,009	+1,068



Significant Controls

- “Eastern Neighborhoods” Controls
 - No maximum density
 - Dwelling unit mix requirements
 - Minimum ground floor ceiling heights
 - Parking maximums (already in place)
 - Mid-block alley extensions
 - Non-Residential open space
 - Impact fees



Significant Controls, cont.

- Differences with "Eastern Neighborhoods" Controls
 - No bulk & mass reductions for large buildings
 - Covered by Design Standards
 - No administrative modifications to rear yard requirements by the Zoning Administrator (except corner lots)
 - Rear yard in WMUG is required at grade instead of lowest story containing a DU
 - Roof decks do not count towards required open space
 - No bonus for publicly accessible open space



Significant Controls, cont.

▪ Western SoMa SUD

- Major Developments Controls
 - Height bonus available on large lots (> 0.5 acre) with a CU
 - Criteria to minimize conflicts within and around project
 - Encourage a "mix of uses" instead of "mixed use"
 - Affordable housing and residential impact fee rates currently used in the UMU District.

Affordability requirement increased to "Tier B" level

Residential impact fees reduced to "Tier 1" level

Commercial impact fees unchanged



Significant Controls, cont.

■ Western SoMa SUD

- Formula Retail CU Criteria
- Existing PC policy is codified
- Recreational Facilities Replacement
- New definition for "Recreation Facility"
- Reconstruction of Nonconforming Nighttime Entertainment
- RED 200-Foot Buffers
- Apply to high-conflict uses
 - Nighttime Entertainment
 - 24-Hour animal kennels



Controls for Specific Uses

▪ HOUSING

- Permitted primarily north of Harrison Street
- WMUG, RED, RED-MX, RCD, and Folsom NCT
- Prohibited everywhere south of Harrison Street, except in RED and RED-MX
- SALI and WMUO prohibit housing



Controls for Specific Uses

■ RETAIL

- Generally permitted in all districts except RED
 - Permitted in historic buildings in RED
- Limits on size range by district and specific retail use
 - i.e. general retail, formula retail, restaurants, bars, etc.
- No retail larger than 25,000sf permitted in any district



Controls for Specific Uses

▪ OFFICE

- Prohibited completely in the SALI
- Principally permitted in WMUO with no size limits
- Permitted on one floor in RCD and Folsom NCT
- Only permitted in WMUG, RED, and RED-MX in historic buildings



Controls for Specific Uses

■ PDR & ARTS

- Most PDR uses permitted in all districts except RED
 - “Heavy” PDR uses generally not permitted
- Arts activities generally permitted everywhere
- Encouraged in SALL through height bonus
 - Extra height granted if one story dedicated to arts activities



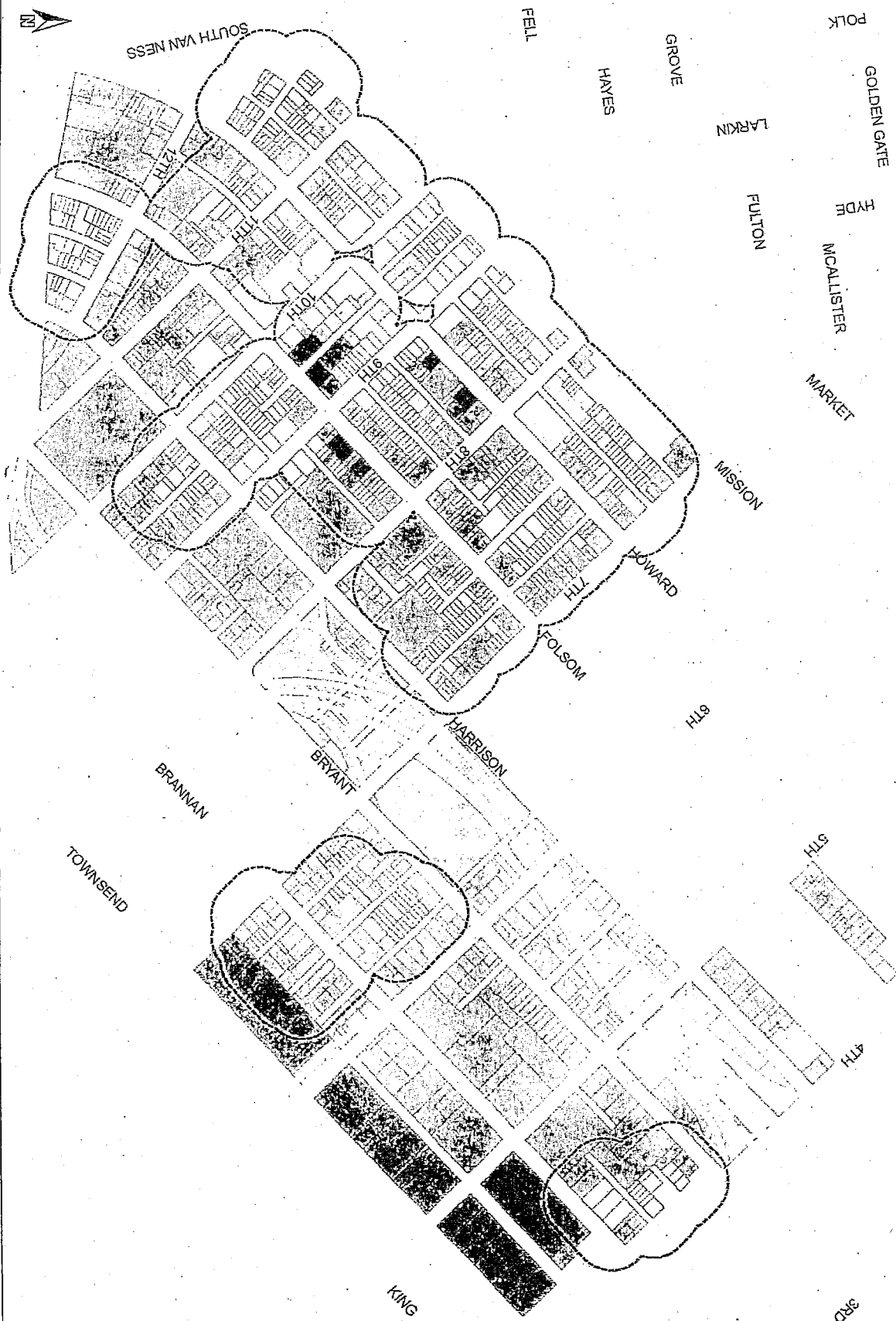
Controls for Specific Uses

▪ NIGHTTIME ENTERTAINMENT

- Currently not permitted in any WSoMa district, except as a CU in the SSO
- Principally permitted in SALI and WMUO districts
 - Subject to 200' RED buffers
- Generally prohibited in districts north of Harrison Street
 - Limited Live Performance (LLP) permitted in Folsom NCT



SAN FRANCISCO PLANNING DEPARTMENT



Western SoMa

RED/RED-MX 200' Buffer

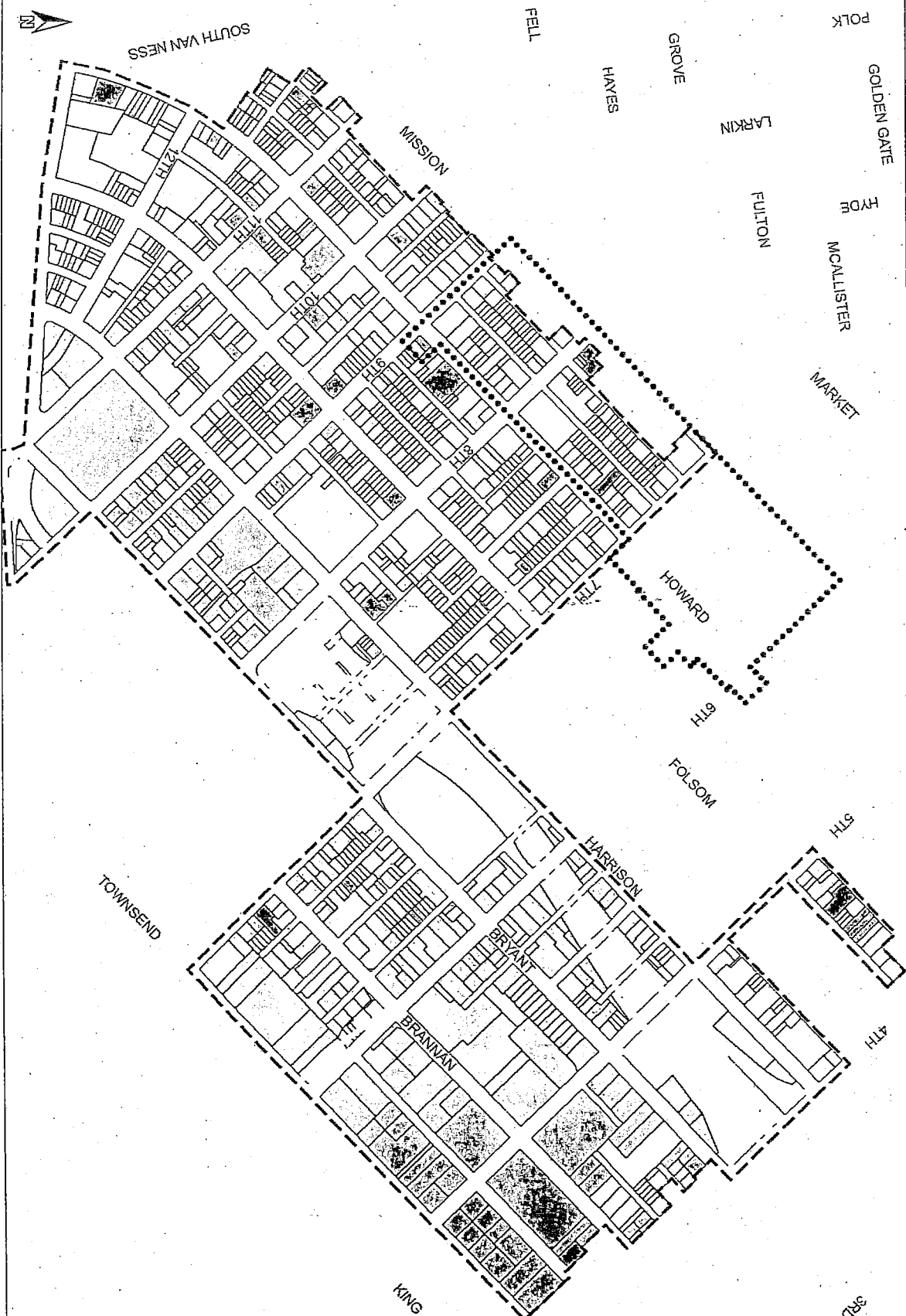
February 2013

- RED
- RED-MX
- WMUG
- WMUO
- RCD
- SALI
- Folsom NCT
- P
- 200' Buffer of RED and RED-MX

SAN FRANCISCO
PLANNING DEPT

Controls for Specific Uses

- Historic Buildings Land Use Flexibility
 - No land use flexibility available in SALI and WMUO
 - WMUG, Folsom St NCT, RCD, RED, and RED-MX
 - Originally proposed only for buildings designated in Article 10 or 11 of the Planning Code
 - Current proposal also includes properties that are “individually eligible” for the State or National Register



Western SOMA Historic Properties Eligible for Land Use Flexibility

February 2013

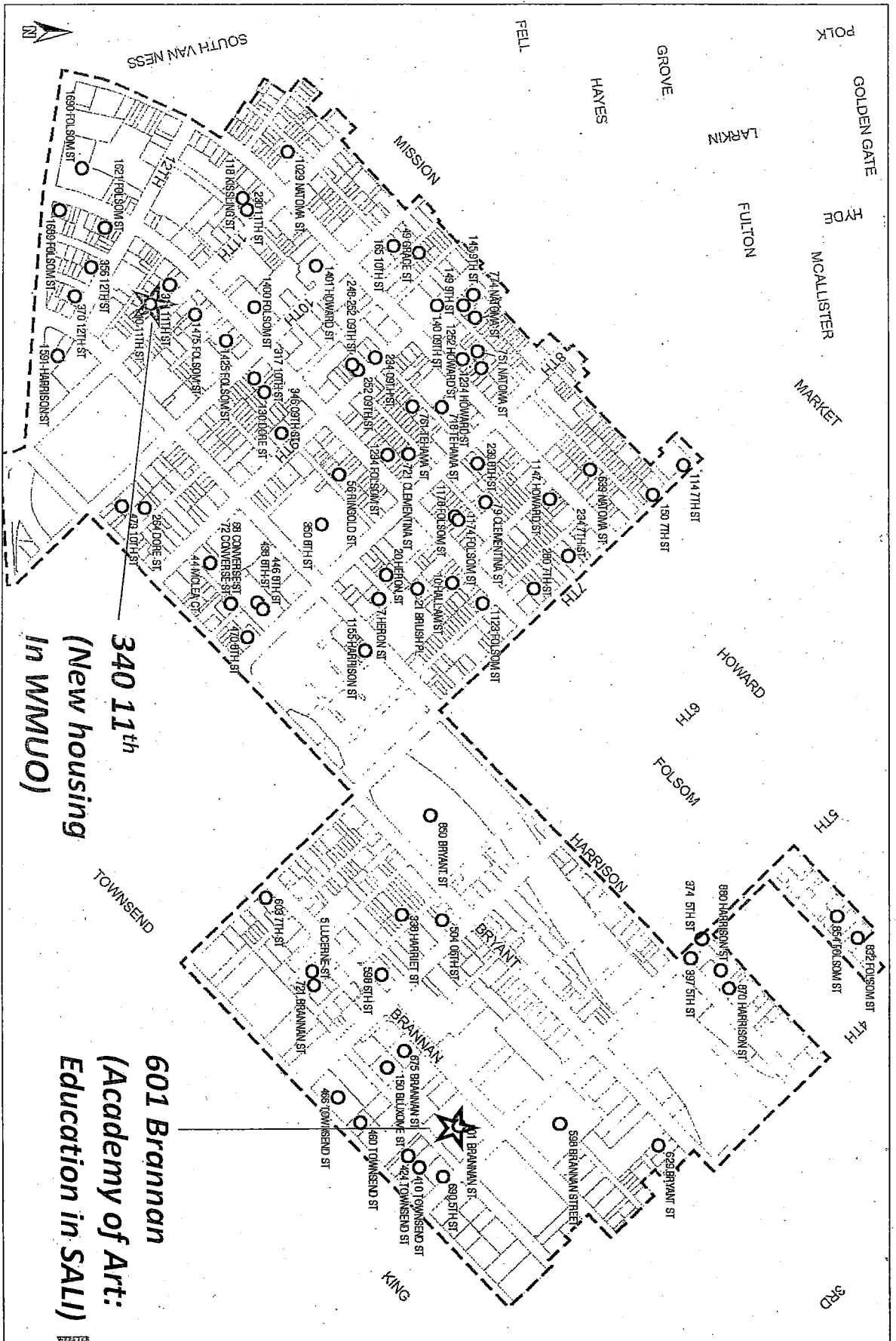
- Western SOMA Survey and Plan Area
- SOMA Extended Preservation District
- SALI & WMUO Zoning Districts

- Article 10 Landmark (4)
- Article 11 Category I-IV (1)
- National and California Register Listed (2)
- Individually Eligible for National or California Register (41)

"Grandfathered" Projects

- Per the Planning Commission:
 - Any project in WMUO with an application filed prior to the release of the draft plan (August 2008)
 - Includes 340 11th Street project
 - Approximately 20 DUs with ground floor commercial
 - Application filed in April 2005
 - Located in WMUO where housing is not permitted
 - Does not include Academy of Art University project Architecture Program at 601 Brannan Street
 - Application filed in May 2012
 - Located in SALI where Educational Services are not permitted





Western SoMa Projects

340 11th
(New housing
in WNUO)

601 Brannan
(Academy of Art:
Education in SALI)

1,000 Feet

Proposed Amendments

- Technical Amendments
 - References, inadvertent controls, typos, etc.
- Other Amendments:
 - “B” bulk designations converted to “X”
 - Most REDs fronting major streets converted to RED-MX
 - 245 11th Street converted to WMUG
 - “Educational Services” split into:
 - Elementary School
 - Secondary School
 - Postsecondary School



Legitimization

- EN “amnesty” program for uses that could have been permitted, but did not receive permits or pay fees
- Few land uses in WSoMa proposed to go from “permitted” to “prohibited”
- Office uses have been prohibited throughout WSoMa since 1990, so no opportunity for “amnesty”

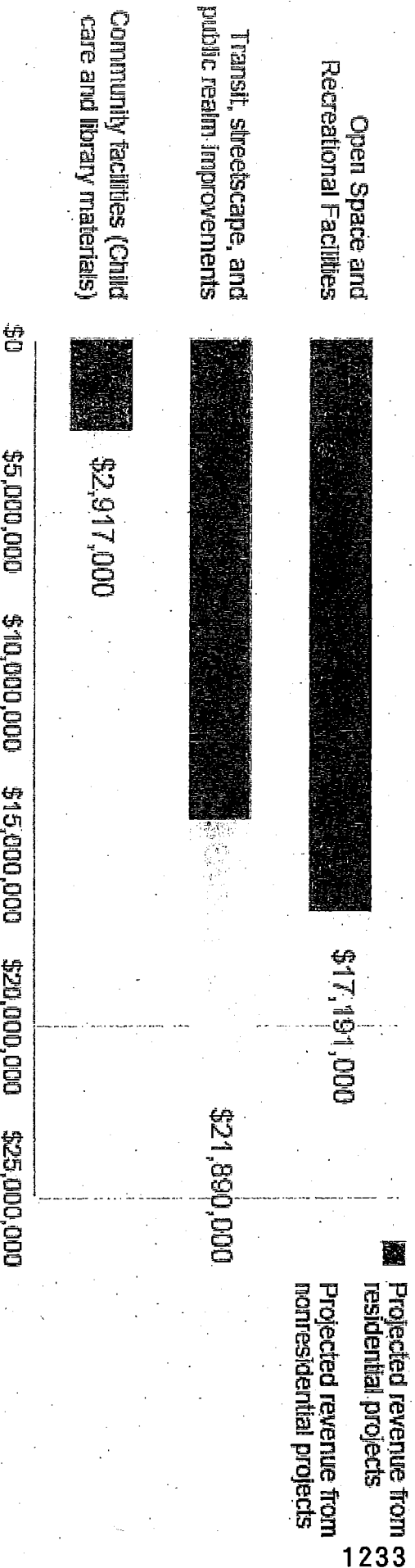


Implementation

Project	Projected Costs	Funding Available through impact fees	Source
Open Space	\$35,842,000	\$17,191,015	
Publicly Accessible Park at 8th and Ringold			Task Force Priority
New park	\$2,166,000		Nexus
Park improvements	\$19,132,000		Nexus
	\$14,544,000		
Transit/Streetscape/Public Realm	\$31,850,000	\$21,890,492	
Alley Improvements			
Minna between 7th and 9th	\$950,000		Task Force Priority, EIR Project
Natoma between 7th and 9th	\$950,000		Task Force Priority, EIR Project
Mid-block crossing at 8th and Natoma	\$900,000		Task Force Priority, EIR Project
Ringold between 8th and 9th	\$1,900,000		Task Force Priority, EIR Project
12th Street Greening and Pedestrian Enhancements	\$4,500,000		Task Force Priority, EIR project
Signalized mid-block crossings (3 locations)	\$2,700,000		EIR project
Folsom St bulb-outs, greening and pedenhancements			EN Trips, expected to be included in Central Corridor EIR
Gateway Treatments at highway off-ramps (8 locations)	\$15,900,000		EIR project
Truck Route signs	\$4,000,000		EIR project
	\$50,000		
Community Facilities	\$23,786,000	\$2,917,064	
Child Care Facility at 8th and Ringold			Task Force Priority
Additional Child Care Facilities	\$1,440,000		Nexus
Library materials	\$21,907,000		Nexus
	\$439,000		
Total	\$91,478,000	\$41,998,000	

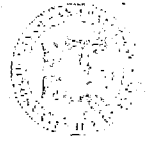
Implementation

Projected Impact Fee Revenue in the Western SoMa Plan Area, by Expenditure Category



Administrative Code Amendment

- EN Citizens Advisory Committee (CAC)
 - Amending Administrative Code to convert existing 4 non-voting WSoMa members to full-voting members
 - From 15 to 19 full-voting members
 - BoS appointments increase from 9 to 11
 - District 6 reps increase from 2 to 4
 - Mayoral appointments increase from 6 to 8
 - At large members increase from 2 to 3



Trailing Actions

- Social Heritage Districts
 - Filipino
 - LGBTQ
- Community Stabilization Policy
 - Bos Resolution 264-11
- Design Standards
 - In progress



Exhibit IV-4 Planning Code Amendments Summary Table

Planning Code Section	Topic Addressed	Amendment Description
121.1	Lot size limits	Folsom NCT was made to match the adjacent SoMa NCT. RCD limit was set at 10,000sf due to existing large lots in the District.
121.2	Use size limits	Set principally permitted use size limits at 4,000sf for the Folsom NCT (larger permitted with conditional use authorization) and 10,000sf for the RCD (permitted with conditional use authorization up to 25,000sf).
121.7	Lot mergers and street frontage limits	Restricted lot mergers to those resulting in street frontage of no more than 100 feet in WMUG, WMUO, Folsom NCT, and RCD, and to no more than 50 feet in RED and RED-MX.
124	Floor area ratios	Set Floor Area Ratio limits for newly created districts.
134	Rear yards	Set rear yard requirement for WMUG, RED, and RED-MX at 25 percent of lot depth, with a minimum of 15 feet, which must be provided at grade. Rear yards in RCD and Folsom NCT set at 25 percent at the second floor and above.
135	Residential open space	Set new Eastern Neighborhood mixed use districts to match the open space requirements of existing districts, except that the reduction for publicly accessible open space. Set open space controls for Folsom NCT and RCT to match SoMa NCT.
141	Rooftop screening	Added references to new districts.
145.1	Ground floor ceiling heights and street frontage requirements	Set minimum ground floor ceiling heights for non-residential uses at 14 feet in the WMUG, WMUO, and RED-MX districts. Set a maximum of one 10-foot garage door per lot in the RED district.
151.1	Off-street parking	Set parking maximums for WMUG, WMUO, RED, RED-MX, and SALLI to match MUG and MUO. Set parking maximums in Folsom NCT and RCD to match SoMa NCT.
155(d)(g)(r)	Loading spaces, parking fee rate structure, and prohibited curb cuts	Prohibit curb cuts onto alleys from corner lots in SALLI when the alley also contains RED or RED-MX zoning on the interior of the block.
163	Transportation Management	Require transportation management program for office projects greater than 25,000 gross square feet in the WMUO.
175.5	Grandfathering provision	Create a grandfathering provision for residential projects in the WMUO district that applied prior to August 2008.
182	Nonconforming uses	Remove an unnecessary reference to RED.
201	Use districts	Add new districts created by the WSoMa Community Plan and remove RED from the "R" district classification.
204.4	Accessory dwelling units	Permit accessory dwelling units in artist workspaces in WMUG.

