



# SAN FRANCISCO PLANNING DEPARTMENT

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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**

**Board File Number: \_\_\_\_\_ (pending)  
Planning Commission Recommendation: Approval**

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

Reception:  
**415.558.6378**

Fax:  
**415.558.6409**

Planning  
Information:  
**415.558.6377**

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.

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 11<sup>th</sup> Street between Harrison Street and Folsom Street, and the two properties immediately north of the intersection of Folsom Street and 11<sup>th</sup> 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 11<sup>th</sup> 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 – 11<sup>th</sup> 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

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## Western SoMa Community Plan Transmittal Packet to Board of Supervisors

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## Table of Contents

*Date:* January 3, 2013  
*Case No.:* **2008.0877**EMTZU  
*Staff Contact:* *Western SoMa Community Plan Adoption*  
Corey Teague - (415) 575-9081  
[corey.teague@sfgov.org](mailto:corey.teague@sfgov.org)

### I. Executive Summary Materials

I-1 Executive Summary Memo

### II. CEQA Findings – E Case

II-1 CEQA Findings Case Report

II-2 CEQA Findings Planning Commission Resolution No. 18757

II-3 CEQA Findings and Mitigation Monitoring and Reporting Program

### III. General Plan Amendments – M Case

III-1 General Plan Amendments Case Report

III-2 General Plan Amendments Planning Commission Resolution No. 18758

III-3 General Plan Amendments Draft Ordinance

III-4 Western SoMa Area Plan

III-4A General Plan Draft Text and Map Amendments

### IV. Planning Code Amendments – T Case

IV-1 Planning Code Amendments Case Report

IV-2 Planning Code Amendments Planning Commission Resolution No. 18759

IV-3 Planning Code Amendments Draft Ordinance

IV-4 Draft Planning Code Amendments Summary Table

IV-5 Draft Planning Code Amendments Zoning Guide

### V. Zoning Map Amendments – Z Case

V-1 Zoning Map Amendments Case Report

V-2 Zoning Map Amendments Planning Commission Resolution No. 18760

V-3 Zoning Map Amendments Draft Ordinance

V-4 Zoning Map Amendment – 11<sup>th</sup> Street Update

## **VI. Administrative Code Amendments – U Case**

VI- 1 Administrative Code Amendments Case Report

VI -2 Administrative Code Amendments Planning Commission Resolution No. 18761

VI -3 Administrative Code Amendments Draft Ordinance

## **VII. Implementation Program – U Case**

VII-1 Program Implementation Document Case Report

VII-2 Program Implementation Document Planning Commission Resolution No. 18762

VII-3 Western SoMa Community Plan Program Implementation Document

## **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

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## 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](mailto: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 7<sup>th</sup> Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7<sup>th</sup> Street, Harrison Street, 4<sup>th</sup> 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.