Exhibit IV-4 Planning Code Amendment Summary Table

CASE NO. 2008.0877EMTJU
Approval of Planning Code Amendments
Related to the Western SoMa Community Plan

Planning Code Section	Topic Addressed	Amendment Description
207.4	Dwelling unit densities in Neighborhood Commercial districts	Set Folsom NCT and RCD to not be limited by lot area, but by the applicable requirements and limitations elsewhere in this Code, including but not limited to height, bulk, setbacks, open space, exposure, and unit mix, as well as by applicable design guidelines, applicable elements and area plans of the General Plan, and design review by the Planning Department.
207.5	RED dwelling unit density	Remove RED from this Section.
207.6	Dwelling unit mix	Added the RCD as a district where a minimum dwelling unit mix applies.
208	Group housing density	Set group housing density in new Eastern Neighborhood mixed use and Neighborhood Commercial districts to match existing districts.
235	Special Use Districts	Add a reference to Section 823 for the Western SoMa Special Use District.
261.2	Folsom Street NCT setback	Require a 15-foot setback for any portion of a building above 55 feet and fronting on Folsom Street in the Folsom Street NCT.
263.28	Increased heights in SALI	Establish split-height districts in the SALI of 40-55 feet. Projects requesting heights above 40 feet must dedicate at least one floor to arts activities.
263.29	Height bonus for major developments	Establish various split-height districts. Projects requesting heights above their base height are subject to the criteria provided in the Western SoMa Special Use District in Section 823.
270.2	Mid-Block alleys	Require projects in new Eastern Neighborhood districts with significant frontage to provide a mid-block alley of at least 30 feet wide to connect primary streets with interior alleys whenever possible.
316	Conditional uses	Add a reference to a new trigger for conditional use authorization in the Western SoMa Special Use District for projects seeking heights above their base height.
329	Large project authorization	Add a reference to a trigger requiring a conditional use authorization instead of a large project authorization for projects in the Western SoMa Special Use District seeking heights above their base height.
401	Definitions for impact fees	Add references to appropriate WSoMa implementation documents.
423 et seq	Eastern Neighborhoods impact fees	Add appropriate references to WSoMa implementation documents to be included within the Eastern Neighborhood Impact Fee and Public Benefits Fund.
429.2	Public art requirement	Add WMUG, WMUO, and SALI to existing requirements for public art.
607.1	Signs in Neighborhood Commercial districts	Add Folsom Street NCT and RCD to existing controls for sign in Neighborhood Commercial Districts.
702.1	Neighborhood Commercial districts	Added Folsom Street NCT and RCD as Neighborhood Commercial Districts.
703.2	Limited live performance	Exclude RCD from Neighborhood Commercial Districts permitting Limited Live Performance spaces as accessory uses.
703.9	Permitted uses in Historic buildings in neighborhood	Create provisions to allow office space within Folsom Street NCT and RCD within certain historic buildings.

Planning Code Section	Topic Addressed	Amendment Description
743.1	commercial districts	
744.1	Folsom Street NCT Regional Commercial District (RCD)	Add the Folsom Street NCT description and table of permitted uses. Add the RCD description and table of permitted uses.
802.1	Mixed use districts	Add WMUG, WMUO, RED, RED-MX, and SALI as new mixed use districts.
802.4	Eastern Neighborhood mixed use districts	Add WMUG, WMUO, RED, RED-MX, and SALI as new Eastern Neighborhoods mixed use districts.
802.5	SoMa mixed use districts	Remove RED from the SoMa mixed use district classification.
803.3(b)(1)(c)(i) and (vi)	Accessory uses in mixed use districts	Add new Eastern Neighborhood mixed use districts to existing controls. Permit Limited Live Performance in the SALI and WMUO districts.
803.6	Formula retail uses	Update reference to Western SoMa Special Use District to match its new name.
803.7	WSOMA permit review	Delete this section because notification within the Special Use District will be covered by Section 312.
803.9(a) & (b)	Permitted uses in Historic buildings in Eastern Neighborhood mixed districts, and the South of Market Special Hall Of Justice Legal Services District	Update flexible land use controls for historic building in new Eastern Neighborhoods mixed use districts. Update language throughout the Section for consistency. Permit office uses related to the Hall of Justice in SALI within the South of Market Special Hall Of Justice Legal Services District.
813	RED table of permitted uses	Update table of permitted uses.
822	South of Market Special Hall Of Justice Legal Services District	Update reference to controls in SALI table of permitted uses.
823	Western SoMa Special Use District	Simplify the name to the "Western SoMa Special Use District" and provide specific controls regarding design, rear yards, open space, dwelling unit exposure, noncomplying nighttime entertainment uses, good neighbor policies, single-room-occupancy units, recreational facilities, nighttime entertainment and animal services buffers around RED and RED-MX districts south of Harrison Street, formula retail uses, and major developments of more than one half acre requesting heights above their base height requirements.
844	WMUG District	Add the WMUG description and table of permitted uses.
845	WMUO District	Add the WMUO description and table of permitted uses.
846	SALI District	Add the SALI description and table of permitted uses.
847	RED-MX District	Add the RED-MX description and table of permitted uses.
890.81	Recreation facility definition	Create a new definition for recreational facilities.
890.88(c)	Definition of single-room-	Set minimum size for single-room-occupancy units at 275 square feet in the Western SoMa Special Use

Exhibit IV-4 Planning Code Amendment Summary Table

CASE NO. 2008.0877EMTZU
Approval of Planning Code Amendments
Related to the Western SoMa Community Plan

Planning Code Section	Topic Addressed	Amendment Description
	occupancy units and buildings	District. Clarify the definition of a single-room-occupancy building so that the ground floor may be non-residential, but all residential uses within the building must be single-room-occupancy units for the building to be considered a "SRO" building.

WESTERN SOMA CITIZENS PLANNING TASK FORCE

CURRENT MEMBERS

Jim Meko, Chair
Residents
Toby S. Levy, Vice Chair
Supervisor Daly's appointee
Corey Teague
Planning Department
Charles Breidinger
For-profit Developers
John Elberling
Non-profit Developers
Anthony Faber
Preservation
Chester Fung
Transportation Authority
Susan Hagen Contreras
Parks and Open Space
Dennis Juarez
Entertainment
Henry Karnilowicz
Business
Skot Kuiper
the Arts
Luke Lightning
Recent Residents
Megan Wall
Department of Public Health
Glendon Hyde
Supervisor Kim's appointee

FORMER MEMBERS

Paul A. Lord, Jr.
Planning Department
Megan Wier
Department of Public Health
Michael Ferrera
SoMa West
Jim Tatarazuk
Transportation advocacy
John Rosenbaum
Homeless advocacy
Judy Carman
the Arts
Karen Nolan
Families
Frank McGrath
Business
Dan Becco
Labor*
John Thomas Braun
Youth
MC Canlas
Supervisor Daly's appointee
Jazzie Collins
Supervisor Daly's appointee
Lili Farhang
Department of Public Health
Kaye Griffin
the Disabled
Jeremy Nelson
Transportation advocacy
Tom Radulovich
Transportation advocacy
Lisa M. Young
Transportation Authority

Nicholas Rosenberg
New Resident
Jim Berk
Seniors*
Ryan Harris
Transportation Authority
Sharon Kim
Parks and Open Space
Richard Kempis
Preservation
Bonnie D'Amico
Business
Mark Anthony Vernon
Families
Matthew Furey
Families
Robert Knigge
Families
Terrance Alan
Entertainment
Robert (Bob) Rhine
New Residents
Catherine Ann Swineford
Homeless advocacy
Antoinetta Stadiman
SRO Hotel Residents
Marc Salomon
Bicycle advocacy
Lynn Valente
SoMa West
April Veneracion
Community-based Organizations

*deceased

March 1, 2013

3/4/13 Received
in Committee

San Francisco Board of Supervisors Land Use Committee

RE: Western SOMA Plan – SALI District

Dear Supervisors,

I am writing in regards to the proposed new zoning plan for the SALI district in Western SOMA. In review of section 803.9(g), it not only negatively impacts my design business, but also seems counterintuitive to establishing and maintaining a good neighborhood. As written, the plan calls for the SALI district to not allow design professionals as a principal use. This effectively means that any architect, landscape architect, engineer, graphic designer, or interior designer could not expand their premises, and many of us would be deemed to be in a non-conforming occupancy. It would also block any other design professionals from joining our area, which we and various PDR businesses benefit from. It's understood that the plan is to promote arts activities and production/distribution/repair (PDR), which I am in support of, but we can co-exist, and currently do very symbiotically. As designers and creative professionals, we often commission work to artists and to small shops that are our neighbors. I just can't see how eliminating the design professionals benefit anybody. Even though I am a supporter and conduct business with PDR shops and arts organizations, there seems to be very little demand from them to locate or expand, so that should be thought through as well.

On an urban design level, it just makes no sense to exclude the very grass roots businesses that have helped this neighborhood become better for all of us. Many of us employ people, which frequent the corner cafes, attend gallery openings, and are eyes on the street – all of which are positive. Business diversity is important like ethnic diversity and so reducing that in a world class city with a legacy of creativity just seems ill conceived, and really a flaw in the plan.

I urge you to amend the Western SOMA plan per the attached draft language, which essentially would allow design professionals as a permitted use as long as they don't exceed 5000 square feet in any single building, don't have more than 20 employees, and don't occupy ground floors. This allows the small to medium firms like mine to be part of the vibrant urban fabric.

Per correspondence with Cass Calder Smith, who is an architect, there is no opposition to this from Jim Meko and Toby Levy who have done the heavy lifting over the past 8 years to create this zoning plan.

Sincerely,



Cass Calder Smith, AIA

SF Arts commissioner, chair of civic design review committee

March 1, 2013

San Francisco Board of Supervisors Land Use Committee

RE: Western SOMA Plan – SALI District

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Sincerely,

A handwritten signature in black ink, appearing to be 'Toby Lee', with a stylized, cursive script.

Toby Lee

SAN FRANCISCO
560 Ninth Street
San Francisco, CA 94103 USA

PH 415 565 7200 FX 415 565 7299

DETROIT
2131 Cole Street
Birmingham, MI 48009 USA

PH 248 646 0097 FX 248 646 0823

ARKSF.COM

ARKITEKTURA
IN·SITU

March 1, 2013

San Francisco Board of Supervisors Land Use Committee

RE: Western SOMA Plan – SALI District

Dear Supervisors,

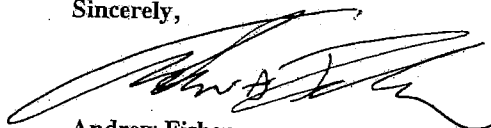
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Sincerely,



Andrew Fisher
President/CEO Arkitektura
560 Ninth St.

s t u d i o 1 2 a r c h i t e c t u r e

01 March 2013

**San Francisco Board of Supervisors
Land Use Committee**

Re: Western SOMA Plan

Dear Supervisors,

This letter is to voice my strong and unequivocal support for changes proposed to the current wording of the SALI district zoning plan for Western SOMA. The proposed changes would allow design professionals as a principal use within the SALI di

My first office was at 8th and Folsom.

My current residence is on Gilbert Street between Bryant and Brannan.

I have lived and worked in SOMA for twelve years.

Design professionals are not a risk to neighborhood cohesiveness and they never have been. In fact, the small numbers of design professionals that have chosen SOMA for their home have always been a positive influence on the neighborhood. We not only shop at the local businesses, but we employ fabricators and subcontractors from this neighborhood as well.

I strongly urge the board to adopt the changes to Section 803.9(g) and allow design professionals –architects, landscape architects, graphic, and interior designers –as permitted use in Western SOMA.

Thank you,



Jeff Burris | Studio 12 Architecture
principal

March 1, 2013

San Francisco Board of Supervisors Land Use Committee

RE: Western SOMA Plan – SALI District

Dear Supervisors,

I am writing in regards to the proposed new zoning plan for the SALI district in Western SOMA. In review of section 803.9(g), it not only negatively impacts my design business, but also seems counterintuitive to establishing and maintaining a good neighborhood. As written, the plan calls for the SALI district to not allow design professionals as a principal use. This effectively means that any architect, landscape architect, engineer, graphic designer, or interior designer could not expand their premises, and many of us would be deemed to be in a non-conforming occupancy. It would also block any other design professionals from joining our area, which we and various PDR businesses benefit from. It's understood that the plan is to promote arts activities and production/distribution/repair (PDR), which I am in support of, but we can co-exist, and currently do very symbiotically. As designers and creative professionals, we often commission work to artists and to small shops that are our neighbors. I just can't see how eliminating the design professionals benefit anybody. Even though I am a supporter and conduct business with PDR shops and arts organizations, there seems to be very little demand from them to locate or expand, so that should be thought through as well.

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I urge you to amend the Western SOMA plan per the attached draft language, which essentially would allow design professionals as a permitted use as long as they don't exceed 5000 square feet in any single building and don't have more than 20 employees. This allows the small to medium firms like mine to be part of the vibrant urban fabric.

Per correspondence with Cass Calder Smith, who is an architect, there is no opposition to this from Jim Meko and Toby Levy who have done the heavy lifting over the past 8 years to create this zoning plan.

Sincerely,

Ron Wallace

RON WALLACE ARCHITECTS
1108 BRYANT ST, SF CA 94103

KEN FULK

EST. 1997

March 1, 2013

San Francisco Board of Supervisors Land Use Committee

RE: Western SOMA Plan – SALI District

Dear Supervisors,

I am writing in regards to the proposed new zoning plan for the SALI district in Western SOMA. In review of section 803.9(g) it seems counterintuitive to establishing and maintaining a good neighborhood. As written, the plan calls for the SALI district to not allow design professionals as a principal use. This effectively means that any architect, landscape architect, engineer, graphic designer, or interior designer could not expand their premises, and many of us would be deemed to be in a non-conforming occupancy. It would also block any other design professionals from joining our area, which we and various PDR businesses benefit from. It's understood that the plan is to promote arts activities and production/distribution/repair (PDR), which I am in support of, but we can co-exist, and currently do very symbiotically. As designers and creative professionals, we often commission work to artists and to small shops that are our neighbors. I just can't see how eliminating the design professionals benefit anybody. Even though I am a supporter and conduct business with PDR shops and arts organizations, there seems to be very little demand from them to locate or expand, so that should be thought through as well.

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Though this exemption would not benefit our company directly (we occupy more than 5000 square feet and employ more than 20 employees – and pay taxes to the city based upon these numbers), I urge you to amend the Western SOMA plan per the attached draft language, which essentially would allow design professionals as a permitted use as long as they don't exceed 5000 square feet in any single building, don't have more than 20 employees, and don't occupy ground floors.

310 7th Street San Francisco, CA 94103-4030
415.285.1164 Phone 415.285.1174 Fax

Per correspondence with Cass Calder Smith, who is an architect, there is no opposition to this from Jim Meko and Toby Levy who have done the heavy lifting over the past 8 years to create this zoning plan.

Sincerely,



Jim Fraser
Ken Fulk Inc
VP-CFO

310 7th Street San Francisco, CA 94103-4030
415.285.1164 Phone 415.285.1174 Fax

SEC. 803.9. COMMERCIAL USES IN MIXED USE DISTRICTS

(g) **Work Space of Design Professionals.** The work space of design professionals, as defined in Section 890.28 of this Code, shall be permitted as a principal use within the SLR, RSD and SLI *SALI* Districts provided that, as a condition of issuance of any necessary permits, the owner(s) of the building shall agree to comply with the following provisions:

(1) The occupied floor area devoted to this use per building is limited to the ~~third~~ *second* story or above;

(2) The gross floor area devoted to this use per building does not exceed ~~3,000~~ *5,000* square feet per design professional establishment;

(3) *No more than 20 employees of the design professional firm conduct their work in the building.* The space within the building subject to this provision ~~has not been in residential use within a legal dwelling unit at any time within a five-year period prior to application for conversion under this Subsection; and~~

~~(4) The owner(s) of the building comply with the following enforcement and monitoring procedures;~~

~~(i) The owner(s) of any building with work space devoted to design professional use as authorized pursuant to this Subsection shall submit an annual enforcement report to the Department of City Planning with a fee in an amount to be determined periodically by the City Planning Commission to pay for the cost of enforcement of this Subsection. The fee shall not exceed the amount of such costs. The report shall provide information regarding occupants of such space, the amount of square footage of the space used by each design professional establishment, amount of vacant space, compliance with all relevant City codes, and any other information the Zoning Administrator may require to fulfill the intent of this Subsection;~~

~~(ii) The owner(s) of any building containing work space of design professionals authorized pursuant to this Subsection shall permit inspection of the premises by an authorized City official to determine compliance with the limitations of this Subsection. The City shall provide reasonable notice to owners prior to inspecting the premises;~~

~~(iii) The owner(s) of any building containing work space of design professionals authorized pursuant to this Subsection shall record a Notice of Special Restriction, approved by the City Planning Department prior to recordation, on the property setting forth the limitations required by this Subsection. The Department of City Planning shall keep a record available for public review of all space for design professionals authorized by this Subsection.~~

SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT

The Service/Arts/Light Industrial (SALI) District is largely comprised of low-scale buildings with production, distribution, and repair uses. The district is designed to protect and facilitate the expansion of existing general commercial, manufacturing, home and business service, and light industrial activities, with an emphasis on preserving and expanding arts activities. Nighttime entertainment is permitted, although limited by buffers around RED and RED-MX districts. Residential uses, offices, hotels, movie theaters, and adult entertainment uses are not permitted.

Table 846
SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT

<u>Office</u>			
	<u>Office Uses in Landmark Buildings or Contributory Buildings in Historic Districts</u>	<u>§§ 890.70, 803.9(b)</u>	<u>NP</u>
	<u>Office Uses Related to the Hall of Justice</u>	<u>§§ 803.9(f), 822</u>	<u>P in Special Use District, pursuant to § 803.9(f)</u>
	<u>Workspace of Design Professionals</u>	<u>§§ 803.9(g), 890.28</u>	<u>P</u>
	<u>All Other Office Uses</u>	<u>§ 890.70</u>	<u>NP</u>
	<u>Live/Work Units</u>	<u>§ 233</u>	<u>NP</u>



**COUNCIL OF COMMUNITY
HOUSING ORGANIZATIONS**

325 Clementina Street,
San Francisco, CA 94103
ccho@sfic-409.org
415.882.0901

March 4, 2013

Supervisor Scott Wiener, Chair
San Francisco Board of Supervisors
Land Use and Development Committee
Attn: Committee Clerk

File Nos. 130001, 130002, 130003, 130004

3/4/13 Received in Committee

1 Dr. Carlton B. Goodlett Place
City Hall, Room 244
San Francisco, CA 94102-4689

Re. Western SoMa SUD Height Bonus

Dear Chair Wiener, Vice-Chair Kim, President Chiu:

We are writing to express our concern regarding last minute proposals to alter the Western SoMa Plan to transfer the affordable housing height bonus to other uses. The Council of Community Housing Organizations is fully supportive of the Western SoMa SUD height bonus proposal, as submitted by the Planning Department and crafted through several years of community-led process, to allow development projects on sites larger than 0.5-acre higher to build at greater building heights in exchange for higher amounts of on-site BMR units affordable to median-income San Franciscans.

Many of our tenants and constituents are dependent on public transit, and we acknowledge the great need for funding transportation, as well as other community infrastructure needs, from open space to child-care. As a coalition of community development organizations, whose members have a long history of advocacy for transportation, including the creation of the City's original Transit Impact Development Fee (TIDF), and the Rincon, Market/Octavia, and Eastern Neighborhoods Infrastructure Fees (with the lion's share of those fees for transportation), we stand ready to work with you to find new funding solutions to the City's transportation infrastructure, operations, and improved access and services.