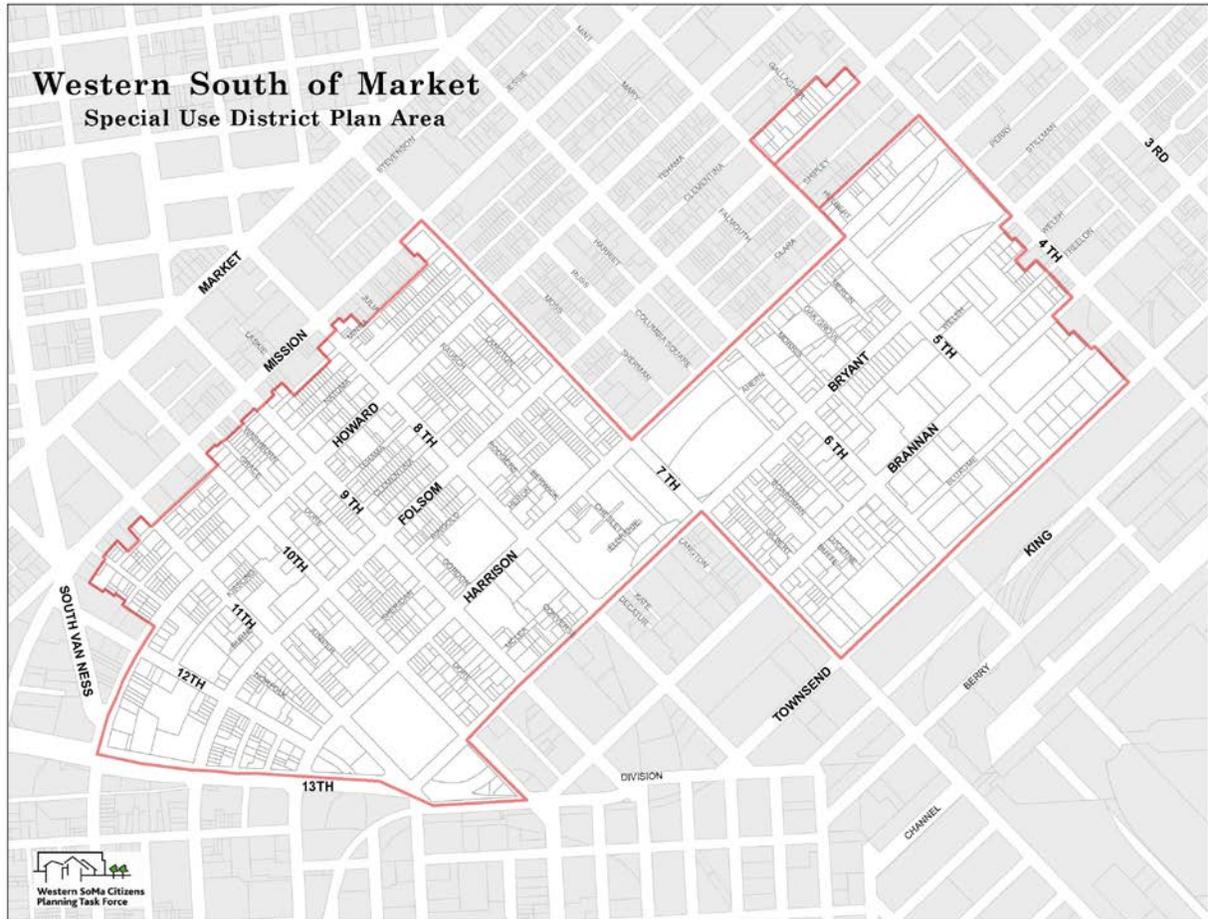
The Western SoMa Area Plan (“the Plan”) supports and builds on the Eastern Neighborhoods Plan’s vision for the traditionally industrial and mixed use areas in the eastern part of the City. The Plan complements the Eastern Neighborhoods Plan’s patterns of land use, urban form, public space, circulation, 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 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.

## **PLAN AREA**

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

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## 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](mailto:corey.teague@sfgov.org)  
*Reviewed By:* Tim Frye, Preservation Coordinator – (415) 575-6822  
[tim.frye@sfgov.org](mailto: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 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 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

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## 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](mailto:corey.teague@sfgov.org)  
*Reviewed By:* Joshua Switzky – (415) 575-6815  
[joshua.switzky@sfgov.org](mailto: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 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 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

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## 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  
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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

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 12<sup>th</sup> 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

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## 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](mailto: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

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## 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](mailto: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 7<sup>th</sup> Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7<sup>th</sup> Street, Harrison Street, 4<sup>th</sup> 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

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## 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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## San Francisco Planning Commission

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,<sup>1</sup> 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 acres<sup>2</sup> 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.

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<sup>1</sup> 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).

<sup>2</sup> 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](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 (PM2.5) 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 (PM2.5) 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 PM2.5 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<sub>2.5</sub>) 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<sub>2.5</sub> 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<sub>2.5</sub> 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<sub>2.5</sub>) 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 PM<sub>2.5</sub> 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 PM<sub>2.5</sub> 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 PM2.5 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
<b>A. Land Use</b>					
No mitigation required.					
<b>B. Aesthetics</b>					
No mitigation required.					
<b>C. Population, Housing, Business Activity, and Employment</b>					
No mitigation required.					
<b>D. Cultural and Paleontological Resources</b>					
<p><b>M-CP-1a: Documentation of a Historical Resource.</b> 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor and qualified historic preservation individual for each subsequent project undertaken pursuant to the Western SoMa Community Plan or Rezoning of Adjacent Parcels.</p>	<p>Prior to the start of any demolition or adverse alteration on a designated historic resource.</p>	<p>Planning Department Preservation Technical Specialist to review and approve HABS documentation.</p>	<p>Considered complete upon submittal of final HABS documentation to the Preservation Technical Specialist.</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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
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.					
<b>M-CP-1b: Oral Histories.</b> 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 ( <a href="http://alpha.dickinson.edu/oha/pub_eg.html">http://alpha.dickinson.edu/oha/pub_eg.html</a> ). 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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.
<b>M-CP-1c: Interpretive Program.</b> 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
<p><b>M-CP-4a: Project-Specific Preliminary Archeological Assessment.</b> 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"> <li>• Determine the historical uses of the project site based on any previous archeological documentation and Sanborn maps;</li> <li>• 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;</li> <li>• Determine if 19th or 20th century soils-disturbing activities may have adversely affected the identified potential archeological resources;</li> <li>• Assess potential project effects in relation to the depth of any identified potential archeological resource;</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor, 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.</p>	<p>Prior to issuance of a building permit.</p>	<p>Planning Department’s Environmental Review Officer; Planning Department’s archeologist or qualified archaeological 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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
<p>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>					
<p><b>M-CP-4b: Procedures for Accidental Discovery of Archeological Resources.</b> 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>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.</p>	<p>Prior to issuance of any permit for soil-disturbing activities and during construction.</p>	<p>Project Sponsor; ERO; archeologist.</p>	<p>Considered complete upon ERO’s approval of FARR.</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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
<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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
<p><b>M-CP-7a: Protect Historical Resources from Adjacent Construction Activities.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>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.</p>	<p>Prior to any demolition or construction activities.</p>	<p>Project Sponsor; contractor.</p>	<p>Considered complete upon ERO’s approval of construction specifications.</p>
<p><b>M-CP-7b: Construction Monitoring Program for Historical Resources.</b> 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</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>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.</p>	<p>Prior to the start of demolition, earth moving, or construction activity proximate to a designated historical resource.</p>	<p>Planning Department Preservation Technical Specialist shall review and approve construction monitoring program.</p>	<p>Considered complete upon submittal to ERO of post-construction report on construction monitoring program and effects, if any, on proximately historical resources.</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
<b>D. Cultural and Paleontological Resources (cont.)</b>					
<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>					
<b>E. Transportation and Circulation</b>					
<p><b>M-TR-1c: Optimization of Signal Timing at the Eighth/Harrison/I-80 Westbound off-Ramp Intersection.</b> 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"> <li>Western SoMa Community Plan</li> </ul>	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><b>M-TR-4: Provision of New Loading Spaces on Folsom Street.</b> 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"> <li>Western SoMa Community Plan</li> </ul>	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
<b>E. Transportation and Circulation (cont.)</b>					
<p><b>M-C-TR-2: Impose Development Impact Fees to Offset Transit Impacts.</b> 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"> <li>Western SoMa Community Plan</li> </ul>	<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>
<b>F. Noise and Vibration</b>					
<p><b>M-NO-1a: Interior Noise Levels for Residential Uses.</b> 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 for Community Noise</i> to reduce potential interior noise levels to the maximum</p>	<ul style="list-style-type: none"> <li>Western SoMa Community Plan</li> <li>Rezoning of Adjacent Parcels</li> </ul>	<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
<b>F. Noise and Vibration (cont.)</b>					
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.					
<p><b>M-NO-1b: Siting of Noise-Sensitive Uses.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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.
<p><b>M-NO-1c: Siting of Noise-Generating Uses.</b> 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</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>F. Noise and Vibration (cont.)</b>					
<p>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.</p>			<p>final building permit and certificate of occupancy.</p>		
<p><b>M-NO-1d: Open Space in Noisy Environments.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor, architect, acoustical consultant, and construction contractor.</p>	<p>To be implemented at the time individual project are proposed.</p>	<p>Planning Department</p>	<p>Considered completed upon approval of project plans by the Planning Department.</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