Regarding our opposition to the Western SoMa Plan amendment proposed by Supervisor Wiener:

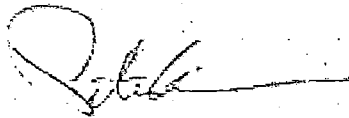
1. We support the integrity of the community-based planning process, vetted by an intense participation process and led by the Western SoMa Citizens Planning Task Force, through public meeting after public meeting, and further discussed and unanimously approved in December 2012 at the Planning Commission. The proposed height bonus for affordable housing came out of that long process. It is unfortunate that an amendment that contradicts the intent of the community be brought forth at the last minute. The plan, subtitled "Building a Complete Neighborhood," takes into account many development impacts, from housing to childcare and libraries, and delivers over \$22M for transportation-related expenditures, the largest category of infrastructure impact fees.
2. We support the Western SoMa Plan's goal of creating mechanisms to maintain the social diversity of the neighborhood, and stabilize the community in the midst of increasing upper-

income development and gentrification pressures. The mechanism to do this in the Western SoMa SUD is a split height district, that allows increased heights above the base zoning, and consequently increased density and developer profit, in exchange for increased BMR units for mixed-income communities, in those developments that voluntarily opt for the height bonus. The community readily welcomed increased development in certain areas with the knowledge that this would result in increased on-site BMR units affordable to median income San Franciscans, in order to stabilize the community. It is quite probable that if this were not the case, the plan would not have created this increased development capacity, and if this important mechanism is removed, will create a negative precedent for other communities attempting to find mechanisms for coping with increased development.

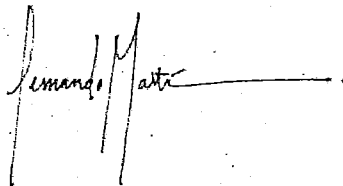
3. At the 2/25/2013 Land Use Committee hearing an important point was raised that infrastructure fees should necessarily pay for the impacts of the new development. Whether the developer chooses the height bonus or not, they must still offset the development impacts by paying the infrastructure impact fee: our understanding is that the amount of infrastructure impact fees paid increases proportional to the amount of increased development capacity, and that the square foot fees are not reduced. However, the nexus study that was created for Eastern Neighborhoods and applied to Western SoMa (Seifel Consulting, Eastern Neighborhoods Nexus Study, May 2008, and Seifel Consulting, Eastern neighborhoods Needs Analysis, November 2007), points out that an accurate figure for residential impact fees to cover transportation, open space, childcare and libraries would be \$21.21/sf (2008, not adjusted for inflation), and the affordable housing mitigations would include 35% low and very-low income housing (<80% AMI), and another 28% median-income housing (80-120% AMI). Clearly the impact fees and inclusionary obligations as set do not nearly meet any of the existing needs, and ideally the development obligations would be increased for both housing and transportation to more accurately approach the actual infrastructure impact and housing need. But it is simply divisive after a long and constructive community planning process to at this point to pit one need and public priority versus another.

We reiterate our opposition to the proposed reduction in housing requirements for those parcels opting for the height bonus, along with many community members who participated in the Western SoMa Citizens Planning Task Force. We look forward to working with you toward constructive solutions to all our housing and infrastructure needs.

Sincerely,



Peter Cohen
CCHO Co-director



Fernando Marti
CCHO Co-director

Cc: Board of Supervisors



File Nos. 130001, 130002, 130003, 130004
COMMERCIAL PROPERTIES, INC.

3/4/13 Distributed
in Committee

March 1, 2013

Chair Scott Weiner
Land Use Committee
SF Board of Supervisors
1 Carlton B. Goodlett Place
San Francisco, CA 94109

Honorable Scott Weiner, Jane Kim, and David Chiu,

RE: West SOMA Community Plan

Thank you for your time at your Committee hearing on Monday regarding the Western SOMA Community Plan. My time at the podium did not allow me to clearly articulate a few important facts and indisputable trends regarding the current state of the San Francisco commercial industrial property market in this part of the city. Specifically, I would like to share my insights on four important issues outlined below and supported in the balance of this correspondence.

I would be remiss if I did not call out here that the sometimes counterintuitive policies and zoning parameters described herein, and found in the many blocks of SALI and RED-MX of the WSoMa, have one common and persistent thrust. They are often based on the protection of arts and entertainment related uses -- a laudable goal on its face, but not when pursued at the expense of local job creation, and encouragement and retention of viable business enterprises in the area. This is difficult to dispute when one takes a realistic look at the market trends on the ground in combination with the stated goal of several plan participants to retain light industrial zoning because it is most conducive to arts related uses. If you need any more evidence of this, simply ask yourself what the "A" in the SALI zoning stands for, in what used to be SLI zones.

1) Inconsistent and Harmful Policy on Historic Properties in SALI

The proposed prohibition of office use in historic structures in SALI is the only place where this occurs in the entire Eastern Neighborhoods Plan Areas. Prohibiting viable uses in historic buildings runs completely counter to the national model of promoting adaptive reuses by owners as incentive for protection of a historic resource. How is it that a policy that has proven effective for decades around the country and in San Francisco apparently will not work for the dozen or so historic properties in the WSoMa SALI? This is a rather small but important amendment to the plan that only will help foster preservation of the historic buildings in WSoMa.

2) Market Trends in WSoMa

Even with the exhaustive eight year rezoning process, I have not been able to identify in the Community Plan the consideration and accounting for the significant departures of light industrial businesses in WSoMa that truly inform land uses with respect to viability. I know of no new industrial concerns that have been constructed, or have even chosen to locate in the SALI zones set aside for light industrial uses in the last six years. Indeed these businesses are leaving in droves. The realistic upshot is that there will be few prospects for job creation or attraction of commercial activity in the future.

3) Economies of Scale in WSoMa

Market realities evidenced by the departure of companies once they reach approximately 10,000 square feet demonstrates that WSoMa no longer makes either financial or logistical sense for them for the reasons outlined herein. Although these businesses and jobs are fleeing to the East Bay and South Bay, this remains the core use allowed in what SALI zoning.

4) Competition and Land Use Viability In WSoMa

The incredibly complicated and restrictive zoning designations in WSoMa are a serious and tangible deterrent to the very commercial activity in the area that the Community Plan reputedly has planned to engender. Also, the market for arts related and retail uses in the SALI is virtually non-existent, and those are the primary uses left beyond the light industrial uses in the area that are in complete decline that is evident to even the casual observer.

A Realistic Compromise Alternative

We have offered an alternative. Business and landowners should be given the opportunity retain the SALI zoning via a one-to-one square footage replacement, but also be allowed more flexible uses to attract the users that are actually looking for space -- new media, design professionals, technology and application businesses. This would allow for vertical expansion of the the existing building envelope of a SALI business, or even encourage the construction of a new SALI structure in WSoMa. This would incentivize market activity and growth in WSoMa rather than hoping that light industrial uses in clear decline will return to San Francisco.

Harmful and Inconsistent Policy on Historic Properties in SALI

The policy to unduly hobble historic structures in the SALI is simply bad land use policy that runs counter to the accepted model for preservation. The only land use options left in SALI that can be used to activate these great buildings are light industrial, arts, entertainment and retail uses. Unfortunately, the market reality is that it simply does not make financial or business sense for these kinds of enterprise to locate in a historic structure. It is difficult and expensive enough to activate a historic structure in WSoMa work. The likely result is that these buildings will be vacant and will decay over time.

Market Trends in WSoMa

Within the Eastern Neighborhoods Plan Areas, large portions of these industrial neighborhoods were rezoned PDR (Production Distribution and Repair). The West SOMA Plan also has set aside a significant land area to be zoned SALI (ServiceArtsLight Industrial) which mirrors, in most important respects, the Eastern Neighborhood's PDR Zoning. Given a large area of land that already has been rezoned to PDR, is there really a need to expand this area to include these large parcels of land in the WSoMa SALI? The area being proposed as SALI is well served by Public Transit (Caltrain, BART, and Muni), and literally surrounds the massive pending \$250 million plus Hall of Justice rebuild. Service industrial uses are not thriving in this neighborhood and find it difficult to operate due lack of wide streets, difficult loading, and lack of off street parking for their employees.

Over the past year, the following San Francisco service commercial businesses have either closed, or left our city limits.

<u>Company</u>	<u>Address</u>	<u>Size</u>	<u>Outcome</u>
Dean's Cold Storage	1600 Donner Ave.	124,000 Sq.Ft.	Relocated to Hayward
United Meat Company	1040 Bryant St.	20,000 Sq.Ft.	Bankruptcy
Howard Quinn Printing	298 Alabama St.	34,500 Sq.Ft.	Business Closed
NorCal Printing	1680-1698 Evans Ave.	18,000 Sq.Ft.	Business Closed
House of Louie	1045 Bryant St.	33,000 Sq.Ft.	Business Closed
Pacific Gourmet	3101 3 rd St.	36,000 Sq.Ft.	Relocated to Brisbane
All Wood Door	6000 3 rd St.	44,000 Sq.Ft.	Business Closed

How many building permit applications for the construction of new SLI uses in WSoMa in the have occurred last ten years? Further, how many light industrial businesses have set up shop in the current SLI zoning in WSoMa over that same period? If one is to conclude that these trends will continue, why have we preserved so much space for SALI in WSoMa? It seems abundantly clear in the market that the realities of construction costs, rents and demand make construction or even replacement of SALI-type businesses to WSoMa a virtual nonstarter.

Economies of Scale in WSoMa

San Francisco commercial brokers find that San Francisco industrial (PDR / SALI) companies that grow to a point where they occupy more than 10,000 square feet of building area and have more than a dozen employees, then start to compare the cost of operating in San Francisco versus South San Francisco, Brisbane, or the East Bay.

Some examples of others that have left SoMa in recent years are: O'Neil Wetsuits, Bebe Clothing, Triple C Foods, McCune Audio, Just Deserts, Sugar Bowl Bakery, Gallo Salami, Wicker Works, and many others. Even the San Francisco Chronicle printing operation moved out of its 100,000 square foot plant on Cesar Chavez & Marin Street, which now sits dormant, and moved to San Leandro where they currently print the newspaper. San Francisco's lack of an active port, no

active railroad, an older stock of buildings that are not set up to accommodate modern trucking (48 foot trucks would block most of our streets), payroll taxes, minimum wage, and health care are some of the other significant market factors that service and manufacturing businesses take into account when looking to relocate their businesses for efficient operation to compete in the global economy.

Competition and Viability in WSoMa

San Francisco zoning rules should not be like the US tax code, which is far too complicated. When companies are looking to relocate to the city, they often engage the Planning Department and it is very often difficult to ascertain how the city classifies a given business use, or what will work under a land use designation for any given SOMA property. Often times the Department cannot answer and suggests the business apply for a Letter of Determination, a process that takes weeks or months. These are significant competitive barriers that businesses encounter every day when they try to relocate or expand in SoMa.

My stakeholder Credentials and Professional Expertise

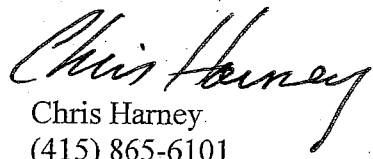
I am a founding partner of HC&M Commercial Properties, Inc.(1994), a firm that specializes in the brokerage of commercial property in the ever changing Eastern Neighborhoods of San Francisco. We have been in this market for the past 23 years and have intimate knowledge as to market trends, tenant movement within the marketplace, tenant relocations from San Francisco to other surrounding cities, and business closures. On a daily basis we hear the difficulties that business encounter with their existing or proposed use of a given property. We are located on Potrero Hill and now employ ten agents that work the commercial property market in the Eastern Neighborhoods. In addition to our brokerage business, we have ownership interest in several commercial properties throughout the local marketplace.

Conclusion

I believe it is imperative that we zone for WSoMa's future based on the realities of today and not yesteryear. The PDR zoning if the other Eastern Neighborhood Plan Area has not fostered the return of industrial or light manufacturing businesses. Flexible zoning in the WSoMa SALI is critical if this neighborhood is to thrive in the coming decade. I suggest that it would be a mistake with harmful long term economic ramifications for WSoMa and the city as a whole if current market trends and realities are ignored when the WSoMa Community Plan is considered by this Committee and the Full Board.

I would be happy to meet with you to discuss any and all of the matters described above, particularly regarding the San Francisco commercial property market in WSoMa. I look forward to seeing you again at Committee on March 4.

Sincerely,

A handwritten signature in cursive script that reads "Chris Harney".

Chris Harney
(415) 865-6101

Enclosures

CC: Mayor Ed Lee
Board of Supervisors
Director John Rahaim
Todd Rufo
Corey Teague

**Alliance for a
Better District 6**

Files 130001 130002 130003
LOS-11
cpage

San Francisco Board of Supervisors
Land Use and Economic Development Committee
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102

RECEIVED
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SAN FRANCISCO
2013 MAR -4 PM 1:45

Re: Western South of Market Area Plan

File No: 130001, 13002, 13003

March 4, 2013

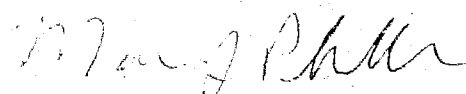
Dear Supervisor Wiener, Kim, and Chiu :

The Alliance for a Better District 6 is in full support of the "Western South of Market Area Plan" that the residents, businesses, and property owners hammered out in countless community meetings.

The proposal before you is the result of those meetings with the help of the Planning Department. This agreement needs your full support to bring housing and business opportunities to improve the quality of life in Western SoMa.

Again the Alliance for a Better District 6 is in full support and ask for your support to the "Western South of Market Area Plan".

Sincerely,



Marvis J. Phillips
Land Use Chair
Alliance for a Better District 6

cc: File
Board of Supervisors Clerk

BOS-11
Cpage
file 130001, 130021, 13003

Mar 4, 2013

**Tenant Associations Coalition
of San Francisco
(TAC)**
P. O. Box 420846
San Francisco, CA 94142-0846
Phone: (415) 339-8327
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@Yahoogroups.com
<http://10thanniversarytac.blogspot.com/>
<http://tenantassociationscoalition.blogspot.com/>

Coalition Members
Representatives affiliated with

205 Jones Apartments
381 Turk Street
Alder Hotel
Alexander Tenants Association, Inc.
Alliance For A Better District 6
Altamont
Ambassador Hotel
Antonia Manor
Baldwin House Hotel
Bayanhan House
Blackstone Apartments
Cadillac Hotel
Cambridge
Canon Kip Community House
Ceatrice Piolet
Cecil Williams Housing
Central Towers
Civic Center Residence
Conard House
Crescent Manor
Dalt Residence
Desmond Hotel
Derek Silva Community
Donnelly Hotel
Dorothy Day Community
Franciscan Towers
Hamlin Hotel
Henry Hotel
Herald Apartments
Hillsdale Hotel
Hurley Hotel
Iroquois Residence Tenant Council
Jefferson Hotel
Havell Hotel
La Nain Hotel
Leland Apartments
Lyric
Manor Advocates
Marla Manor
Marina Cove Apartments
Market Heights Apartments
Marlton Manor Tenants Association, Inc.
Mission Hotel
Oaktree Hotel
Pacific Bay Inn
Padre Apartments
Parkview Hotel
Peter Claver Community
Ritz Hotel
San Cristina Residence
Senator Hotel
Seneca Hotel
Shoreview Residents Associations, Inc.
Silvercrest Residence
South Park Residence
Sunnyside Hotel
Supportive Housing Network
The Knox
The Rose
Warfield Hotel
Washburn Residence
Winsor Hotel
(Partial List)

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**San Francisco Board of Supervisors
Land Use and Economic Development Committee
1 Dr. Carlton Goodlett Place, Room 244
San Francisco, CA 94102**

Re: Western South of Market Area Plan

File No: 130001, 13002, 13003

Dear Supervisor Scott Wiener, Jane Kim, and David Chiu :

The Tenant Associations Coalition of San Francisco (TAC) held a special meeting of resident stakeholders to discuss the Western SoMa Area Plan . We are concern that your amending legislation for the Western SoMa Area Plan will take away more fees for affordable housing.

We should not lessen the affordable housing fees if developers want to build higher in West SoMa Plan because the developers need to pay their fair share and help off-set community impacts. Affordable housing is needed to keep existing communities together and help retain our multi-culture diversity.

Our Coalition affiliate members are concerned about transportation too - but not if it means that we will continue to be forced out of the City. A more logical solution is having a HIGHER Affordable Housing Fee and HIGHER Impact Fee versus taking away from affordable housing!

As an elected official, I urge you to not pick one over the other. San Francisco needs affordable housing, better jobs and affordable transportation. Therefore, we urge you to vote for a HIGHER Affordable Housing Fee and HIGHER Impact Fee versus taking away from affordable housing fee!

If there are any questions about this letter we can be reached at (415) 339-8327.

Sincerely,

Susan Bryan

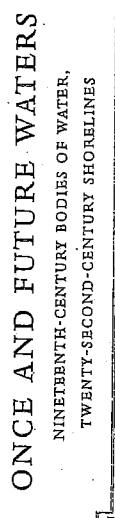
**Susan Bryan
Facilitator**

**cc: Board of Supervisors
Coalition Members
File**

1258

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2/25/13 Received
in Committee



Miller, Alisa

From: Andrew Gregg [andrewtgregg@mac.com]
Sent: Sunday, February 24, 2013 10:37 PM
To: Wiener, Scott; Kim, Jane; Chiu, David
Cc: Ray Bregante; Rahaim, John; Frye, Tim; Miller, Alisa; Power, Andres; True, Judson; Yadegar, Danny
Subject: WSoMa @ Land Use -- Bluxome Townsend Preservation Matter
Attachments: pastedGraphic.pdf; Land Use Comm BTWHD Enclosures.pdf; 2009-06-30_Bluxome and Townsend Dform(8).pdf

February 22, 2013

VIA HAND DELIVERY AND ELECTRONIC TRANSMISSION

Land Use Committee, Board of Supervisors
Attn: Chair Scott Weiner, supervisors Jane Kim and David Chiu
San Francisco City Hall, Second Floor
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94123

RE: Western SoMa Community Plan -- Bluxome Townsend Warehouse Historic District

Dear Supervisors,

It is both fact and rather disconcerting that there is no appeal mechanism in place for actions taken by either the Historic Preservation Commission (HPC) or the Planning Commission for a given historic preservation decision. As such, the Land Use Committee and full Board represent the last hope for an accurate and transparent land use policy determination on the facts regarding the Department's proposed Bluxome Townsend Warehouse Historic District matter (hereafter BTWHD).

The proposed BTWHD encompasses the streets bounded by Bluxome and Townsend and 5th and 6th Streets and supposedly represents "*the height of industrial development in the South of Market area (roughly 1906 through ca. 1936), especially the third building boom in the early- to mid-1920s,*" and Raymond S. Bregante owns property within this purported District. As you will note from the enclosed correspondence, map and documents, Mr. Bregante has challenged the BTWHD as well as the SoMa Survey process and validity since 2010. This is not new information for the Planning Department as Mr. Bregante and the historic consultant he retained made this very case publicly at the HPC on February 16, 2011 as well as in other correspondence and testimony.

Planning Department officials continue to maintain that its surveys simply provide useful and cost saving information for residents and property owners. Mr. Bregante and I each have seen and experienced all too many real life examples where the faulty historic merit of a building or buildings has proven costly in terms of time, money and project construction constraints. That is a larger debate for different day.

BTWHD Land Use Committee Letter
Page 2

The specific issue before the Land Use Committee is whether the Planning Department and HPC met their own written standards and obligations when proposing and adopting the BTWHD within the SoMa Survey. We do not believe the Department or the HPC has acted properly in this case. The Land Use Committee, and then full Board, represent the City's last opportunity to take action on this matter before it is incorporated, and further memorialized in the WSoMa Plan Ordinance legislation before you. Most importantly though, this is Mr. Bregante's final chance for a just and rational decision on his family owned property.

WSoMa Amendment Request

On behalf of Raymond S. Bregante, I formally request that the Land Use Committee amend the applicable WSoMa Community Plan Rezoning legislation language in File Nos. 130001, 130002, 130003 and 130004, and reject and table the Planning Department's DPR 523D form for the proposed Bluxome Townsend Warehouse Historic District within the SoMa Survey.

In the interest of brevity and clarity, I will outline below evidence that makes our case in four key arenas -- 1) **Planning Department SoMa Survey and BTWHD Standards**; 2) **SoMa Survey and BTWHD Results and Facts**; 3) **BTWHD Justification and Size**; and 4) **SoMa Survey Process and Goals**. I am happy to provide any further documentation you may require.

1) Planning Department SoMa Survey and BTWHD Standards Have Not Been Met

This adoption (SoMa Survey Adopted February 16, 2011) by the HPC (Historic Preservation Commission) states that the historic resource survey is accurate (emphasis added) and that the HPC agrees with the findings. The adoption process is required by the Eastern Neighborhoods Area Plan Ordinance. -- Quote from Memo of February 7, 2011 to the Eastern Neighborhoods Citizen Advisory Committee regarding Historic Resource Surveys signed by Director John Rahaim and then HPC President Charles Chase

"The SoMa Survey was conducted in order to provide information on the location and distribution of historic resources within the Eastern Neighborhoods SoMa Area Plan and Western SoMa Community Plan for the purposes of long-range policy planning. The survey also provides information for use in permit processing, environmental review, and making recommendations for official nominations to historic registers."

"The San Francisco Planning Department conducts historic resource surveys that serve as a planning tool to gather data and to identify historic buildings, structures, sites, objects, and historic districts. The Planning Department's survey activities are reported to the State Office of Historic Preservation (<http://ohp.parks.ca.gov>) through the Federal Certified Local Government Program. The SoMa Survey was designed to conform with National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning, and utilizes State of California, Department of Parks and Recreation (DPR) 523-series forms to record the survey information. The survey uses the State's ranking system for historic resources called the California Historical Resource Status Code (CHRS) System (see attachment)." -- Quotes from Planning Department SoMa Survey Executive Summary -- November 17, 2010

BTWHD Land Use Committee Letter

Page 3

"The required basic information for a district, as required by both SHPO (State Historic Preservation Office) and Bulletin 24, is missing (emphasis added) from the material presented for adoption of the Bluxome Townsend district at the HPC (Historic Preservation Commission). -- State "Instructions for Recording Historical Resources" (Office of Historic Preservation, March 1995) mandate: A Primary Record, Location Map, and District Record are needed to document the district as a whole. Minimally, every component or element [building] of the district is then documented separately on a Primary Record. (p. 15 emphasis added)."