<b>F. Noise and Vibration (cont.)</b>					
<p><b>M-NO-2a: General Construction Noise Control Measures.</b> 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"> <li>• 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).</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Prior to the issuance of each building permit, along with the submission of construction documents, the sponsor of a subsequent development</li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>F. Noise and Vibration (cont.)</b>					
<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><b>M-NO-2b: Noise Control Measures During Pile Driving.</b> 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"> <li>• 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);</li> <li>• 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;</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor and construction contractor.</p>	<p>During the period of pile-driving.</p>	<p>Project sponsor to provide monthly noise reports during pile-driving.</p>	<p>Considered complete upon final monthly report.</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
<b>F. Noise and Vibration (cont.)</b>					
<ul style="list-style-type: none"> <li>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.</li> </ul> <p>Additionally, if pile driving would occur within proximity to historical resources, project sponsors would be required to incorporate <b>Mitigation Measures M-CP-7a</b>, Protect Historical Resources from Adjacent Construction Activities, and <b>Mitigation Measure M-CP-7b</b>, Construction Monitoring Program for Historical Resources, discussed in Section 4.D, Cultural and Paleontological Resources.</p>					
<b>G. Air Quality</b>					
<p><b>M-AQ-2: Transportation Demand Management Strategies for Future Development Projects.</b> 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"> <li>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;</li> <li>Include in the price of rental/Home Owners Association fee a monthly Muni Fast Pass;</li> <li>Provide a transportation kiosk/display in the commercial or residential lobby, or other highly visible location, with regularly updated information about transportation choices;</li> <li>Provide and maintain a pool of bicycles for building residents;</li> </ul>	<ul style="list-style-type: none"> <li>Western SoMa Community Plan</li> <li>Rezoning of Adjacent Parcels</li> </ul>	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
<b>G. Air Quality (cont.)</b>					
<ul style="list-style-type: none"> <li>• Provide on-site bicycle rental/loaner bicycles to retail/commercial employees and hotel guests for local travel;</li> <li>• Provide additional Class 1 bicycle parking spaces for resident or retail/commercial employee use;</li> <li>• Provide bicycle parking (valet or Class 1 secure parking) for hotel guests;</li> <li>• Provide Class 2 bicycle parking for retail/commercial and residential visitor use;</li> <li>• Require retail/commercial employees to pay for on-site parking;</li> <li>• Reduce amount of on-site vehicle parking for retail/commercial and residential land uses;</li> <li>• Provide information on website (e.g., retail and/or commercial businesses, museums, hotels) about how to access the building via transit, walking, and bicycling;</li> <li>• 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</li> <li>• Offer other transit, ridesharing, bicycling, and walking incentives for employees.</li> </ul>					
<p><b>M-AQ-3: Reduction in Exposure to Toxic Air Contaminants for New Sensitive Receptors.</b> 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<sub>2.5</sub>) 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>G. Air Quality (cont.)</b>					
<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><b>M-AQ-4: Siting of Uses that Emit PM<sub>2.5</sub> or DPM and Other TACs.</b> 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project Sponsor and construction contractor.</p>	<p>Prior to any demolition or construction activities.</p>	<p>ERO to review and approve any required air quality analysis for subsequent development projects.</p>	<p>Considered complete upon ERO review and approval of air quality analysis.</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
<b>G. Air Quality (cont.)</b>					
<p>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>					
<p><b>M-AQ-6: Construction Emissions Minimization Plan for Criteria Air Pollutants.</b> 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"> <li>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"> <li>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</li> <li>b) All off-road equipment shall have:                 <ol style="list-style-type: none"> <li>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></li> <li>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).</li> </ol> </li> </ol> </li> </ol>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor and construction contractor.</p>	<p>Prior to the start of heavy diesel equipment use on site.</p>	<p>ERO to review and approve health risk assessment, or other appropriate analysis.</p>	<p>Considered complete upon Environmental Planning Air Quality Specialist review and acceptance of health risk assessment, or other appropriate analysis.</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
<b>G. Air Quality (cont.)</b>					
<p>c) Exceptions:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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.</li> </ul> <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												
<b>G. Air Quality (cont.)</b>																	
<p align="center"><b>TABLE M-AQ-6 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</b></p> <table border="1" data-bbox="121 529 795 716"> <thead> <tr> <th data-bbox="121 529 289 594">Compliance Alternative</th> <th data-bbox="289 529 516 594">Engine Emission Standard</th> <th data-bbox="516 529 795 594">Emissions Control</th> </tr> </thead> <tbody> <tr> <td data-bbox="121 594 289 630">1</td> <td data-bbox="289 594 516 630">Tier 2</td> <td data-bbox="516 594 795 630">ARB Level 2 VDECS</td> </tr> <tr> <td data-bbox="121 630 289 677">2</td> <td data-bbox="289 630 516 677">Tier 2</td> <td data-bbox="516 630 795 677">ARB Level 1 VDECS</td> </tr> <tr> <td data-bbox="121 677 289 716">3</td> <td data-bbox="289 677 516 716">Tier 2</td> <td data-bbox="516 677 795 716">Alternative Fuel*</td> </tr> </tbody> </table> <p data-bbox="121 727 795 881">* 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.</p> <p data-bbox="121 886 443 911">** Alternative fuels are not a VDECS</p> <p data-bbox="94 959 814 1247">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.</p> <p data-bbox="94 1263 814 1390">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.</p>						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*
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*															

**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
<b>G. Air Quality (cont.)</b>					
<p><i>Reporting.</i> 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><b>M-AQ-7: Construction Emissions Minimization Plan for Health Risks and Hazards.</b> 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, Construction Emissions Minimization Plan for Criteria Air Pollutants.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>H. Greenhouse Gas Emissions</b>					
No mitigation required.					
<b>I. Wind and Shadow</b>					
<p><b>M-WS-1: Screening-Level Wind Analysis and Wind Testing.</b> 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"> <li>• <i>Screening-Level Wind Analysis:</i> 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.</li> <li>• <i>Project-Level Wind Test:</i> 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.”</li> <li>• <i>Design Modifications:</i> 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</li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	<p>Project sponsor of identified development projects and any other subsequent development project adjacent to the Western SoMa Community Plan Area or on Adjacent Parcels.</p>	<p>Wind-tunnel screening/testing to occur during environmental review; project revisions to occur prior to project approval.</p>	<p>ERO shall review and approve wind screening or study.</p>	<p>Considered complete upon EOR acceptance of wind screening or study.</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
<b>I. Wind and Shadow (cont.)</b>					
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.					
<b>J. Recreation</b>					
No mitigation required.					
<b>K. Public Services, Utilities and Service Systems</b>					
No mitigation required.					
<b>L. Biological Resources</b>					
<p><b>M-BI-1a: Pre-Construction Special-Status Bird Surveys.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	Project Sponsor; qualified biologist; CDFG; USFWS	Prior to issuance of demolition or building 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
<b>L. Biological Resources (cont.)</b>					
<p><b>M-BI-1b: Pre-Construction Special-Status Bat Surveys.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>M. Geology and Soils</b>					
No mitigation required.					
<b>N. Hydrology and Water Quality</b>					
No mitigation required.					
<b>O. Hazards and Hazardous Materials</b>					
<p><b>M-HZ-2: Hazardous Building Materials Abatement.</b> 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.</p>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>O. Hazards and Hazardous Materials (cont.)</b>					
<p><b>M-HZ-3: Site Assessment and Corrective Action.</b> 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"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>O. Hazards and Hazardous Materials (cont.)</b>					
<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
<b>E. Transportation and Circulation</b>					
<p><b>I-TR-1: Transportation Demand Management Strategies for Future Development Projects.</b> 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"> <li>• 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 ridesharing, provision of transit passes, etc;</li> <li>• Include in the price of rental/Home Owners Association fee a monthly Muni Fast Pass;</li> <li>• Provide a transportation kiosk/display in commercial or residential lobby, or other highly visible location, with regularly updated information about transportation choices;</li> <li>• Provide and maintain pool of bicycles for building residents;</li> <li>• Provide on-site bicycle rental/loaner bicycles to retail/commercial employees and hotel guests for local travel;</li> <li>• Provide additional Class 1 bicycle parking spaces for resident or retail/commercial employee use;</li> <li>• Provide bicycle parking (valet or Class 1 secure parking) for hotel guests;</li> <li>• Provide Class 2 bicycle parking for retail/commercial and residential visitor use;</li> <li>• Require retail/commercial employees to pay for on-site parking;</li> <li>• Reduce amount of on-site vehicle parking for retail/commercial and residential land uses;</li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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
<b>E. Transportation and Circulation (cont.)</b>					
<ul style="list-style-type: none"> <li>• Provide information on website (e.g., retail and/or commercial businesses, museums, hotels) about how to access the building via transit, walking, and bicycling;</li> <li>• 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</li> <li>• Offer other transit, ridesharing, bicycling, and walking incentives for employees.</li> </ul>					
<b>L. Biological Resources</b>					
<p><b>I-BI-2: Night Lighting Minimization.</b> 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"> <li>• Reduce building lighting from exterior sources by:                             <ul style="list-style-type: none"> <li>- Minimizing amount and visual impact of perimeter lighting and façade up-lighting and avoid up-lighting of rooftop antennae and other tall equipment, as well as of any decorative features;</li> <li>- Installing motion-sensor lighting; and</li> <li>- Utilizing minimum wattage fixtures to achieve required lighting levels.</li> </ul> </li> <li>• Reduce building lighting from interior sources by:                             <ul style="list-style-type: none"> <li>- Dimming lights in lobbies, perimeter circulation areas, and atria;</li> <li>- 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);</li> <li>- Utilizing automatic controls (motion sensors, photo-sensors, etc.) to shut off lights in the evening when no one is present;</li> <li>- Encouraging the use of localized task lighting to reduce the need for more extensive overhead lighting;</li> <li>- Scheduling nightly maintenance to conclude by 11:00 p.m.; and</li> <li>- Educating building users about the dangers of night lighting to birds.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Western SoMa Community Plan</li> <li>• Rezoning of Adjacent Parcels</li> </ul>	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