"Only one Primary Record (DPR 523A form) accompanied the Bluxome Townsend District Record that was submitted for adoption. (650 5th Street) Nor, when we inquired, was the Department able to supply files for any of the other buildings."

"In closing, I again urge you to protect the validity and credibility of the South of Market Historical Survey by rejecting the Bluxome Townsend Warehouse Historic District." -- Quotes from letter dated February 15, 2011 to HPC by Tim Kelley -- Member of the Planning Department's Pre-Qualified Historic Resources Consultant Pool (Entire Kelley letter is attached.)

2) SoMa Survey and DTWHD Results and Facts are Inaccurate and Incomplete

The SoMa Survey resulted in documentation and/or assessment of 2,142 individual properties, of which approximately 1,467 properties constructed in or before 1962. The survey is currently in the public review phase, and survey findings and materials are available for public review (see below). The Planning Department will hold a community workshop on Wednesday, November 17, 2010 to present survey findings and receive input. - Planning Department Website

"For purposes of our review, we queried the state CHRID system for any previous DPR forms for the Bluxome and Townsend buildings, with the following results:

"Of 8 buildings identified as contributors in the survey, 6 had been evaluated previously and documented on DPR forms by Michael Corbett, a highly respected historian (410, 424, 444, 450, 460, and 472 Townsend). All were assigned a status code of 6Z, not 6Y2 as stated by the current 523D form. In the case of three (444, 450, & 460) Michael Corbett stated on his form "this building lacks significance." On another he stated "While this building (410 Townsend) appears to have significance under both criteria A and C, it has lost integrity through a number of alterations..."

"Thus, it appears the previous documentation of these buildings—which arrived at quite different conclusions from the present survey, and was conducted by an eminent historian—was simply not taken in to account."

BTWHD Land Use Committee Letter

Page 4

"Further, the survey fails to take into account one highly important aspect of integrity for the district—the now missing Southern Pacific rail yards, which were the very reason for the existence of these buildings." -- Again from letter dated February 15, 2011 to HPC by Tim Kelley -- Member of the Planning Department's Pre-Qualified Historic Resources Consultant Pool (Entire Kelley letter is attached.)

"[M]y project team has concluded that the proposed Bluxome Townsend Warehouse Historic District portion of the SoMa Survey, which includes properties I own, is lacking rudimentary documentation, ignores previous findings by an esteemed historian, overstates the historic integrity of the buildings and does not meet the burden of demonstrating historical or architectural significance."

"Mr. Kelley and his colleagues have reviewed just 12 of the 2,142 properties (emphasis added) assessed during the SoMa Survey and have uncovered incomplete research and submissions, factual inaccuracies and prejudiced findings." -- Quotes from letter dated February 15, 2011 to HPC from Raymond S. Bregante regarding BTWHD

The Department's SoMa Survey claims that over 40% of the eligible buildings -- 630 of 1467 -- are historic, contributory or potentially historic. This is an astounding number and percentage of potential resources given the largely industrial area where many buildings are located. Like Mr. Bregante's properties, a great number of structures have lost their historic integrity via aging and modification, and many are at the end of their useful life. Furthermore, the Department has conceded that they have only undertaken "reconnaissance" level surveys that are "descriptive" rather than "evaluative." This may explain why the Department did not consider such readily available historical data, like Mr. Corbett's research on these very properties in this case. As the Department's own information and website does not include completed DPR 523A, DPR 523B or DPR 523D forms for a large number of properties that have been surveyed, one wonders how often this may have occurred elsewhere.

3) BTWHD Justification and Size Not Warranted and Bad Precedent

*"*D5. Boundary Justification: The boundaries for the Bluxome and Townsend Warehouse Historic District are defined by the densest area of significant and intact large-scale warehouse buildings located outside the locally-listed industrial district, the South End Historic District. They represent the height of industrial development in the South of Market area (roughly 1906 through ca. 1936), especially the third building boom in the early- to mid-1920s."* -- Planning Department's 523D Form for BTWHD

BTWHD Land Use Committee Letter Page 5

"Finally, as submitted for adoption, the (BTWHD) District Record fails to satisfy the burden of demonstrating why this particular group of buildings is historically or architecturally significant. It states this group is the best outside of the existing South End Warehouse historic district --leaving open the question why this group is important if we have already designated a better one" (emphasis added).

"In closing, I again urge you to protect the validity and credibility of the South of Market Historical Survey by rejecting the Bluxome Townsend Warehouse Historic District."

Again quotes above from letter dated February 15, 2011 to HPC by Tim Kelley -- Member of the Planning Department's Pre-Qualified Historic Resources Consultant Pool (Entire Kelley letter is attached.)

The very size of this proposed District represents a slippery slope and bad precedent. I personally have asked three respected local historic preservation experts to provide me with another example of a Historic District that is eight parcels in size on approximately one-third, or the marked minority, of one city block. As far as they were concerned, this was a first. As such, the BTWHD serves to undermine and degrade the credibility of true historic districts found in San Francisco. It seems to enter the territory of spot districting, perilously akin to spot zoning.

4) Department Survey Process Incomplete and Goals Unrealized

"A historic survey not only removes the burden from property owners of paying individually for this work but also expedites the CEQA review process. Survey work benefits both the public and Department in creating transparency and certainty in decision making." -- Quote from Memo of February 7, 2011 to the Eastern Neighborhoods Citizen Advisory Committee regarding Historic Resource Surveys signed by Director John Rahaim and then HPC President Charles Chase

"Without a survey, the building permit applicant is usually responsible for providing historic background information on a building. Obtaining this information can add up to a lot of time and money spent before the Planning Department can begin their review of a project. A survey saves everyone time and money because the Department has already completed this part of the review process." -- Planning Department's SoMa Survey Frequently Asked Questions Document

"While we support the use of historic surveys to identify potential historic resources, we are concerned about the impact that formal adoption of the survey findings will have on the planning assumptions within both the adopted Eastern Neighborhoods Plan Areas, including East SOMA, and the pending Western SOMA Plan."

BTWHD Land Use Committee Letter Page 6

"Accordingly, we believe that a supplemental EIR must be completed for the Eastern Neighborhoods and the EIR for the Western SOMA Plan must be completed prior to the HPC's adoption of the survey findings in order to analyze the impacts of adoption of the survey findings on the development assumptions in those Area Plans." -- Quotes above from Letter to HPC dated November 30, 2011 from Gabriel Metcalf of SPUR regarding SoMa Survey Adoption

"In closing, I again urge you to protect the validity and credibility of the South of Market Historical Survey by rejecting the Bluxome Townsend Warehouse Historic District."

-- Quotes above from letter dated February 15, 2011 to HPC by Tim Kelley -- Member of the Planning Department's Pre-Qualified Historic Resources Consultant Pool (Entire Kelley letter is attached.)

The SoMa Survey process clearly has not worked for Mr. Bregante, and the Planning Department has never provided him with a written response to his correspondence and inquiries. It also is important to remind this Committee of the fact that the Planning Department held only one single meeting on November 17, 2010 for the three year SoMa Survey that looked at more than 1,4000 properties. This point was raised in the Hearing Supervisor Weiner sponsored on the topic in 2011, and is a staggering (indeed curious) juxtaposition to outreach undertaken for the WSoMa Community Plan as a whole. However, Mr. Bregante opted not to challenge or request a supplemental EIR because of the seemingly flawed and faulty survey findings for his properties. He simply contends that the Department has not been accurate, thorough or transparent in its evaluation of the proposed BTWHD and asks herein for that to be remedied.

Conclusion

Supervisors, Mr. Bregante fully supports the WSoMa Community Plan and the overarching zoning proposal for Mixed Use Office in the area along Townsend Street. At the same time, he strongly opposes the process and facts that have led to the proposed Bluxome Townsend Warehouse Historic District.

The Planning Department has not met its own written standards for survey documentation, let alone district creation. The facts and results of the SoMa Survey and the BTWHD are incomplete and inaccurate. The very justification and size of the BTWHD is unconvincing and signals a bad precedent for genuine historic districts in San Francisco. Lastly, the survey process and goals of providing helpful information and saving residents time and money clearly have not been realized.

BTWHD Land Use Committee Letter

Page 7

Again, on behalf of my friend Ray Bregante, I formally request that the Land Use Committee amend the applicable WSoMa Community Plan Rezoning legislation language in File Nos. 130001, 130002, 130003 and 130004, and reject and table the Planning Department's DPR 523D form for the proposed Bluxome Townsend Warehouse Historic District within the South of Market Historical Resource Survey.

With all respect,

Andrew T. Gregg

Enclosures/Attachments

CC:

Raymond S. Bregante

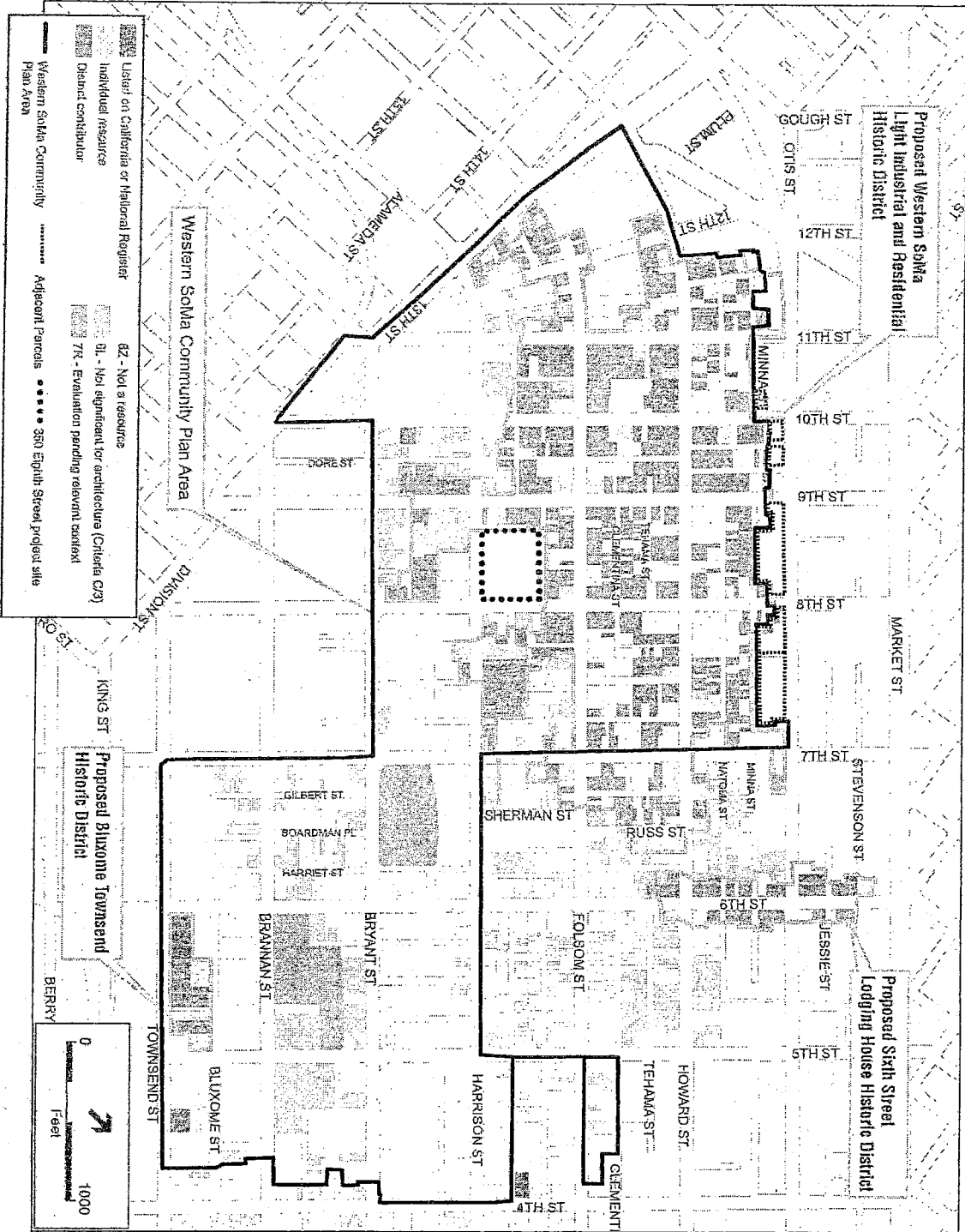
Director John Rahaim

Tim Frye

Alisa Miller

Scan or related documents:

Bluxome Townsend DPR 523D Form:



SOURCE: San Francisco Planning Department

2008.08/7E and 2007.10/8SE: Western SoMa Community Plan,
Rezoning of Adjacent Parcels, and 350 Eighth Street Project
Figure 4.D-2
Western SoMa Historic Architectural Resources and Districts

State of California - The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
DISTRICT RECORD	Trinomial

Page <u>1</u> of <u>18</u>	*NRHP Status Code <u>553</u>
*Resource Name or # (Assigned by recorder)	Bluxome and Townsend Warehouse Historic District
D1. Historic Name	D2. Common Name:

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district):

The Bluxome and Townsend Warehouse Historic District (Historic District) is located in the southeastern part of the South of Market (SoMa) Area Plan Historic Resource Survey area in San Francisco's South of Market neighborhood. The Historic District includes nine buildings on eight parcels, and generally conforms to the block bounded by 5th Street to the east, Townsend Street to the south, 6th Street to the west, and Bluxome Street to the north. It is situated just north of the Caltrain tracks, which run parallel to Townsend Street from 6th Street to the station at 4th Street (See Continuation Sheet, p. 2)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The boundaries for the Bluxome and Townsend Warehouse Historic District commence at the south corner of 5th and Bluxome streets. The boundary runs southeast along 5th Street for half a block, turning southwest at the east corner of parcel 3785-002. It follows the lot line to the south corner of the parcel, and then turns southeast along the northeast lot line of parcel 3785-002A to the east corner of the parcel on Townsend Street. Next, the boundary runs southwest along Townsend Street to the corner of Townsend and 6th streets. At the corner, the boundary turns northwest and runs half a block to the northwest corner of parcel 3785-005. It then runs northeast along the rear lot line to the northeast corner of the parcel. It turns northwest and runs along the southwest lot line of parcel 3785-024 to the northwest corner of the parcel on Bluxome Street. From there, the boundary turns northeast along Bluxome Street to the point of beginning at Bluxome and 5th streets. (See Continuation Sheet, p. 5)

***D5. - Boundary Justification:**

The boundaries for the Bluxome and Townsend Warehouse Historic District are defined by the densest area of significant and intact large-scale warehouse buildings located outside the locally-listed industrial district, the South End Historic District. They represent the height of industrial development in the South of Market area (roughly 1906 through ca. 1936¹), especially the third building boom in the early- to mid-1920s. The issue of age determined the placement of boundary lines. For example, parcel 3785-003 at the southeast corner of the block, and parcel 3785-131 at the northwest corner of the block, were constructed in 1983 and 1998, respectively. Therefore, they were excluded from the Historic District.

D6. Significance: Theme	<u>Industrial Development</u>	Area	<u>South of Market, San Francisco, CA</u>
Period of Significance	<u>1912 - 1936</u>	Applicable Criteria	<u>A, C (NR Criteria adopted by local jurisdiction)</u>

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Bluxome and Townsend Warehouse Historic District developed between the years 1912 and 1936, and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. Contributors to the Bluxome and Townsend Warehouse Historic District are all industrial warehouse buildings that were constructed in brick masonry or reinforced concrete. Within the established period of significance, the most pronounced periods of construction occurred from 1915 to 1916 and 1920 to 1924. The Historic District contains nine contributing buildings and one non-contributing lot which is used as a driveway between two buildings. (See Continuation Sheet, p.6)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):
(See Continuation Sheet, p. 9)

*D8. Evaluator:	<u>Christina Dikas</u>	Date:	<u>June 2009</u>
Affiliation and Address	<u>Page & Turnbull, Inc., 724 Pine Street, San Francisco CA 94108</u>		

¹ Page & Turnbull, Inc. Western SoMa Light Industrial and Residential District DPR 523 D-form (11 June 2008).
DPR 523D (1/95)

*Required information

TIM KELLEY CONSULTING, LLC
HISTORICAL RESOURCES

February 15, 2011

President Charles Chase &
Members of the Historic Preservation Commission

At the request of Raymond Bregante, I have reviewed the documentation presented for the proposed Bluxome and Townsend Warehouse Historic District currently before you. For the reasons presented below, and to protect the validity and credibility of the overall South of Market Historical Survey, I believe you should reject the DPR 523D form for that district.

To become the important public policy document that the Survey is intended to be, the work should be as accurate, consistent, and transparent as possible. Although errors will inevitably be discovered in a project this extensive and complex, so long as overall consistency and transparency are maintained, the credibility of the survey will stand. Our review of the small section of the survey encompassed by the Bluxome and Townsend DPR 523D form, as well as two individual buildings elsewhere in the larger survey area, has revealed archival historical data that does not match the information you have been presented. Many points are relatively unimportant in themselves, but together they suggest a general inattention to the details from which the larger findings of the survey should stem.

Of greater concern are omissions and discrepancies in field observation, physical facts on the ground that should be obvious to a qualified observer. These mostly relate to evaluation of the integrity of the buildings. Again, some points are less important than others, but cumulatively they call into question the amount of attention given to the fundamental basis for the conclusions of the survey. Most importantly, our review finds problems with the transparency and consistency of the survey process. In fact, we were hindered in our ability to review the findings precisely because their basis was often difficult to substantiate. We present below some specific points of our review.

1. Although the staff report supporting adoption of the survey states:

The SoMa Survey was designed to conform with National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning, and utilizes State of California, Department of Parks and Recreation (DPR) 523D series forms to record the survey information.

in fact the required basic documentation for a district, as required by both SHPO and Bulletin 24, is missing from the material presented for adoption of the Bluxome Townsend district at the HPC.

- State "Instructions for Recording Historical Resources" (Office of Historic Preservation, March 1995) mandate:
A Primary Record, Location Map, and District Record are needed to document the district as a whole. Minimally, every component or

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HISTORICAL RESOURCES

- element [building] of the district is then documented separately on a Primary Record. (p. 15 emphasis added)
- Only one Primary Record (DPR 523A form) accompanied the Bluxome Townsend District Record that was submitted for adoption. (650 5th Street) Nor, when we inquired, was the Department able to supply forms for any of the other buildings.
 - Bulletin 24 mandates:
After the preliminary forms have been reviewed by the survey coordinator or other knowledgeable persons, final forms for archival purposes should be prepared.... Documentation on each property selected for the inventory should include the final, clean form describing the property, pertinent supplementary data, relevant maps and sketches, record photographs, and an evaluation of the property's significance. (emphasis added)
 - The documentation for the proposed Bluxome and Townsend Warehouse Historic District includes no such forms for the individual buildings.
 - As a result of these deficiencies, there is inadequate documentation to verify the findings of the DPR 523D form. This is important because the A form, or equivalent survey form, for each building is the basic record of its history, appearance, and current state of historic integrity. Without a Primary form no objective evaluation can be done of the building's relationship to the potential district, and no objective evaluation of the claims being made about the buildings can be done. This is a fundamental flaw in the accountability and transparency of the survey process.
2. The existing historic eligibility status and integrity ratings of the buildings stated in the District Record appear to be overstated.
- For purposes of our review, we queried the state CHRID system for any previous DPR forms for the Bluxome and Townsend buildings, with the following results:
 - i. Of 9 buildings identified as contributors in the survey, 6 had been evaluated previously and documented on DPR forms by Michael Corbett, a highly respected historian (410, 424, 444, 450, 460, and 472 Townsend). All were assigned a status code of 6Z, not 6Y2 as stated by the current 523D form. In the case of three (444, 450, & 460) Michael Corbett stated on his form "this building lacks significance." On another he stated "While this building (410 Townsend) appears to have significance under both criteria A and C, it has lost integrity through a number of alterations..."
 - ii. The one building Corbett did find significant (472 Townsend/685 Sixth St.) has lost much integrity since the time of his evaluation. All windows on the first and second stories have been infilled, as well as three ground level vehicular entrances, and a large projecting metal canopy has been added at the center of the primary façade.

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- iii. Corbett found the sixth building he surveyed (424 Townsend) to have uncertainties surrounding its history and concluded "Until these issues are resolved, the significance of this property is uncertain..." The present survey does not examine the uncertainties recorded by Corbett.
 - iv. Two buildings not surveyed by Michael Corbett were included in the city's UMB survey, where one (149 Bluxome) was rated by staff 5S3, or "not eligible for separate listing or designation under an existing local ordinance, but is eligible for special consideration in local planning." The other (157 Bluxome) was rated 5S, for which no definition is given.
 - Thus, it appears the previous documentation of these buildings—which arrived at quite different conclusions from the present survey, and was conducted by an eminent historian—was simply not taken in to account. Although it is perfectly possible for the current survey to arrive at different conclusions, it is incumbent on the authors to account for their differences.
3. Regarding integrity, the 523D form concludes "Though the replacement of doors and windows on the buildings has diminished integrity of materials, the district retains historic integrity." The form does not address the integrity of the individual buildings, which would have been the task of the missing 523A or other survey forms. However, a cursory examination shows numerous alterations to the buildings, including modern replacement of most windows and doors, modification of window and door openings, and re-cladding that have not been taken into account.
- Losses of integrity recorded by Corbett at 410, 450, and 460 Townsend are not mentioned.
 - Losses of integrity due to conversion to office and school use, which occurred since the Corbett survey, are not mentioned. These include wholesale alterations of fenestration and addition of elaborate primary entrances to buildings (410 and 472 Townsend) that were built as industrial lofts and warehouses.
 - Very few original windows, and fewer original doors are present. Our survey suggests only three or four buildings have any of their original sash. Almost all vehicular openings now have metal roll-up doors, not historic hinged or horizontally sliding doors.
 - Examination of building permit records—which does not appear to have been done for the survey—corroborates the changes noted above and reveals even more—including infilling window and door openings, conversion of railroad loading docks to ground level truck docks, addition of new openings, changes in roof form, and "exterior improvements".
4. Further, the survey fails to take into account one highly important aspect of integrity for the district—the now missing Southern Pacific rail yards, which were the very reason for the existence of these buildings. Their loss constitutes a serious loss of integrity of setting that can not be negated by the continued presence of railroad tracks across Townsend Street without the accompanying

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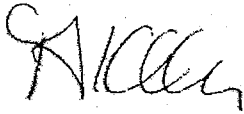
HISTORICAL RESOURCES

mass of freight cars and sheds, This is compounded by the alteration of former elevated rail car loading docks in the buildings to grade level truck docks, and the loss of the web of rail spurs that historically connected the buildings and the rail yards. Cumulatively, these changes combined with those listed in 3 above have altered the basic identity of the area from industrial to commuter-oriented commercial.

5. Finally, as submitted for adoption, the District Record fails to satisfy the burden of demonstrating why this particular group of buildings is historically or architecturally significant. It states this group is the best outside of the existing South End Warehouse historic district—leaving open the question why this group is important if we have already designated a better one.

In closing, I again urge you to protect the validity and credibility of the South of Market Historical Survey by rejecting the Bluxome Townsend Warehouse Historic District.

Sincerely,



Tim Kelley

Cc: Raymond Bregante



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Cynthia Wilusz-Lovell

November 30, 2010

Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear President Chase and Commissioners,

SPUR understands that the HPC may be voting on the adoption of the SOMA Historic Resource Survey findings at its December 1st meeting. The adoption of this survey is the first step in potential historic district and landmark designation process. Perhaps most importantly, the adoption of survey findings mandates that projects that affect any surveyed historic resource would be considered to have a significant environmental impact, triggering the need for a full EIR even if the project implements and is consistent with all other elements of the recently adopted East SOMA Plan and is covered by the Eastern Neighborhoods EIR.

While we support the use of historic surveys to identify potential historic resources, we are concerned about the impact that formal adoption of the survey findings will have on the planning assumptions within both the adopted Eastern Neighborhoods Plan Areas, including East SOMA, and the pending Western SOMA Plan. Those Area Plans need to accommodate much of the infill development that San Francisco needs to meet regional environmental goals, and the designation of a large percentage of the existing buildings in those neighborhoods as historic resources will significantly affect how and where such infill development can occur.

Accordingly, we believe that a supplemental EIR must be completed for the Eastern Neighborhoods and the EIR for the Western SOMA Plan must be completed prior to the HPC's adoption of the survey findings in order to analyze the impacts of adoption of the survey findings on the development assumptions in those Area Plans. The courts have long held that adoption of planning documents that "play a part in determining" whether and where growth will occur must be subject to CEQA analysis before their adoption.¹

Thank you for your consideration of our position. Should you have any questions, do not hesitate to contact me at 415-644-4292.

Sincerely,

Gabriel Metcalf

Cc:
Planning Director John Rahaim
Director of Major Environmental Analysis Bill Wycko
San Francisco Planning Commission



SAN FRANCISCO PLANNING DEPARTMENT

DATE: February 7, 2011

TO: Members of the Eastern Neighborhoods Citizens Advisory Committee

FROM: Charles Chase, President, Historic Preservation Commission
John Rahaim, Planning Director

RE: Eastern Neighborhoods Citizens Advisory Committee
Resolution regarding the Department's Historic Resource Surveys

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CA 94103-2479

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The Department is in receipt of the letter and Resolution from the Eastern Neighborhoods Citizens Advisory Committee ("CAC") dated November 18, 2010. Both documents restate that the purpose of the CAC is to "provide input to City agencies and decision makers with regard to all activities related to the implementation of the Eastern Neighborhoods Area Plans." In this capacity, the CAC expressed concern over the future use of the historic resource surveys that are being conducted within the Eastern Neighborhoods Area Plans. Specifically, the Resolution requests that there be increased community engagement of the historic resource surveys and additional review of the historic resource surveys against the policies of Eastern Neighborhoods Area Plan.

We are writing in response to these concerns and aim to explain the genesis of the Eastern Neighborhood historic resource surveys, how the historic resource survey process works, the role of the Historic Preservation Commission ("HPC"), and the differences between historic resource survey adoption and formal Article 10 of the Planning Code designation.

To begin, the Eastern Neighborhood planning process called for historic resource surveys in each of the four Plan Areas. The first survey conducted was the Central Waterfront Plan Area (completed in 2001) which led to the 2003 designation of the Dogpatch Historic District under Article 10. The remaining historic resource surveys - the Mission¹, Showplace Square, and East SoMa areas - began in 2006. Because these historic resource surveys began after the Eastern Neighborhoods Area Plans were well underway, the final Area Plans did not include detailed provisions for the role of historic resources. As a result, the final Ordinance adopting the Eastern Neighborhood Areas Plans requires that upon completion of the historic resource surveys, the Area Plans will be formally amended to incorporate the findings.²

Historic resource surveys are technical reports that evaluate all properties over 45 years of age. Using standards provided by the California Office of Historic Preservation, a city-contracted preservation consultant firm conducts evaluations of all buildings that meet the threshold for

¹ Please note that the Mission Area was divided into two historic resource surveys. The Inner Mission North Survey was undertaken by the Planning Department staff, whereas the Inner Mission South Survey was a part of the larger Eastern Neighborhoods Area Plan historic resource surveys.

² Eastern Neighborhood Area Plans Ordinance: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1294>.

February 9, 2011

review. All properties that are surveyed are evaluated as to whether they meet the California Register of Historical Resources criteria, either as an individual resource or as a part of a historic district.

Once this base data is compiled, the survey data undergoes a peer-review by the Department's Historic Preservation Technical Specialists for accuracy.³ Next, an ad-hoc Survey Advisors Group comprised of preservation professionals, reviews the survey materials for accuracy and thoroughness, followed by internal presentations of the historic resource survey data findings to the Department's Director and senior managers. This process takes several years to complete before the historic resource surveys are ready to be presented to the public for review.

As part of the public outreach process, the Department posts all of the historic resource survey data and findings on the Department's website, and hard copies are available for the public at our offices. All property owners within the historic resource survey area, regardless of whether the properties meet the survey threshold, receive notification of the completed survey(s). The Department also posts trilingual notices throughout each neighborhood and places public service announcements on KQED and in local publications. Each notice informs the property owner of the historic resource survey, the findings of the survey results if applicable and a fact sheet with basic information on the historic resource surveys. In addition, the Department notices property owners and community members of all public community meeting(s). At these meetings the Department provides an overview of the historic resource survey, its findings, and how the survey information is used. Planning staff is on hand to answer building-specific questions, and to receive comments and requests for reconsideration.

It should be noted that all public notification is conducted for a minimum of 30-days before any public hearings are scheduled at the HPC. The HPC holds a series of public hearings to review the data and findings of the historic resource surveys. The HPC then formally 'adopts' the survey findings in a motion. This adoption by the HPC states that the historic resource survey is complete and accurate and that the HPC agrees with the findings. This adoption process is required by the Eastern Neighborhoods Area Plan Ordinance. Only upon formal adoption of these surveys may the Area Plans be amended to incorporate this data into the plans.

There are several outcomes of the data gleaned from the historic resource surveys. First, the data provides the public and Department basic information about the history and significance of a property or neighborhood. It enables a faster review of projects under the California Environmental Quality Act ("CEQA"). Historic resource surveys allow for a broader understanding of possible historic resources under CEQA, both individually and as a contributor to a historic district. Without these surveys the Department review occurs on a case-by-case basis without the detailed peer review or formal review by the HPC. Adopted historic resource surveys provide necessary data early in the process for development, thus allowing an opportunity for any potential impacts to be remedied. A historic resource survey not only removes the burden from property owners of paying individually for this work but also expedites the CEQA review process. Survey work benefits both the public and the Department in creating transparency and certainty in decision making.

³ It should be noted that all Historic Preservation Technical Specialists hired by the Planning Department meet the qualifications of the Secretary of the Interior's Professional Standards.

February 9, 2011

The second outcome of the historic resource surveys are official designation. There are three levels of historic resource designation: 1) local designation under Article 10 of the Planning Code; 2) state designation under the California Register of Historical Resources; and 3) federal designation under the National Register of Historic Places. As a body, the HPC may only proceed with the local Article 10 designation, as the other two types are out of the City's purview.

The HPC, pursuant to Charter Section 4.135, can only review work on properties either individually designated or as part of a historic district under Article 10 of the Planning Code. The designation process is outlined specifically in the Planning Code, with the final decision by the Board of Supervisors. It must be noted that the Article 10 designation process has separate and specific notification procedures and there are a minimum of four hearings where the public may voice their opinion about the proposed designation.

Planning Code Section 1004.1 states that initiation of Article 10 designation may only be made by: 1) the Board of Supervisors; 2) the Historic Preservation Commission; 3) the Art Commission; or 4) an application filed by a property owner(s). The Board of Supervisors, HPC, and Art Commission do not require the consent of the property owners to designate – only upon an application for a historic district submitted by property owners does the Planning Code require that at least 66 percent 'subscribe' to the proposed Article 10 designation. It should be noted that there are no additional legal requirements for consent of an Article 10 designation.

Any proposed Article 10 designation will be heard by the HPC and Board of Supervisors. If a historic district is proposed, the Planning Commission may review and comment upon before the Board of Supervisors hears the item. The Department is committed to rigorous public outreach and will bring any proposed Article 10 designations to the CAC for review and comment. The Department welcomes the additional involvement of the CAC, and suggests that the CAC designates one or two members to work with the Department on this issue.

Lastly, every Article 10 designation is analyzed for consistency with the San Francisco General Plan, including the Eastern Neighborhoods Area Plan, and with the findings of Planning Code Section 101.1. The Department acknowledges that there are a variety of land use policies that must be considered when evaluating whether to support an Article 10 designation and that there may be conflicts between policies. These conflicts are analyzed and presented to the decision makers. Ultimately, the final decision of a designation lies with the Board of Supervisors.

We hope this letter addresses the CAC's letter and Resolution of November 18th's concerns. On behalf of the Department and the HPC, we look forward to working in the future toward our common goal – to ensure that the Eastern Neighborhoods policies are maintained and upheld.

If the CAC has any questions regarding this letter, please do not hesitate to contact Department staff.

Cc: Board of Supervisors
Historic Preservation Commission
Planning Commission
Kelley Amdur, Director of Neighborhood Planning
Tim Frye, Acting Preservation Coordinator
Steve Wertheim, Planning Department

Townsend Street Associates, LLC
Raymond S. Bregante Managing Partner
7875 Edgewater Drive
Oakland, CA 94621

SENT VIA ELECTRONIC MAIL

February 15, 2011

Honorable Charles Edwin Chase
President
Historic Preservation Commission
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Proposed Bluxome Townsend Warehouse Historic District and SoMa Survey

President Chase and Commissioners:

My project team has concluded that the proposed Bluxome Townsend Warehouse Historic District portion of the SoMa Historic Survey, which includes properties I own, is lacking rudimentary documentation, ignores previous findings by an esteemed historian, overstates the historic integrity of buildings and does not meet the burden of demonstrating historical or architectural significance.

I have provided for your review (attached) the initial findings of Tim Kelley, the historic consultant I have retained in this matter. The substandard and overreaching work product that we have found on this one block calls into question the accuracy of the entire SoMa Historic Survey. I formally request that the Commission delay adoption of the Survey until a more balanced review, including analysis by individuals who are not professional preservationists, has been conducted. Failing that, I call for the Commission to decline to adopt the D Form (DPR 523D Form) for the Bluxome Townsend Warehouse Historic District.

As you will see, Mr. Kelley and his colleagues have reviewed just 12 of the 2,142 properties assessed during the SoMa Survey and have uncovered incomplete research and omissions, factual inaccuracies and prejudiced findings. This substantiates the concerns that I expressed regarding the creation of the Survey in my unanswered letter to the Commission of November 30, 2010. There has never been an evenhanded review of the SoMa Historic Survey. A local preservation consultant with a professional and financial interest in inflated findings created it. And members of the Planning Department staff who routinely advocate for overzealous preservation positions supposedly vetted it. This certainly does not represent historical analysis conducted by an impartial group of professionals and undermines the credibility of the SoMa Survey itself.

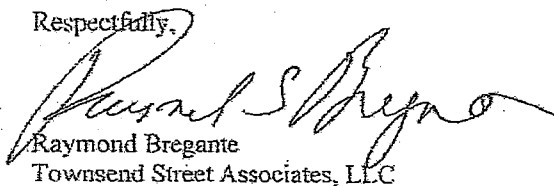
Bluxome Townsend Letter
Page 2

I have respectfully raised concerns about the biased and unbalanced mode of creation and the resultant questionable validity of the SoMa Historic Survey for the past three months with no response. As you know, on January 25th, Supervisor Scott Weiner called for public hearing at the Land Use Committee to review the "Effects of Historic Preservation Policies on Other Major Public Policy." In making that request, the Supervisor specifically cited concerns about lack of balance in historic surveys and stated that local "discussions of historic preservation take place in a vacuum." That public hearing is now pending.

It is clear to me that the proposed Bluxome Townsend Warehouse Historic District does not meet the established criteria for designation. It is also quite clear that the SoMa survey was created in an expedient manner and is not ready for adoption. If this Commission and the Planning Department continue to be non-responsive to the issues I raise, and now to Mr. Kelley's findings, I am quite certain that these matters and related factual and procedural errors and found with the Survey will come up when the full Board takes this matter up next month.

Again, I formally request that the Commission delay adoption of the SoMa Historic Survey altogether, or at least decline to adopt the D Form (DPR 523D Form) for the ill-conceived Bluxome Townsend Warehouse Historic District.

Respectfully,



Raymond Bregante
Townsend Street Associates, LLC

Attachment

cc: Mayor Ed Lee
Board of Supervisors
Planning Commission
John Rahaim, Planning Director
Linda Avery, Planning Department
Tim Frye, Planning Department
Moses Corrette, Planning Department
Michael Yarne, Mayor's Office of Economic Development
Tim Kelley

State of California & The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # _____

HRI # _____

Trinomial _____

Page 1 of 18

*NRHP Status Code 5S3

*Resource Name or # (Assigned by recorder)

Bluxome and Townsend Warehouse Historic District

D1. Historic Name _____

D2. Common Name: _____

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The Bluxome and Townsend Warehouse Historic District (Historic District) is located in the southeastern part of the South of Market (SoMa) Area Plan Historic Resource Survey area in San Francisco's South of Market neighborhood. The Historic District includes nine buildings on eight parcels, and generally conforms to the block bounded by 5th Street to the east, Townsend Street to the south, 6th Street to the west, and Bluxome Street to the north. It is situated just north of the Caltrain tracks, which run parallel to Townsend Street from 6th Street to the station at 4th Street. (See Continuation Sheet, p. 2)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements.):

The boundaries for the Bluxome and Townsend Warehouse Historic District commence at the south corner of 5th and Bluxome streets. The boundary runs southeast along 5th Street for half a block, turning southwest at the east corner of parcel 3785-002. It follows the lot line to the south corner of the parcel, and then turns southeast along the northeast lot line of parcel 3785-002A to the east corner of the parcel on Townsend Street. Next, the boundary runs southwest along Townsend Street to the corner of Townsend and 6th streets. At the corner, the boundary turns northwest and runs half a block to the northwest corner of parcel 3785-005. It then runs northeast along the rear lot line to the northeast corner of the parcel. It turns northwest and runs along the southwest lot line of parcel 3785-024 to the northwest corner of the parcel on Bluxome Street. From there, the boundary turns northeast along Bluxome Street to the point of beginning at Bluxome and 5th streets. (See Continuation Sheet, p. 5)

***D5. Boundary Justification:**

The boundaries for the Bluxome and Townsend Warehouse Historic District are defined by the densest area of significant and intact large-scale warehouse buildings located outside the locally-listed industrial district, the South End Historic District. They represent the height of industrial development in the South of Market area (roughly 1906 through ca. 1936¹), especially the third building boom in the early- to mid-1920s. The issue of age determined the placement of boundary lines. For example, parcel 3785-003 at the southeast corner of the block, and parcel 3785-131 at the northwest corner of the block, were constructed in 1983 and 1998, respectively. Therefore, they were excluded from the Historic District.

D6. **Significance: Theme** Industrial Development **Area** South of Market, San Francisco, CA
Period of Significance 1912 - 1936 **Applicable Criteria** A, C (NR Criteria adopted by local jurisdiction)

(Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.)

The Bluxome and Townsend Warehouse Historic District developed between the years 1912 and 1936, and consists of a group of resources that are cohesive in regard to scale, building typology, materials, architectural style, and relationship to the street. Contributors to the Bluxome and Townsend Warehouse Historic District are all industrial warehouse buildings that were constructed in brick masonry or reinforced concrete. Within the established period of significance, the most pronounced periods of construction occurred from 1915 to 1916 and 1920 to 1924. The Historic District contains nine contributing buildings and one non-contributing lot which is used as a driveway between two buildings. (See Continuation Sheet, p.6)

***D7. References** (Give full citations including the names and addresses of any informants, where possible.):

(See Continuation Sheet, p. 9)

***D8. Evaluator:** Christina Dikas

Date: June 2009

Affiliation and Address Page & Turnbull, Inc., 724 Pine Street, San Francisco CA 94108

¹ Page & Turnbull, Inc. Western SoMa Light Industrial and Residential District DPR 523 D-form (11 June 2008).
DPR 523D (1/95)

*Required information

CONTINUATION SHEET

Page 2 of 21

*Resource Name or # (Assigned by recorder) Bluxome and Townsend Warehouse Historic District

*Recorded by: Christina Dikas, Page & Turnbull *Date June 2009

☒ Continuation ☐ Update**D3. Detailed Description (continued)**

Streets within the Historic District are paved, lined by sidewalks, and conform to the city grid of larger (100 vara²) blocks that are found south of Market Street. The grid is oriented diagonally in relation to the cardinal directions. The primary northwest-southeast streets are numbered, while the secondary northwest-southeast streets and the northeast-southwest streets are named. The terrain of the area is level, and vegetation consists of small street trees along 5th and 6th streets.

The district is entirely industrial in character, consisting of nine buildings constructed within a period of significance spanning from 1912 to 1936. One narrow parcel, 3785-004B, contains a driveway (formerly a railroad spur track) between two buildings. The buildings feature brick or concrete construction, most with minimal Classical Revival ornament, are one to five stories in height, and are 10,000 to 37,000 square feet in size. All nine buildings were constructed as warehouses. 650 5th Street was also originally used as a factory. Seven buildings continue to be used as warehouses; 650 5th Street is now used as offices, and 472 Townsend Street is now occupied by Academy of Art University.

According to Page & Turnbull's *Historic Context Statement, South of Market Area* (2007), warehouses are storage buildings that involve the storage, processing, and distribution of goods, as well as occasional light manufacturing. Warehouses in the South of Market area were built of brick masonry or concrete, which, in addition to being relatively fireproof, allowed for large, open interior spaces for storing goods. In addition to open interiors, warehouses typically feature large steel-sash industrial windows and roll-up metal garage doors located on the primary or secondary façades.

The warehouses in the Bluxome and Townsend Warehouse Historic District are rectangular in plan, and nearly all of them fill their entire parcels with their primary façades facing the street. Edwardian-era (ca. 1901 – 1910)³ warehouses in San Francisco can usually be categorized as belonging to the Commercial Style of American architecture. Buildings designed in this utilitarian style can usually be identified by their load-bearing masonry walls with minimal corbelled detailing, flat roofs and flat or stepped parapets, regular fenestration with jack-arch window and door openings, and slow-burning heavy timber framing. The use of load-bearing masonry construction techniques (usually brick) meant that openings were usually deeply set and quite small. Due to the use of load-bearing masonry, these early warehouses were rarely constructed higher than three stories. With the exception of the structural system and a handful of partitions, warehouse interiors were usually unobstructed in order to allow for maximum storage capabilities.⁴ Examples of brick masonry warehouses in the Historic District include:

- 410 Townsend Street (1912), rear façade facing Bluxome Street is faced in brick, while the front and side façades are clad in gunnite reinforcement.
- 149 Bluxome Street (1916)
- 157 Bluxome Street (1916)

Seven of the warehouse buildings in the Bluxome and Townsend Warehouse Historic District were constructed during the mid-1910s and early 1920s, which defined the second and third building booms in the South of Market area. Ornamentation on many of the early twentieth-century warehouse buildings in the South of Market area is minimal and most often rendered in the Classical Revival, Spanish Colonial Revival, or Art Deco styles. Examples of warehouses with revival style influences in the Historic District include:

² A *vara* is an old Spanish and Portuguese unit of length. *Varas* are a surveying unit that appears in many deeds in the southern United States and many parts of Latin America. It varied in size at various times and places, but the value of 33 inches (838.2 mm) per *vara* was adopted in California ca. 1851. "98 U.S. 428 25 L.Ed.251 United States V. Perot." Website accessed on 9 June, 2008 from: <http://bulk.resource.org/courts.gov/c/US/98/98.US.428.html>

³ City and County of San Francisco Planning Department. *San Francisco Preservation Bulletin No. 18: Residential and Commercial Architectural Periods and Styles in San Francisco*. Website accessed on 26 August 2008 from:

<http://www.sfgov.org/site/uploadedfiles/planning/preservation/PresBulletin18ARCHSTYLES.pdf>

⁴ Page & Turnbull, Inc. *Historic Context Statement, South of Market Area*. San Francisco, 2007: 68.