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

HEARING DATE DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877MTZU**  
*Western SoMa Area Plan –  
General Plan Amendments*  
*Staff Contact:* Corey Teague - (415) 575-9081  
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*Reviewed By:* Joshua Switzky – (415) 575-6815  
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*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 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

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## Planning Commission Resolution No. 18758

HEARING DATE DECEMBER 6, 2012

*Date:* November 29, 2012  
*Case No.:* **2008.0877EMTZU**  
*Project:* *Western SoMa Community Plan –  
General Plan Amendments*  
*Staff Contact:* Corey Teague - (415) 575-6815  
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*Recommendation:* **Approval**

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### 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 7<sup>th</sup> Street, Mission Street, Division Street, and Bryant Street on the western portion of the plan area, and 7<sup>th</sup> Street, Harrison Street, 4<sup>th</sup> 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 12<sup>th</sup> 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 9<sup>th</sup> Street and 10<sup>th</sup> 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 8<sup>th</sup> 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 4<sup>th</sup> and 7<sup>th</sup> 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. 2008.0877EMTZU**  
**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.

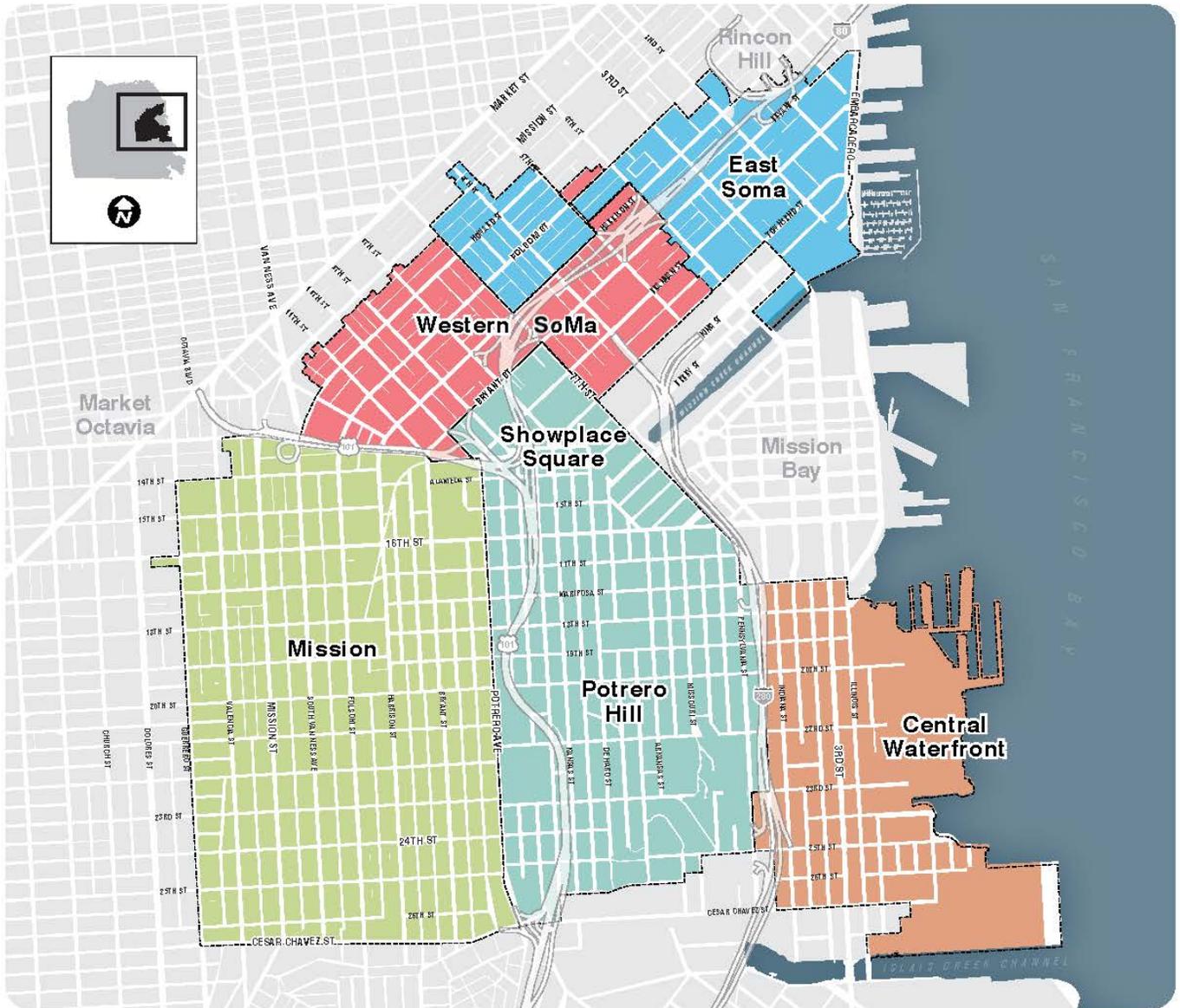
This Plan is the result of decisions developed through hundreds of hours of committee meetings and has been vetted through three Town Hall meetings. It is one of the first plans ever to be thoroughly scrutinized at every step of the drafting process by the application of the Department of Public Health's "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 polices that follow and add detail to the non-residential vision for the neighborhood. The first set of polices 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 polices 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