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- 460 Townsend Street (1915), Classical Revival influences including a cornice.
- 472 Townsend Street (1920), Classical Revival influences including simple pilasters, cornice, and tower.
- 444 Townsend Street (1923), Classical Revival influences including medallions and a simple cornice.
- 450 Townsend Street (1923), Classical Revival influences including Tuscan pilasters, medallions, and a cornice.
- 650 5th Street (1924), Renaissance Revival influences including a window with scrolling and a triangular pediment, and a corner tower with corbelling and a clay tile roof.

Regarding interior layout, anything that consumed valuable space, such as columns or partition walls, limited the potential profitability of the building. Warehouses typically consisted of two major spaces: the warehouse floor and an office mezzanine. The warehouse floor could be any number of floors and it occupied the bulk of the building's footprint. It contained the physical processing, packaging, storing, and movement of goods. Few partitions broke up the space so as to avoid taking up valuable storage space or blocking natural light sources. The other major space within a typical Commercial Style warehouse was the office mezzanine. Usually located at one end of the building, the office mezzanine was usually built at a convenient vantage point, thereby allowing management to observe activities on the work floor.

Although concrete and brick Commercial Style warehouses continued to be erected concurrently after the 1906 Earthquake and Fire, the use of reinforced-concrete surged as a result of its greater fire and earthquake resistant capabilities and larger spans. By the 1920s, concrete construction had overtaken brick for the construction of warehouses. The use of concrete, combined with the adoption of the mechanized elevator, allowed warehouse buildings in San Francisco to be built higher and take advantage of larger window openings. Concrete warehouses had thinner walls and fewer interior columns, freeing up more floor area. Larger floor areas made the use of mechanized machinery feasible as well as providing more room for storage. Multi-story concrete warehouses continued to be constructed in San Francisco until the 1950s when changes in the shipping industry, such as containerized shipping and trucking, reduced the need for inner city warehouses.⁵ Reinforced concrete warehouses in the Bluxome and Townsend Industrial Historic District include:

- 472 Townsend Street (1921)
- 424 Townsend Street (1936)

In addition, 410 Townsend Street (1912), which features a brick rear façade on Bluxome Street, was largely remodeled with concrete.

Of the nine buildings, eight were previously surveyed for their individual significance. The following properties were designated an NRHP Status Code of 6Y2 (determined ineligible for National Register by consensus, no potential National Register listing, not evaluated for local listing):

- 410 Townsend Street
- 424 Townsend Street
- 444 Townsend Street
- 450 Townsend Street
- 460 Townsend Street

One property was designated an NRHP Status Code of 2S2 (determined eligible for listing as a contributor by consensus determination):

- 472 Townsend Street

One property was designated an NRHP Status Code of 5S (eligible for local listing only) by Landmarks Preservation Advisory Board members in the Unreinforced Masonry Building (UMB) Survey of 1990. The equivalent designation today would be a CHRSC of

⁵ Page & Turnbull, Inc. *Historic Context Statement, South of Market Area*. San Francisco, 2007: 68.
DPR 523L (1/95)

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☒ Continuation ☐ Update5S2⁶:

- 157 Bluxome Street

Lastly, one property was designated an NRHP Status Code of 5S3 by Landmarks Preservation Advisory Board members in the Unreinforced Masonry Building (UMB) Survey of 1990. At the time, the National Register code of 5S3 was used to identify properties that were not eligible for the California Register, National Register, or local listing but warranted special consideration in local planning (now converted to a CHRSC of 6L7):

- 149 Bluxome Street

The following list shows all resources within the Bluxome and Townsend Industrial Historic District:

APN	From St. #	To St. #	Street Name	Year Built	Previous NRHP Code	New CHRS Code
3785002	650	650	5TH	1924	N/A	3CS, 5D3
3785022	149	149	BLUXOME	1916	5S3	5D3
3785024	157	157	BLUXOME	1916	5S	5D3
3785002A	410	418	TOWNSEND	1912	6Y2	5D3
3785004	424	424	TOWNSEND	1936	6Y2	5B
3785004B				N/A	N/A	6Z
3785004A	444	444	TOWNSEND	1923	6Y2	5B
378504A_0001	450	450	TOWNSEND	1923	6Y2	5D3
3785023	460	460	TOWNSEND	1915	6Y2	5D3
3785005	472	472	TOWNSEND	1921	2S2	5D3

D4. Boundary Description (Continued)

Bluxome and Townsend Warehouse Historic District boundary map:

⁶ California State Office of Historic Preservation Department of Parks & Recreation, *Technical Assistance Bulletin #8: User's Guide to the California Historical Resource Status Codes & Historic Resources Inventory Directory* (November 2004), accessed from <http://ohp.parks.ca.gov/pages/1069/files/tab8.pdf> on 18 August 2008.

⁷ Ibid.

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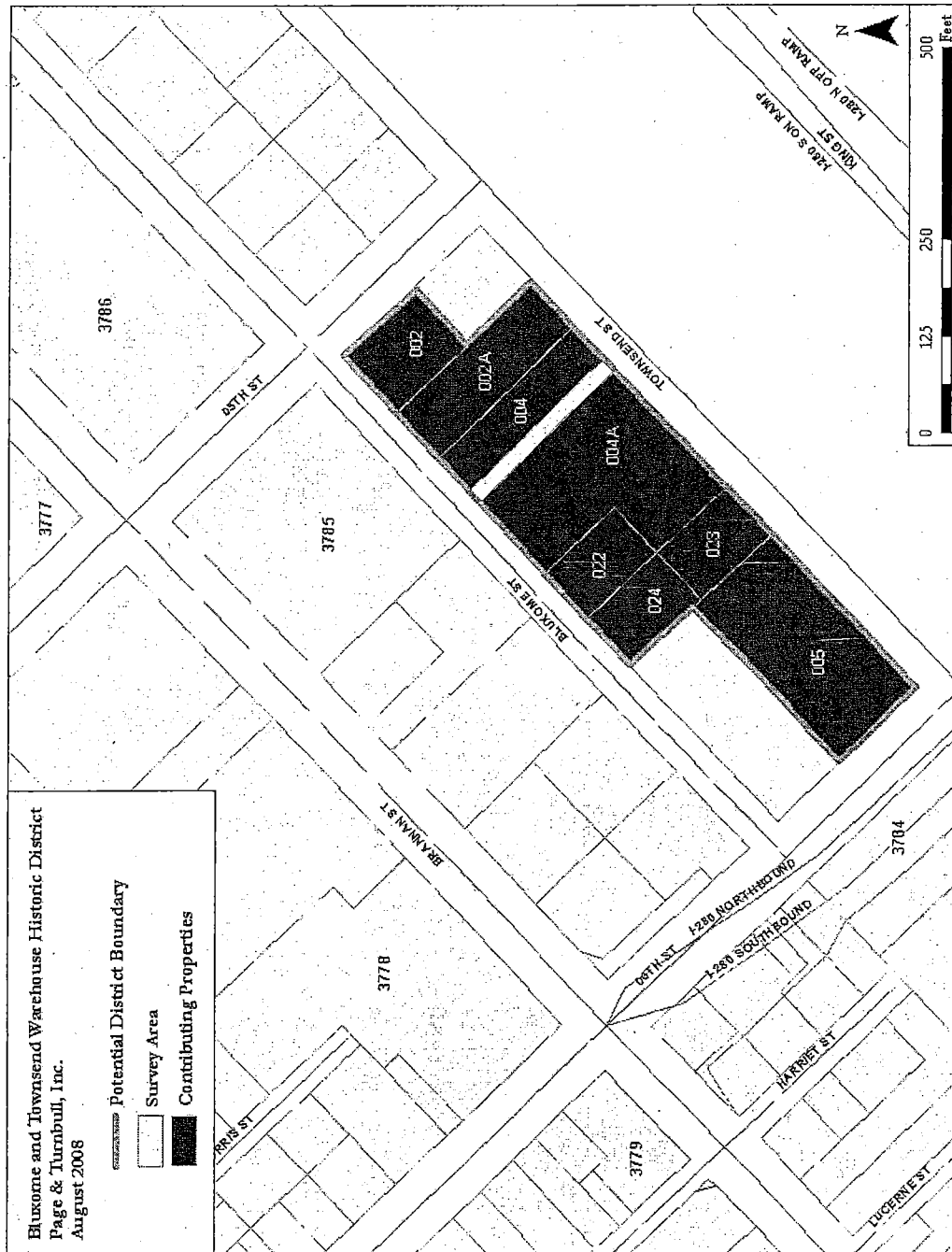
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D6. Significance (Continued)

The Bluxome and Townsend Warehouse Historic District is significant under National Register Criterion A (Events) as a representation of an important trend in development patterns in San Francisco, and Criterion C (Design/Construction) as a representation of a group of properties that embody the distinctive characteristics of a type, period, or method of construction.

In 2000, the San Francisco Landmarks Board adopted the National Register Criteria for evaluating properties. San Francisco has various levels of recognition: Landmarks, Landmark Districts, Structures of Merit, Conservation Districts, Residential Character Districts, and adopted surveys. Properties evaluated for local significance, such as the Bluxome and Townsend Warehouse Historic District, are considered eligible for at least one category of recognition.

The significance of the Bluxome and Townsend Warehouse Historic District is rooted in the cohesiveness of the type and period of construction, which in turn is indicative of important historical patterns that shaped the neighborhood, such as post-quake reconstruction, industrial development, labor, and working-class culture. Outside the South End Historic District, the industrial buildings on Bluxome and Townsend between 5th and 6th streets appear to be the most cohesive cluster of large, extant industrial buildings in the South of Market area. However, this block is unusual because several buildings were developed by only a small handful of property owners (six of ten parcels were owned by Moody Estate Co. after the 1906 Earthquake), which likely contributed to the continuity of type and style.

Historic Context

Pre-1906 Earthquake

Prior to the 1906 Earthquake and Fire, the South of Market area was already industrial in character, though the streets were lined with significantly more residential buildings. Important for the South of Market area's industrial future were the large 100-*Vara* Survey blocks laid out by Jasper O'Farrell in 1847. The grid was extended west from 5th Street to 9th Street in 1850. The streets were flatter and wider (30 *varas* wide) than those found north of Market Street (where they were 25 *varas* wide), making the transportation of goods via wagon and eventually train and truck much easier.⁸ Before the disaster, the location of the Historic District was occupied by similar large warehouses. Most related to the animal product industry. According to the 1899 Sanborn Fire Insurance Map, businesses on the block included McLennan's San Francisco Wool Sorting & Scouring Co. Warehouse, I. Harris & Co. Wool and Hide Warehouse, F.B. Grace Pork Packing, F.S. Moody- California Wool Depot Warehouse Nos. 1 and 2, Catton Bell & Co.'s Wool Warehouse and Scouring Rooms, Pacific Dried Vegetable Provision Co., Watson & Mark Wool Warehouse No. 2, Mt. Shasta Spring Co. Bottling Works, and the Byron Jackson Foundry & Machine Shop.

On April 18, 1906, San Francisco was devastated by the Great Earthquake and Fire. The South of Market Area was especially hard hit by both the temblor and the eleven fires that were started in the area due to broken gas mains. The fires quickly grew out of control as they ignited the densely packed wood-frame boarding houses, hotels, and rows of aging houses. The water mains were mostly broken and fire fighters were powerless to stop the flames from rapidly consuming virtually the entire neighborhood within six hours of the actual earthquake. The death toll in the South of Market Area was much higher than the rest of the city. The numbers were greatly undercounted because hotels and boarding houses collapsed on their inhabitants, who were never recovered. Additionally, many of these residents were lone immigrants or single male transients without local ties. A good number of these people on the margins of mainstream society were never reported as missing.⁹

Recovery

Unlike certain parts of the city, such as North Beach, which were reconstructed quite rapidly after the 1906 Earthquake, the South of Market area took two decades to fully recover. In 1907, a booster organization published a map showing which areas of the city had been rebuilt. The map, which highlighted all parcels with new construction, temporary buildings, or wrecked buildings scheduled to be repaired, indicated that most of the South of Market remained vacant. The process of recovery for the entire city was a lengthy

⁸ Page & Turnbull, Inc. *Historic Context Statement, South of Market Area*. San Francisco, 2007: 21.

⁹ Ibid: 43.

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process, necessitating not only the demolition of ruined buildings and removal of debris, but also the settlement of insurance claims, resolution of any outstanding title concerns, acquisition of building permits, and, most importantly, the will to commit financial resources to a city so clearly in potential danger of future obliteration. In many ways, the South of Market area was uniquely affected by the earthquake, and lingering uncertainty over its historical patterns of development delayed reconstruction longer than many other areas.

One factor in the slow pace of recovery in the South of Market was the controversial debate over extending the city's fire limits. The fire limits outlined the area in which safety requirements were mandated. The fire limits attempted to prevent the possibility of conflagration in the densest or most important parts of the City by determining the construction materials that could be used within the fire district. For most of San Francisco's history, wood frame buildings had been forbidden in the downtown business district. All downtown buildings had to be constructed of brick or stone. Buildings were ranked by their fire-resistant features. Before the disaster in 1906, Class A buildings were regarded as fireproof iron- or steel-frame construction, in which the frame structure bore the entire weight of the building. They contained metal lath and plaster partitions and nonflammable exterior cladding. Class B buildings had exterior walls that carried their own weight, but had an interior skeleton of iron, steel, or fireproof wood. They also had metal lath and plaster partitions and nonflammable exterior surfaces. Class C buildings were brick with fire-resistant roofs, but the interior had wood or iron frames without fire-resistant wall materials.¹⁰

Despite the fire codes and construction rankings for buildings within the fire district, the only part of the South of Market area traditionally included within the fire limit was a narrow strip along the south side of Market Street and a small section corresponding to the southward extension of the financial and retail district along 2nd, New Montgomery, 3rd, 4th, and 5th streets, extending as far south as Howard Street. Otherwise, property owners in the South of Market had been free to build as they saw fit, resulting in the mixture of masonry and wood-frame buildings that acted as fuel for the fires that immediately followed the earthquake.¹¹

After the disaster, city officials convened to determine the lines of a new fire district. Acting Fire Chief Shaughnessy wanted the City to extend the fire limits to the west and especially into the South of Market area, which was a high risk area due to its industrial functions so close to downtown San Francisco.¹² Industrialists did not favor the continued proximity of frame dwellings to their industrial plants. Some decided that it would not be prudent to rebuild in the South of Market, relocating their businesses either to the unburned Potrero or Bayview districts or moving outside the city altogether. Other businesses hoped to discourage the reconstruction of frame dwellings in the South of Market as a means to secure its future as an exclusively industrial district. Residents opposed the extension of the fire limits because they were working class people who were already struggling financially and could not afford expensive fireproof construction, yet they felt strongly attached to their neighborhood with its churches and ethnic institutions. In the summer of 1906, the Board of Supervisors heard testimony in support of and opposed to the extension of the fire limits to the South of Market area, which would have effectively prevented wood frame dwellings from being rebuilt within the area bounded by Mission Street, the San Francisco Bay, Mission Creek, and Division and 13th streets. The Board of Supervisors eventually voted in favor of faster recovery over recovery slowed by safety requirements. It relinquished the idea of extending the downtown fire limits into the South of Market, settling instead for a blanket prohibition on flammable roofing materials. Roofs could theretofore only be clad in materials including asphalt, tile, slate, asbestos, terra-cotta, or metal.¹³

According to the 1913 Sanborn Fire Insurance Map, the fire limit in the South of Market area extended along Howard Street between 5th to 6th streets, five large blocks north of Bluxome Street.¹⁴ Aside from possibly adding to the delay in rebuilding, the ruling did not much affect the Bluxome and Townsend area, however. The Historic District primarily contained masonry industrial buildings before the 1906 Earthquake, and was rebuilt in a similar fashion in the following years.

Construction

¹⁰ Stephen Tobriner, *Bracing for Disaster: Earthquake-Resistant Architecture and Engineering in San Francisco, 1838-1933*: 140.

¹¹ Page & Turnbull, Inc. *Historic Context Statement, South of Market Area*. San Francisco, 2 June 2008: 44.

¹² Stephen Tobriner, *Bracing for Disaster: Earthquake-Resistant Architecture and Engineering in San Francisco, 1838-1933*: 200.

¹³ Stephen Tobriner, *Bracing for Disaster: Earthquake-Resistant Architecture and Engineering in San Francisco, 1838-1933*: 203.

¹⁴ Ibid: 44.

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All of the buildings on the block bounded by Bluxome, 5th, Townsend, and 6th streets were destroyed in the 1906 Earthquake and Fire. However, over the next three decades, the block was rebuilt with a continued focus on warehousing. It is likely that land owners and developers were encouraged by the close proximity of the site to the Southern Pacific Railroad on the south side of Townsend Street. To facilitate the expansion of rail service in the area after the earthquake, the Board of Supervisors liberally granted franchises to the railroads. The extensive network of tracks served as a powerful inducement to local industries to relocate to this area, which was not only close to the South End warehouse district and piers to the east, but also the newly developing wholesale district at Showplace Square to the southwest. The proximity to the rail lines ensured that manufacturers and distributors could efficiently transport raw materials and finished products between the plant and the waterfront or the railroad freight terminal.¹⁵ An article in the January 12, 1916 edition of the *San Francisco Chronicle* discussed the value of rail access during the reconstruction period and the concurrent explosion of industrial development in the area:

Extension of the spur-track privileges has been continuous and yet there is a strong demand for greater liberality on the part of the municipal authorities in regard to tapping various regions with tracks for spurs to warehouses and factories. Practically all the extensive concerns that moved during the year have placed their plants or business places on spur tracks, and thereby the Potrero and territory lying near the railway lines have materially improved.¹⁶

One Southern Pacific Railroad spur led to the F.S. Moody California Wool Depot at 416 - 432 Townsend Street before the disaster. Following the 1906 Earthquake and expansion of rail service, Southern Pacific Railroad spurs ran along both Townsend and Bluxome streets to service the new warehouses.

An initial flurry of construction commenced in the South of Market area immediately after the earthquake, and lasted from 1906 to about 1913. Yet, seven years after the quake, in 1913, the block was only partially developed. Moody Estate Co. had owned a large warehouse (the F.S. Moody- California Wool Co. Depot) near the center of the block prior to the 1906 Earthquake, and it retained ownership of the property. However, the company did not begin to develop the land until 1915. The company owned parcels 3785-004, 004A, 004B, 022, 023, and 024. Western Meat Co. Hide & Pelt Warehouse was constructed on parcel 3785-003, at the corner of 5th and Townsend streets, in 1913 (not included in the Historic District because the site was redeveloped in 1983). At the southwestern end of the block, Holbrook, Merrill & Stetson Wholesale Hardware & Plumbers Supplies constructed four adjacent warehouse buildings on what are now parcels 3785-005 and 3785-131. The southern two buildings were torn down and replaced with 472 Townsend Street in 1921, while the northern two buildings were replaced by condominiums in 1998.

After the 1906 Earthquake, the block was no longer unified by one overriding industry, as it was with wool processing before the disaster. The nine contributing resources are significant for their typological similarities, rather than through a functional relationship. None of the pre-1906 industries rebuilt for the same uses. For instance, though Moody Estate Co. constructed several of the buildings, they were leased to other companies in diverse fields of industry, including plumbing, shipping, garden supply, hardware, furniture, and tire manufacturing. However, they were constructed within a time period defined by the highest concentration of post-quake construction in the South of Market area.

The first boom of post-quake construction was followed by a brief recession, which coincided with the First World War. Most of the South of Market area engaged in relatively little construction from about 1914 to 1919. However, beginning in 1915, development expanded to the construction of warehouses and large industrial complexes and away from the construction of smaller light industrial buildings like those built immediately after the 1906 Earthquake and Fire.¹⁷ The block that makes up the Bluxome and Townsend Warehouse Historic District experienced its first influx of development during this time. Three buildings were constructed by Moody Estate Co. in 1915 and 1916. Brick masonry was the predominant construction method at this time.

By the end of the First World War, construction picked up again in the South of Market and other areas of San Francisco. The trend

¹⁵ Kelley & VerPlanck, *Showplace Square Survey: Historic Context Statement*, (20 October 2008) 37.

¹⁶ "San Francisco Realty in Sound Condition," *San Francisco Chronicle* (12 January 1916) 33.

¹⁷ Page & Turnbull, Western SoMa Light Industrial and Residential District 523D Form, Draft Version. San Francisco, 2008: 40.

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of this building boom, which lasted from about 1920 to 1926, was to transform lots that had remained vacant since the 1906 Earthquake into light industrial and warehouse facilities. By the 1920s, concrete had become the principal building material due to its strength and durability, resistance to earthquake damage, and ability to provide large and unobstructed workspaces within structures.¹⁸ In 1921, the first zoning ordinance in San Francisco designated this block as "heavy industrial." Four buildings were constructed between 1921 and 1924 in the Historic District. They feature both brick and concrete construction methods.

Following the 1929 Stock Market Crash, the nation entered into the Great Depression and most construction in the South of Market area came to a halt. Construction costs were down in the 1930s, and investors attempted to renew interest in industrial real estate developments. They encouraged construction by saying that the low maintenance costs and economical movement of goods characteristic of the modern industrial buildings would benefit the occupant and eventually result in reducing the number of obsolete buildings.¹⁹ Boosters highlighted the fact that South of Market District industries were in close proximity to three transcontinental railroads, two street car systems, and modern highways, which provided short delivery routes for goods. Though relatively few buildings were constructed during the 1930s, some of the most interesting in architectural style came out of this period. These include many Art Deco and Art Moderne buildings. 424 Townsend Street, which was constructed in 1936, features elements of this trend in design.

Though the Historic District's contributing resources warehoused the goods of diverse industries, the limited time period in which they were built lends cohesiveness to their architectural designs. In addition, the buildings are unified within the historical context of post-quake industrial development in the southern South of Market area that was served by Southern Pacific Railroad rail spurs.

Contributing Resources

410 Townsend Street (1912)

Nathan, Dohrmann & Co. Wholesale Crockery & Household Goods constructed a warehouse on the through-lot at 410 Townsend Street (also 133 Bluxome Street) in 1912. This is the only building represented in the 1913 Sanborn Map that survives. The building was designed by San Francisco architect Frederick H. Meyer, and appears to have been serviced by a Southern Pacific Railroad rail spur at its rear façade on Bluxome Street. At the time of development, the property owner was Dr. Kaspar Pischel, an Eye Specialist who married into the Dohrmann family.²⁰ Nathan, Dohrmann & Co. sold china, glassware, lamps and art goods in downtown San Francisco. The business opened in 1850 by Mr. Blumenthal. After passing to H. Hersch in 1858, Bernard Nathan bought the company in 1862. Frederick Dohrmann joined the company in 1868.²¹ The men became partners and the name changed to Nathan, Dohrmann & Co. in 1887. The Dohrmann Commercial Company, with Mr. Dohrman as president, appears to be contemporaneous with Nathan, Dohrmann & Co.²² By 1950, Dohrmann Commercial Co. owned and occupied the building. 410 Townsend Street was vacant in 1963. According to the 1998 Sanborn Map, the building was later used as a bag warehouse; however, the 1982 San Francisco City Directory reveals that the building was divided into multiple warehouse spaces and offices that were occupied by several graphics design companies.

650 5th Street (1924)

Dohrmann Commercial Co. also owned and developed 650 5th Street in 1924. Designed by the architecture firm of Ashley and Evers and built by J.S. Sampson, the building may have been serviced by a Southern Pacific Railroad spur on Bluxome Street. The building was first occupied by M. Seller Co., a wholesale hardware company. In 1953, Sutliff Tobacco occupied the building, and in 1958, Western Machinery Co. leased the space. Arthur G. McKee & Co. (construction engineers), WernCo. (a machinery manufacturing

¹⁸ Anne Bloomfield, New Montgomery and Mission Historic District 523D Form. San Francisco, 2008: 7.

¹⁹ "San Francisco Growth Adding to Land Values" (*San Francisco Chronicle*, 7 June 1930): 6.

²⁰ The Foundation for San Francisco's Architectural Heritage, Field Survey Form-Buildings (1983)

²¹ "The Bay of San Francisco," Vol. 2 (Lewis Publishing Co, 1892: 650-651). Accessed from <http://freepages.genealogy.rootsweb.ancestry.com/~nprmelton/sfbdohrm.htm> on 20 August 2008.

²² Biography, Frederick W. Dohrmann. Accessed from the Online Archive of California at <http://content.cdlib.org/view?docId=tf100001g2&chunk.id=bioghist-1.3.4&brand=oac> on 20 August 2008.

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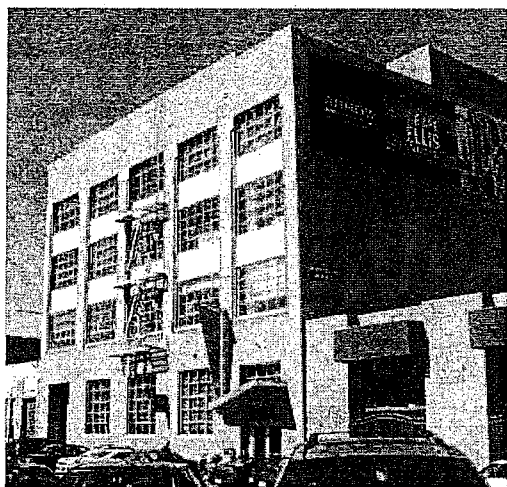
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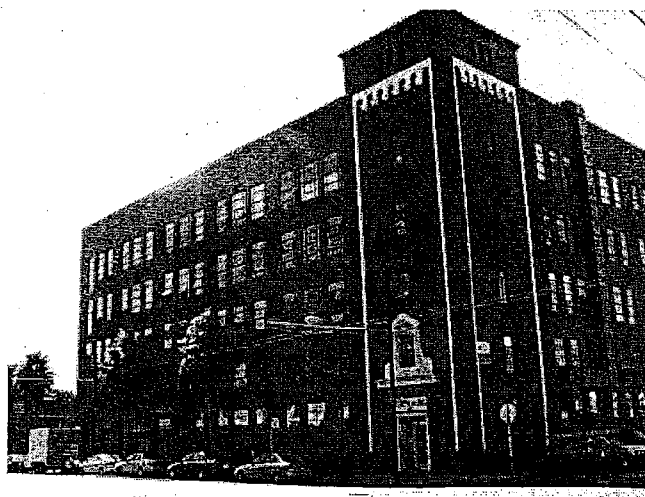
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division of Arthur G. McKee & Co.), and Western Knapp Engineering Co. occupied 650 5th Street from ca. 1968 to ca. 1973. By 1978, the building was divided into offices, and nine companies were listed at the address.



410 Townsend Street



650 5th Street

149 Bluxome Street and 157 Bluxome Street (1916)

149 and 157 Bluxome Street were the first buildings constructed on the land owned by Moody Estate Co., which was affiliated with F.S. Moody- California Wool Depot at the same location prior to the 1906 Earthquake and Fire. Joseph L. Moody, who was related to Frederick S. Moody, came to California in 1849 to try his hand at mining, and then became a permit clerk at the San Francisco Customs House. He was later involved with coal mining in Washington State, wool warehousing in the South of Market, and "the improvement of lands he had acquired in San Francisco's wholesale district."²³ Frederick S. Moody managed Moody Estate Co. by 1923. Designed in 1914 and constructed of brick masonry in 1916, both 149 and 157 Bluxome Street are two stories in height and contain four structural bays with multi-light double-hung windows and garage openings. They appear to have been serviced by the Southern Pacific Railroad spurs that ran down Bluxome Street. They were designed for the Moody Estate Co. by J.R. Torrance of New York City, and were built by H.H. Larsen and Brothers, Contractors. No information was found on Torrance at the City of San Francisco, the San Francisco Public Library, or SF Architectural Heritage. Information was lacking on the early occupants of 149 Bluxome Street. From ca. 1958 to ca. 1973, Landau Merchandising Co. used the building as a warehouse. It was used by Paul Laboratories, electronics design, in 1978, and by Art X Corp., Plant Design, and Contract Art Services in 1982. 157 Bluxome Street was first occupied by the National Biscuit Co., which used the building as an office, stock and canning warehouse, and stable. Grabler Manufacturing Co., a plumbing supplies manufacturer, used the building from ca. 1940 to ca. 1958. Durkee Haas Co. occupied the warehouse in 1973, and Andrew Co., a shipping company, used the space ca. 1978 to ca. 1982.



149 Bluxome Street and 157 Bluxome Street

²³ San Francisco Architectural Heritage file on 157 Bluxome Street. California Historical Society "Letter of a Forty-Niner in Which Joseph Ledlie Moody Tells of His Arrival in Sacramento with the K Company" (reprinted 1941).

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460 Townsend Street (1915)

460 Townsend Street was constructed at approximately the same time behind 157 Bluxome Street on Moody Estate Co.'s property. Also built by H.H. Larsen & Co. and constructed of brick masonry with a heavy timber frame, the primary façade features four structural bays with a stuccoed exterior. A rail spur was located next to the building on the west side and on Townsend Street to the south. It was occupied by several companies over time, including Marketers Associated (household appliances), Schmiedell & Co. (insect powder), Central Garden Supply (wholesale garden supply), Pacific Electrical Supply Inc. (electrical equipment manufacturers), and Lighting Systems Inc.



460 Townsend Street

444 Townsend Street and 450 Townsend Street (1923)

444 Townsend Street (also 135 – 145 Bluxome Street) and 450 Townsend Street were constructed in 1923 on Moody Estate Co.'s property. Both were designed by Pierre Zucco & Co. and constructed by L.P. De Martini of concrete and clad in stucco. No information was found on either at the San Francisco Public Library, City of San Francisco, or SF Architectural Heritage. 444 Townsend Street was constructed on a through-lot. A rail spur off Bluxome Street separated the two buildings, and another spur ran by their primary facades on Townsend Street. From ca. 1928 to ca. 1933, the 444 Townsend Street was occupied by Boldemann Chocolate Co. and 135 Bluxome Street contained C.B. Babcock Co., gas appliances. Union Furniture Warehouse occupied 444 Townsend Street in 1953. By 1963, Carl's Litho-Plate Service, Sulasur Equipment Inc. (tire manufacturers), Halo Candles Inc. (importers), and Halo Sales Corp. (merchandise brokers) shared the building. In 1973, Aviva Enterprises, Inc., a jewelry manufacturer, occupied 444 Townsend Street while Red & White Van Lines, a furniture moving van company, occupied 135 Bluxome Street. By 1982, the building had been divided into numerous sections and at least eleven companies leased space in the building. Meanwhile, 450 Townsend Street was occupied by a branch of Goodyear Tire & Rubber Co. of California from ca. 1923 to ca. 1933. General Tire & Rubber Co. occupied the building during the 1940s. Garehime Corp., a wholesale hardware company, used the building as a warehouse from ca. 1953 to ca. 1968. Packaging Materials Corp. was listed at the address in 1973 and Darcoide Rubber Co., Western Sponge Products, and A Small Business Accounting Service shared the space from ca. 1978 to ca. 1982.

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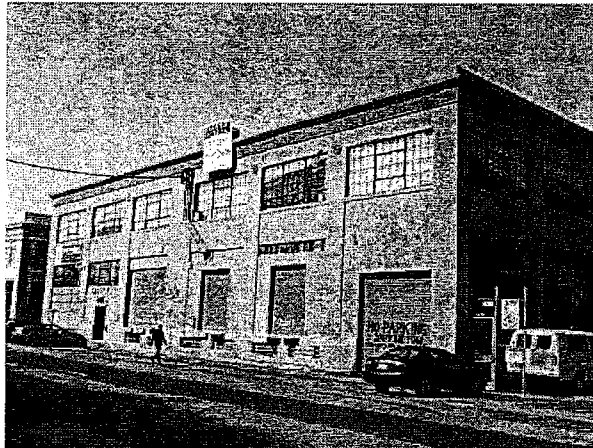
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*Date June 2009

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444 Townsend Street



450 Townsend Street

472 Townsend Street (1921)

472 Townsend Street (also addressed at 685 6th Street) was built in 1921 as a large warehouse at the corner of Townsend and 6th streets. A rail spur that ran very close to the buildings on Townsend Street also serviced several loading entrances at 472 Townsend Street. Information is limited for the early years of its existence, but United Grocers Ltd., a wholesale grocer, occupied the building from ca. 1945 to ca. 1958. It was vacant in 1963. In 1968, Ellery of California (house furnishing manufacturer), Jencraft Manufacturing Co. (house furnishings importers), and Western Curtain Manufacturing Co., Inc. shared the space. From ca. 1978 to ca. 1982, Gordon Chick and Bon Motif Company, Inc., a rug importer, occupied the building.

424 Townsend Street (1936)

The last building constructed on the block was 424 Townsend Street, which was built in 1936 by architect John H. Ahnden. The building contains loading entrances on both the Townsend and Bluxome Street facades, which were likely originally serviced by Southern Pacific Railroad spurs up and down both streets. Magic Chef Gas Stove & Co. and American Stove Co. occupied the building in 1940. Thomson Diggs Co. used it as a warehouse in 1953, and F.K. Pinney Inc. in 1963. Casa Moda Spanish & Mexican Imports occupied the building from ca. 1963 to ca. 1968. Zel R. Kahn & Sons, salvage adjusters, were listed at the address from ca. 1973 to ca. 1982.

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472 Townsend Street



424 Townsend Street

Architects

The Bluxome and Townsend Warehouse Historic District is associated with the following architects and builders, whose biographical information was obtained from San Francisco Architecture Heritage files, San Francisco Public Library newspaper sources, City of San Francisco records, and internet sources. Aside from 650 5th Street, the buildings do not appear to be significant at a local, state, or national level for their individual designs, and none represent the most distinctive work of as master designer.

Frederick H. Meyer

Frederick H. Meyer (1876 – 1961) designed 410 Townsend Street in 1912. Meyer partnered with architect Smith O'Brien from ca. 1902 to 1909. On his own, he designed many buildings from about 1907 into the 1920s, before teaming with Albin R. Johnson in the 1920s and Albert Evers ca. 1946 - 1961. Some notable Meyer works include the Humboldt Building at 783 – 785 Market Street (1906), the Banker's Investment Building at 722 – 742 Market Street (1912), the Union Trust Building at 744 Market Street, the Chinese Y.M.C.A. at 855 Sacramento Street, and the Beverly-Plaza Hotel at 334 – 352 Grant Street (1912), in addition to many other commercial and apartment buildings. In all, he designed more than fifteen large office and commercial buildings, ten industrial plants (including three breweries), eight hospitals, three schools, eight City of San Francisco projects (including fire houses, branch libraries, De Young art galleries in Golden Gate Park), and five major club and association buildings. He was also on the San Francisco Board of Consulting Architects in 1912, the force behind the creation of the Civic Center. Though 410 Townsend Street was designed by Meyer, it is not one of the many well-known of his projects.²⁴

H. H. Larsen & Co.

H. H. Larsen & Co. built several of the Moody Estate Co. buildings, including 149 and 157 Bluxome Street (both 1916), and 460 Townsend Street (1915). Hanz H. Larsen was a local San Francisco carpenter-turned-building contractor. In the 1920s, the company was called H.H. Larsen & Bro. Larsen built several residences in the Richmond District, including 211 2nd Avenue in 1896 and 101-105 8th Avenue in 1921. The warehouses on Bluxome and Townsend streets appear to be representative examples of H.H. Larsen & Co.'s projects of this type.²⁵

Ashley & Evers

650 5th Street (1924) was designed by the architecture firm Ashley & Evers. George F. Ashley (1886 – 1962) was born in California and received his degree in architecture at the UC Berkeley, in 1908. He traveled to Paris to study design from 1908 to 1909. Ashley

²⁴ San Francisco Architectural Heritage architect biography files.

²⁵ Ibid.

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died in Alameda County at the age of 75. Albert J. Evers (1888 – 1977) was born in Iowa and attended UC Berkeley. He was student president of the Architectural Association of the University of California in 1911. Later in his career, he held the position of chief architectural supervisor for the Northern California Federal Housing Administration, and was appointed to the board of the 1939 - 1940 Golden Gate International Exposition in San Francisco. Evers died in San Francisco at the age of 89. The firm of Ashley & Evers designed Mandarin Café Building (1926) and the Scovill Manufacturing Company Building at 434 Brannan Street (1929), both in the Art Deco style.²⁶ It appears that 650 5th Street is a representative example of the earlier work of Ashley & Evers.

John H. Ahnden

John H. Ahnden (c. 1945) designed the Art Deco-style warehouse at 424 Townsend Street (1936). Ahnden, a local San Francisco architect, worked with Henry Schulze in his early years. He also worked for many months on plans for the San Francisco City Hall while working with Bakewell & Brown.²⁷ In association with John H. Powers and Bernard Maybeck, Ahnden helped design the Packard Automobile Showrooms on Van Ness Avenue in San Francisco (1926) and Oakland (1928) in the Classical Revival style. He later designed the Presidio Theatre (1937), located in the Marina District, in the Art Moderne style. 424 Townsend Street appears to be a representative example of Ahnden's industrial and Art Deco design.

Integrity

All nine contributing buildings have experienced some modifications. 650 5th Street and 424 Townsend Street appear to only contain replacement doors. The other buildings also have had their windows replaced. However, all retain their original massing, fenestration patterns, and subtle detail and ornament. 650 5th Street is now used as offices and 472 Townsend Street is used as the Motion Pictures and Television building for Academy of Art University. However, according to the 1998 Sanborn Map, the other seven buildings continue to be used as warehouses. The loading entrances that were once serviced by railroad spurs are now used by trucks. Therefore, overall, the district retains integrity of location, design, workmanship, feeling, and association. The surrounding area has experienced redevelopment, including the construction of mixed-use and loft/condominium buildings. Sometime between 1996 and 2009, the railroad spurs were paved over. In addition, the elevated 6th Street off-ramp of the Interstate 280 Extension was constructed ca. 1968 just to the southwest of the Bluxome and Townsend Warehouse Historic District block, severing the buildings from their neighbors on the other side of 6th Street. These factors somewhat compromise the integrity of setting. Nevertheless, the enduring existence of surrounding industrial buildings and train tracks opposite Townsend Street, in addition to compatible infill of contemporary construction immediately adjacent to the Bluxome and Townsend Warehouse Historic District, provide for a continuing sense of the industrial nature of the setting. Though the replacement of doors and windows on the buildings has diminished integrity of materials, the district retains historic integrity.

Significance

The Bluxome and Townsend Warehouse Historic District appears to be associated with events that have made a significant contribution to the broad patterns of our history such that it would be eligible under National Register Criterion A (California Register Criterion 1). The block was developed as part of the industrial rebuilding effort in the South of Market area. Though the broader neighborhood includes commercial, residential, and light industrial properties, this group of buildings between Bluxome and Townsend represents what was once a solid block of industrial warehouses that were serviced by Southern Pacific rail spurs. Five of the buildings were developed by Moody Estate Co., which was involved with warehousing at the same location before and after the 1906 Earthquake and Fire. In addition, 410 Townsend Street and 650 5th Street were owned by Nathan, Dohrmann & Co., a Gold Rush-era business that occupied the warehouse at 410 Townsend Street for at least fifty years. The Bluxome and Townsend Warehouse Historic District simultaneously represents the thirty-year height of redevelopment following the 1906 Earthquake and the enduring existence of industrial warehousing near the train tracks in the South of Market neighborhood.

The Bluxome and Townsend Warehouse Historic District is associated with Frederick S. Moody, owner of the F.S. Moody-California Wool Co. before the 1906 Earthquake. He also operated Moody Estate Co., which owned a large swath of property at the center of

²⁶ "George F. Ashley" and "Albert J. Evers," Architectural DB, accessed from: <https://digital.lib.washington.edu/php/architect/> on 26 August 2008.

²⁷ "John H. Ahnden," *Architect and Engineer* (1923, Sept. 1945): 44.

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this block at the time of the 1906 Earthquake, and built 149 Bluxome Street, 157 Bluxome Street, 444 Townsend Street, 450 Townsend Street, and 460 Townsend Street between 1916 and 1923. Based upon limited research, Moody does not appear significant enough to local, state, or national history to be eligible under National Register Criterion B (California Register Criterion 2). Further research may determine otherwise, though.

The Bluxome and Townsend Warehouse Historic District appears eligible for local designation under National Register Criterion C (California Register Criterion 3) because it is an intact example of a brick and reinforced concrete warehouse district that was constructed in the South of Market area following the 1906 Earthquake. According to Page & Turnbull's *Historic Context Statement, South of Market Area*:

Warehouses are storage buildings that involve the storage, processing, and distribution of goods, as well as occasional light manufacturing. Warehouses in the South of Market area were built of brick masonry or concrete, which, in addition to being relatively fireproof, allowed for large, open interior spaces for storing goods... Warehouses in San Francisco can usually be categorized as belonging to the Commercial Style of American architecture. Buildings designed in this utilitarian style can usually be identified by their load-bearing masonry walls with minimal corbelled detailing, flat roofs and flat or stepped parapets, regular fenestration with jack-arch window and door openings, and slow-burning heavy timber framing... By the 1920s, concrete construction had overtaken brick for the construction of warehouses. The use of concrete, combined with the adoption of the mechanized elevator, allowed warehouse buildings in San Francisco to be built higher and take advantage of larger window openings... Multi-story concrete warehouses continued to be constructed in San Francisco until the 1950s when changes in the shipping industry, such as containerized shipping and trucking, reduced the need for inner city warehouses.²⁸

Therefore, the buildings in the Historic District embody the distinctive characteristics of a type and period of construction.

D7. References (continued)

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²⁸ Page & Turnbull, Inc. *Historic Context Statement, South of Market Area*. San Francisco, 2007: 68.
DPR 523L (1/95)

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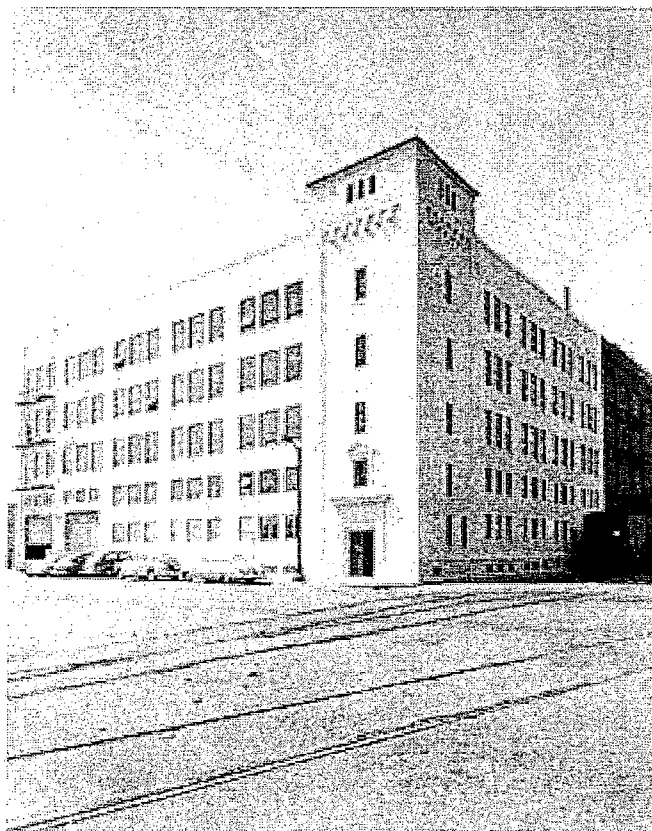
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650 5th Street, Western Machinery Building, 8 August 1956.

Source: San Francisco Public Library Historic Photograph Collection, AAC-7602.

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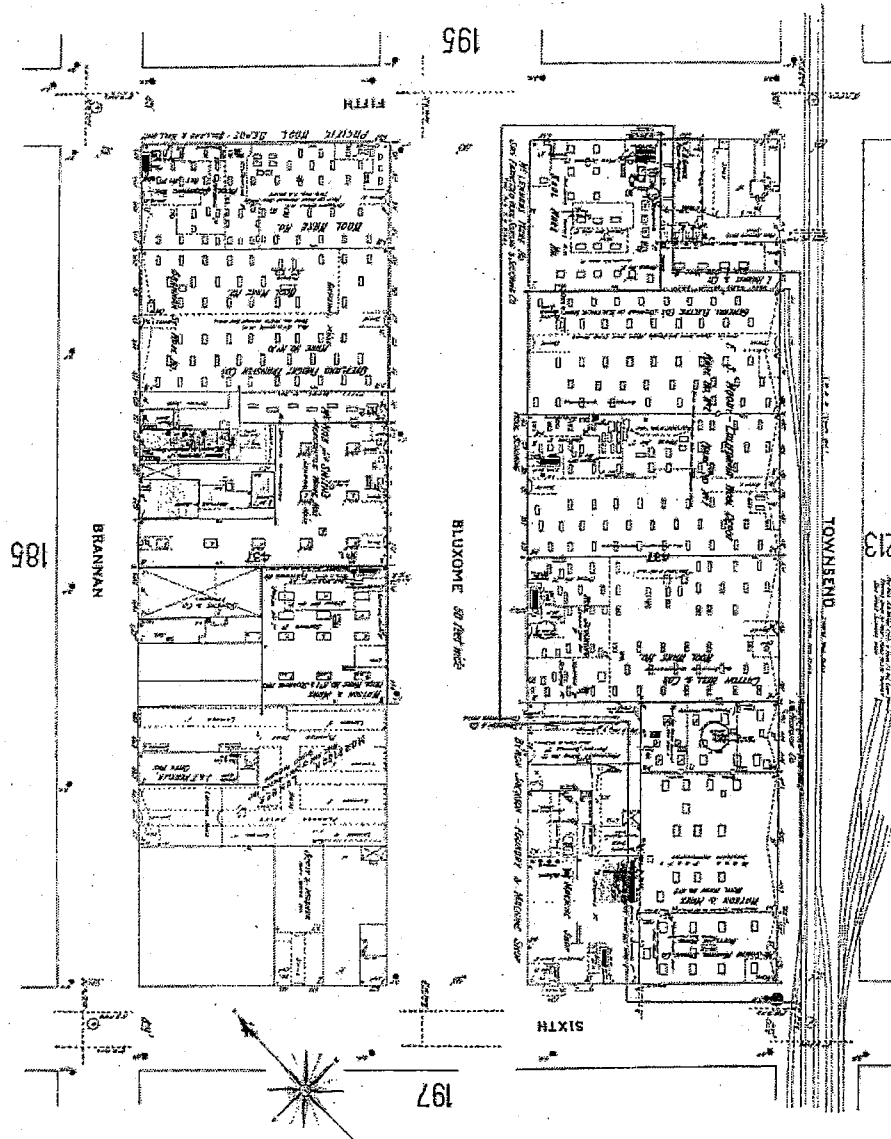
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1889 Sanborn Fire Insurance Map.

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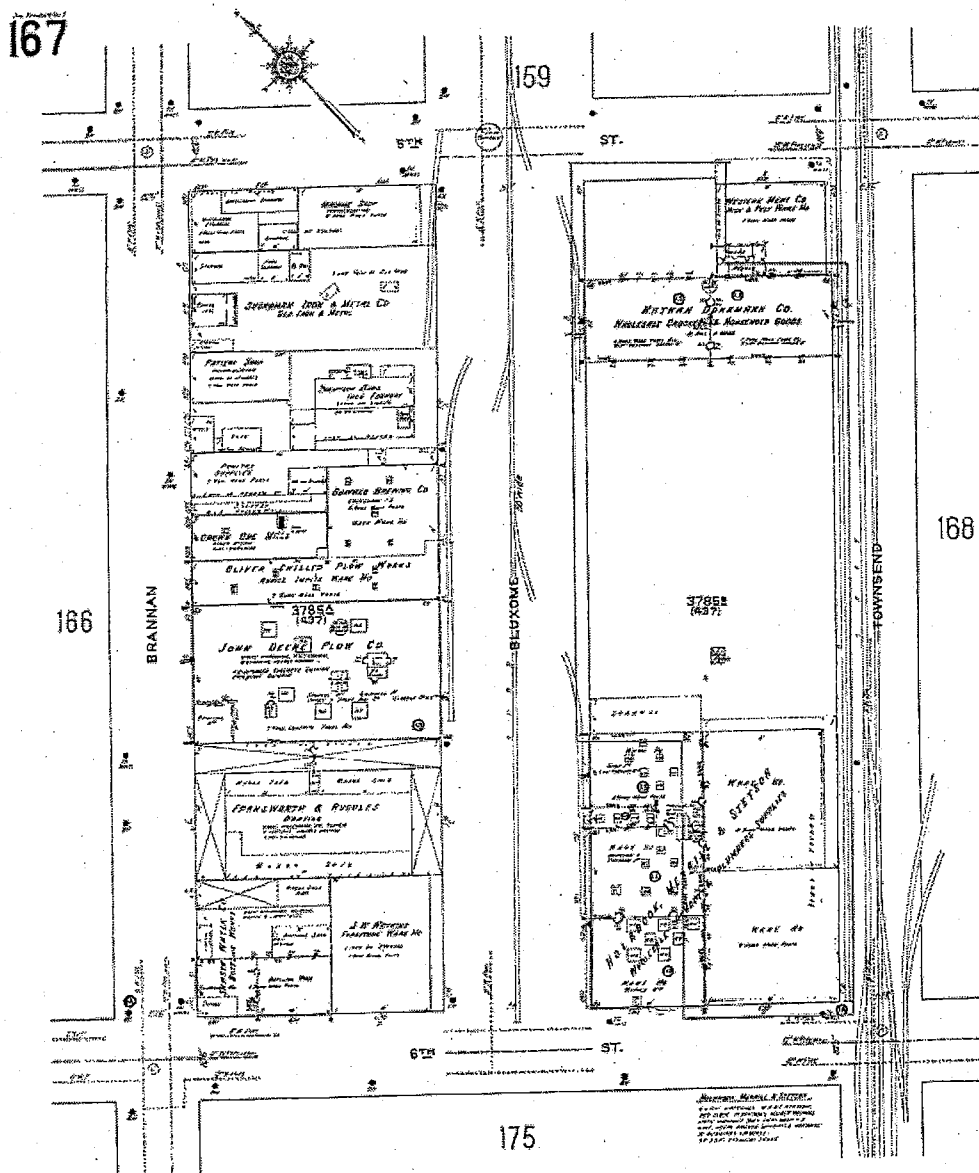
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1913 Sanborn Fire Insurance Map.

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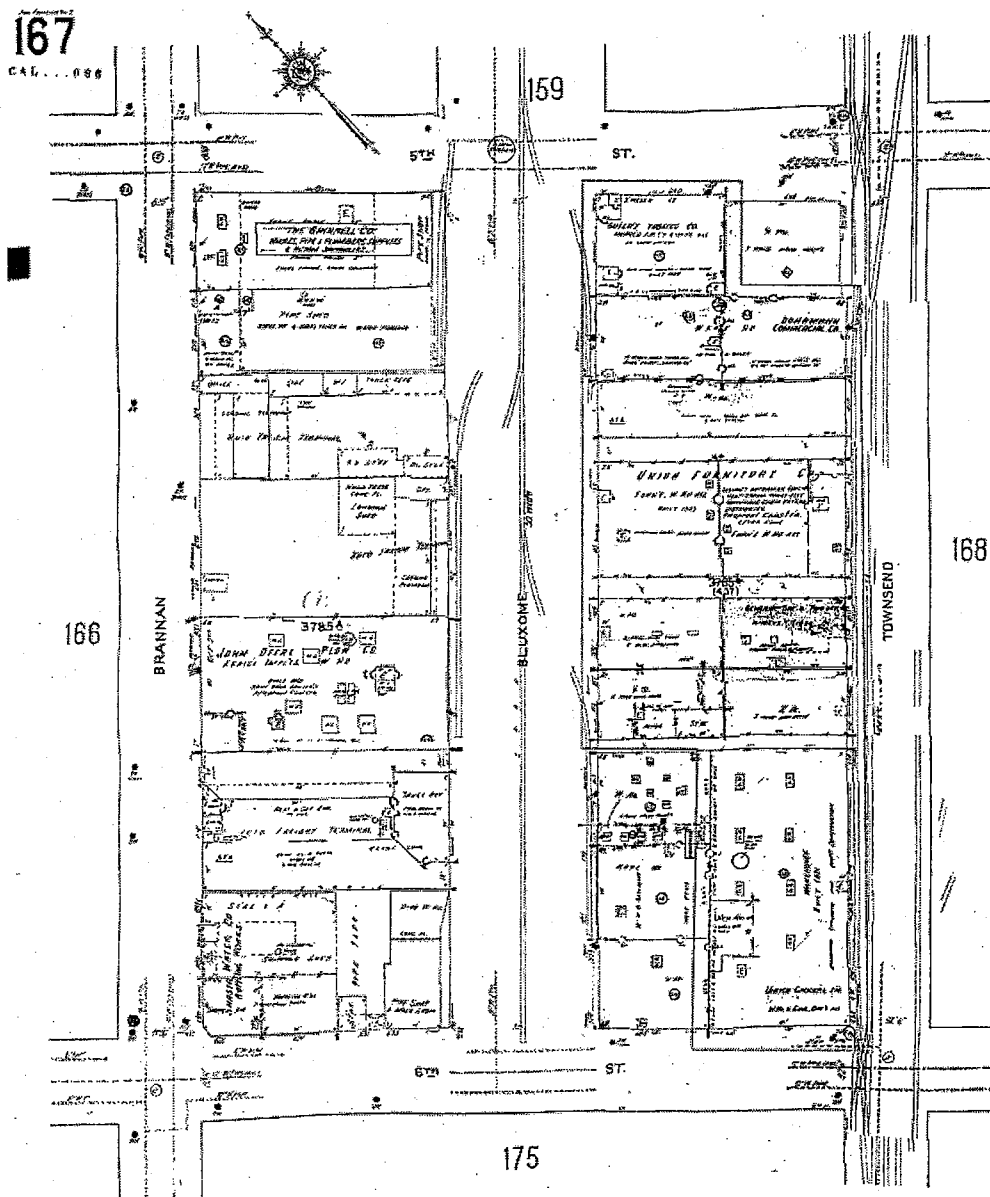
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1950 Sanborn Fire Insurance Map.

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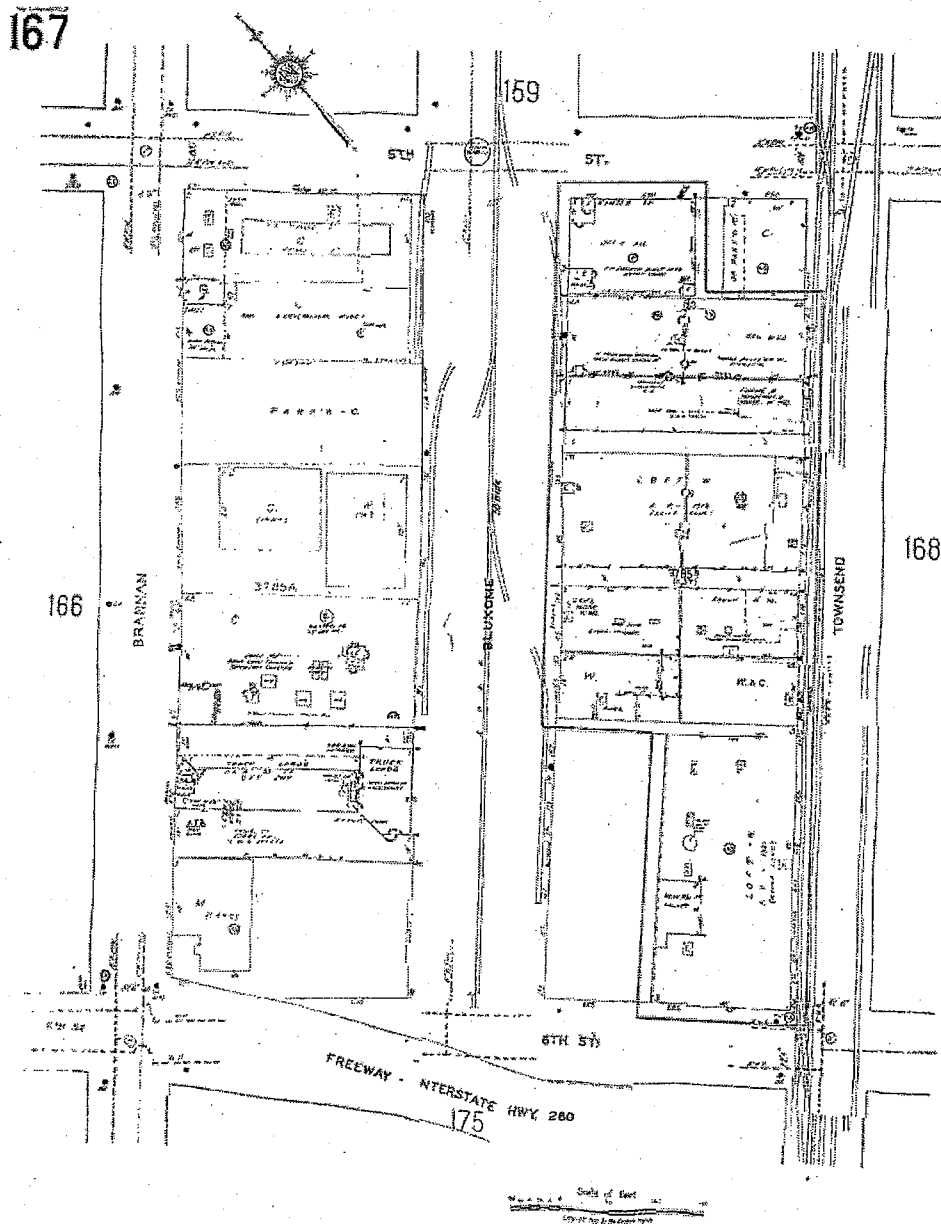
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1998 Sanborn Fire Insurance Map.

Miller, Alisa

From: Board of Supervisors
Sent: Friday, February 22, 2013 1:46 PM
To: Miller, Alisa
Subject: FW: Western SoMa Community Plan hearing next Monday

Hi Alisa:

Please put this memo in the correct file, for Monday's Land Use Meeting.

Thanks you,
Peggy

From: Jim Meko [mailto:Jim.Meko@comcast.net]
Sent: Thursday, February 21, 2013 10:09 AM
To: Chiu, David
Cc: Kim, Jane; Chu, Carmen; Wiener, Scott; Cohen, Malia; Farrell, Mark; Avalos, John; Campos, David; Yee, Norman (BOS); Mar, Eric (BOS); Breed, London; Board of Supervisors
Subject: Western SoMa Community Plan hearing next Monday

Dear friends and neighbors,

For more than seven years, the members of the Western SoMa Citizens Planning Task Force devoted thousands of hours creating a new community plan, one that will preserve and enhance what is already here while making sensible land use decisions to accommodate growth in a way that doesn't ruin what we already have.

We've worked hard to ensure that this Plan represents the kind of future we'd all like to see. "Building a Complete Neighborhood" is what it's all about. [Click here](#) to read the Plan. You don't often get a chance to participate in making decisions about your own neighborhood from start to finish. Some special interest groups are expected to come out of the woodwork to take pot shots at the Plan so the hundreds of participants in this process need to make their voices heard. Your testimony at the hearing next week will make all the difference. Please join us and support the Western SoMa Community Plan.

Land Use and Economic Development Committee
1:30 pm, Monday, February 25
City Hall, Committee Room 263

It's been a long time coming. The Task Force began its work in 2005. At one time or other, some fifty of your friends and neighbors have served on the Task Force. You might remember the series of Town Hall meetings that were held at Bessie Carmichael School. They weren't the usual dog-and-pony-show gatherings where folks sit and stare at Power Point presentations, but were rather an opportunity for everyone to roll up their sleeves and share in the real nitty gritty of urban planning. The three Town Halls mirrored the work of the Task Force itself by giving everyone a chance to weigh in on ...

- the vision and values represented in the Plan
- outlining a series of objectives
- the land use decisions that would implement the Plan

The first draft was completed in 2008. As the Planning Department worked away at the environmental review of the Plan, we gathered as much input from everyone as we could. Four years is an extraordinarily long time for them to complete an EIR but I think we used the time wisely.

- We fleshed out our proposal for a Community Stabilization Policy which would ensure that the levels of affordability and good jobs in Western SoMa be maintained.
- Rather than simply focus on historic buildings, we originated the idea of Social Heritage Districts in order to protect, enhance and memorialize the contributions of the Filipino and LGBTQ communities. We have submitted draft legislation to the Planning Department and are waiting for them to release their own proposal.
- We put into place protections for our alleys. The number of Residential Enclave Districts (and RED-mixed zoning) was greatly expanded.
- Working with the Transportation Authority, we initiated a Neighborhood Transportation Plan that will create safer and more livable residential clusters on Minna, Natoma and Ringold Alleys and which will serve as a template for other neighborhoods.
- We fine-tuned regulations for large development sites, taking advantage of the many sizable undeveloped parcels north of Harrison Street, where more dense residential development could be accommodated.
- The idea of turning Folsom Street into a Neighborhood Commercial Corridor, safer for pedestrians with more community-serving businesses and improved transit service, has moved closer to reality following a series of community meetings.
- We expanded the service and light industrial area south of Harrison Street to accommodate the arts and entertainment.
- We discussed the status of the entertainment industry in great detail and proposed the first major expansion of entertainment opportunities to be included in any Community Plan in recent memory.

The Western SoMa Community Plan was approved by a unanimous vote at the Planning Commission in December. It now heads to the Board of Supervisors for final adoption. If you can't attend the hearing next week, please send a letter of support to the committee members listed below.

Thanks!

Jim Meko, chair
Western SoMa Citizens Planning Task Force
 (415) 552-2401 office
 (415) 624-4309 cell
 (415) 552-2424 fax
www.sfgov.org/westernsoma

Land Use and Economic Development Committee:

Supervisor Scott Wiener, chair
Scott.Wiener@sfgov.org

Supervisor Jane Kim, vice chair
Jane.Kim@sfgov.org

Supervisor David Chiu
David.Chiu@sfgov.org

LEGISLATION RECEIVED CHECKLIST

*Files 130001,
130002, 130003,
130004*

Date 1/4/13

File Number (if applicable) _____

- | | |
|--|--------------------------------|
| <input checked="" type="checkbox"/> Legislation for Introduction (NEW) | ▶▶▶ Legislation Clerk |
| <input type="checkbox"/> Legislation Pending in Committee (AMENDED) | ▶▶▶ Committee Clerk |
| <input type="checkbox"/> Legislation for Board Agenda (AMENDED) | ▶▶▶ Dep Clerk, Legislative Div |

Supervisor, Mayor, and Departmental Submittals

Grant Ordinance

- ☐ **Legislation:** Original and 4 copies
- ☐ **Signature:** Department Head, the Mayor or the Mayor's designee, plus the Controller
- ☐ **Back-up materials:** 4 full sets (if applicable)
- ☐ **E-Version:** Sent to BOS Legislation@sfgov.org
- ☐ Cover letter
- ☐ Grant Information Form
- ☐ Disability Access Checklist
- ☐ Letter of Intent or grant award letter from funding agency
- ☐ Ethics Form 126 (determined by the Committee Clerk)

Ordinance

- 2*
- ☒ **Legislation:** Original and *4* copies
 - ☒ **Signature:** City Attorney
 - ☒ **Back-up materials:** *4* full sets (if applicable)
 - ☒ **E-Version:** Sent to BOS Legislation@sfgov.org - *sent to Angela Calvillo*
 - ☐ Cover letter
 - ☐ Back up materials (determined by the Committee Clerk)

Grant Resolution

- ☐ **Legislation:** Original and 4 copies
- ☐ **Signature:** Department Head, the Mayor or the Mayor's designee, plus the Controller
- ☐ **Back-up materials:** 4 full sets (if applicable)
- ☐ **E-Version:** Sent to BOS Legislation@sfgov.org
- ☐ Cover letter
- ☐ Grant Information Form
- ☐ Disability Access Checklist
- ☐ Letter of Intent or grant award letter from funding agency
- ☐ Ethics Form 126 (determined by the Committee Clerk)

Resolution

- 2*
- ☒ **Legislation:** Original and *4* copies
 - ☐ **Signature:** None required
 - ☒ **Back-up materials:** *4* full sets (if applicable)
 - ☒ **E-Version:** Sent to BOS Legislation@sfgov.org - *sent to Angela Calvillo*
 - ☐ Cover letter
 - ☐ Back up materials (determined by the Committee Clerk)

Corey Teague
Name

Planning
Department

415-575-9081
Telephone Number