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



# 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 enclaves 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 SFCTA 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 SALI**

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 (1percent 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 craftspersons involvement 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 ~~strike through~~

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 Visitacion 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
Visitacion 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>
<b>Total Adopted Plans &amp; Projects</b>	<b><u>60,183</u> <del>39,600</del></b>
<del>Executive Park</del>	<del>1,600</del>
<del>Glen Park</del>	<del>100</del>
Japantown	To be determined
<del>Park Merced</del>	<del>5,600</del>
<del>Transit Center District</del>	<del>1,200</del>
<del>West SOMA</del>	<del>2,700</del>
<del>Treasure Island</del>	<del>7,000</del>
<b>Total Plans &amp; Projects Under Way</b>	<b><u>To be determined</u> <del>18,200</del></b>
<b>TOTAL:</b>	<b><u>60,183</u> <del>57,800</del></b>

\* 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.

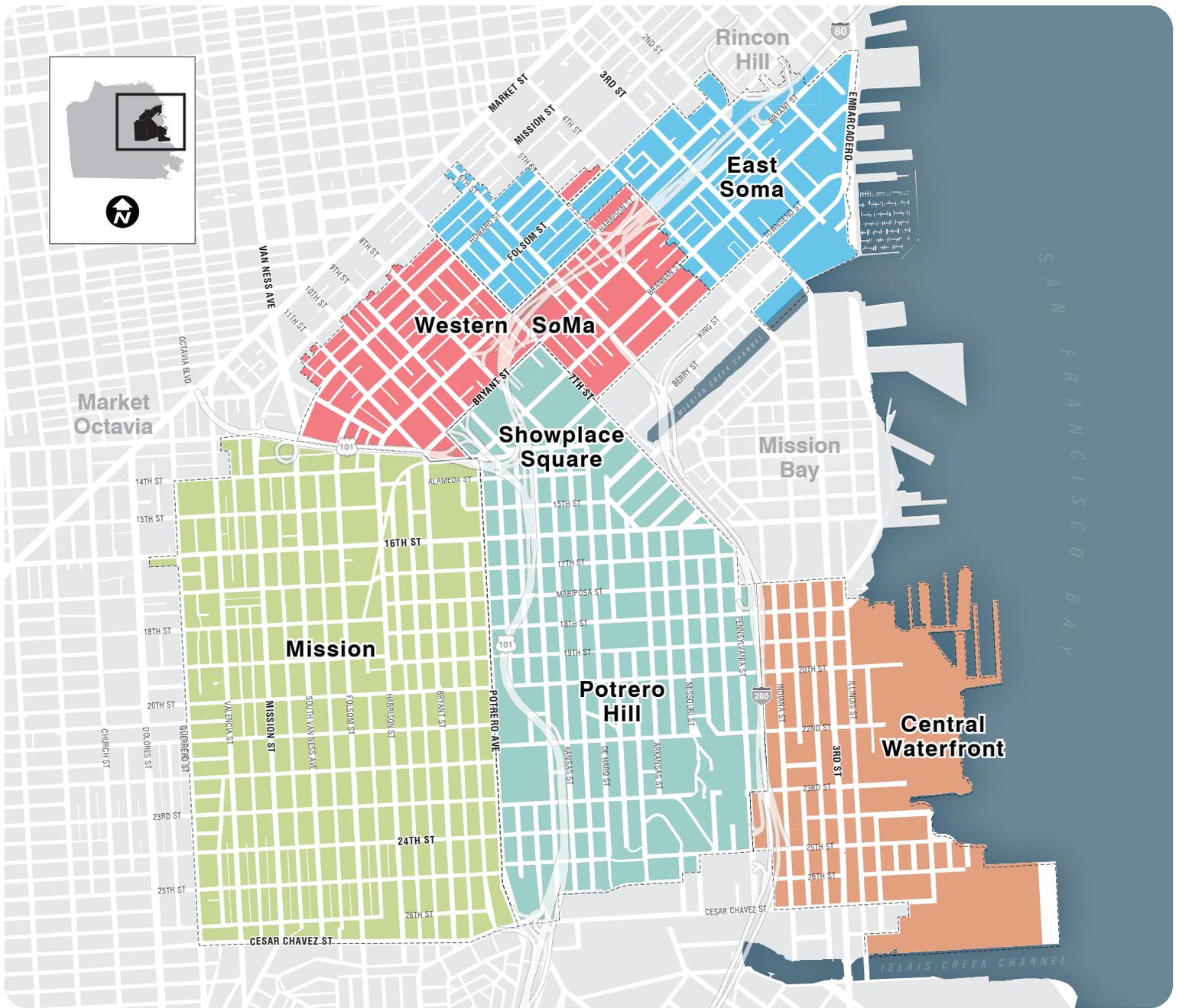
#### General Plan Map Amendments

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**



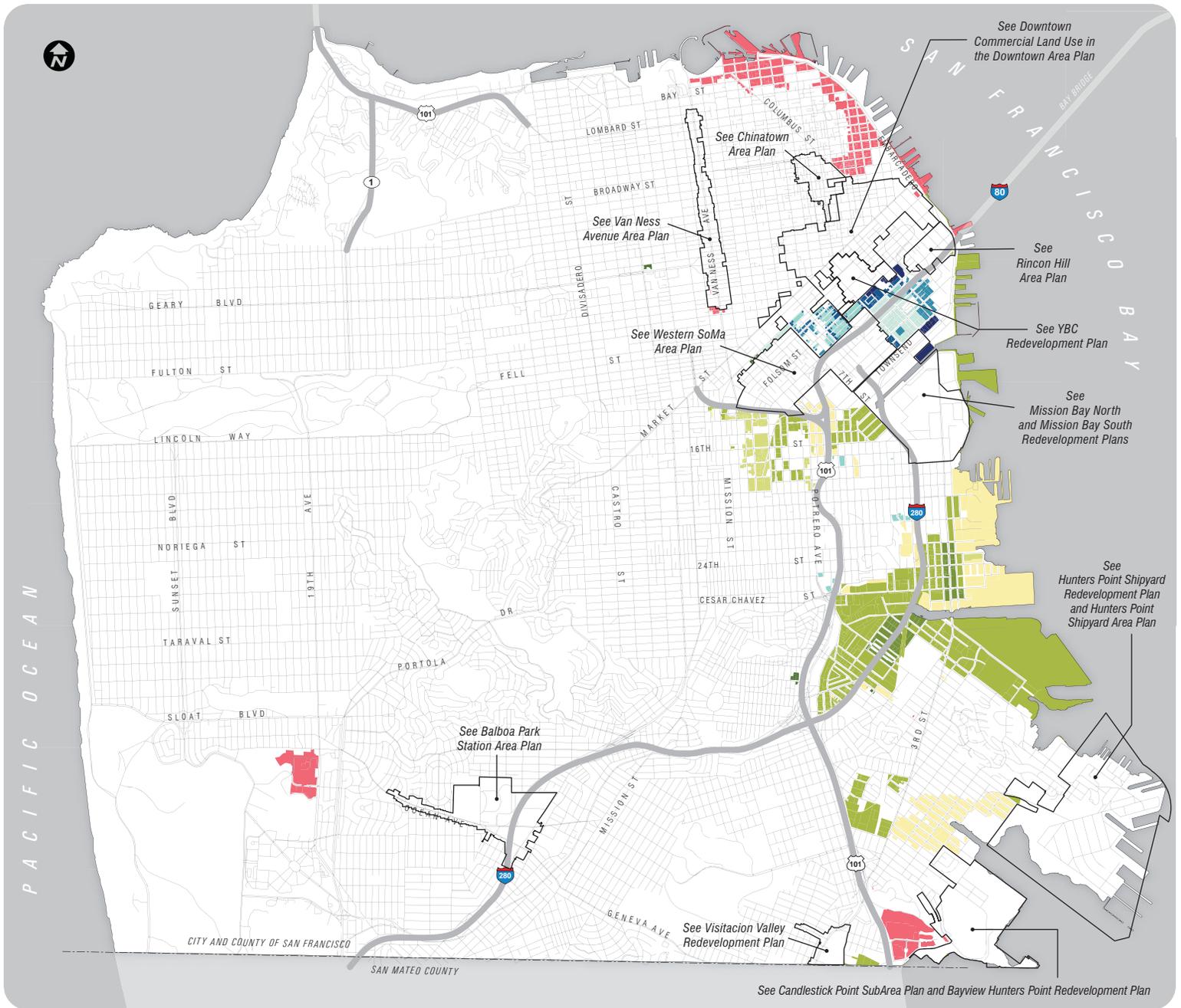
### Plan Areas

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)



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

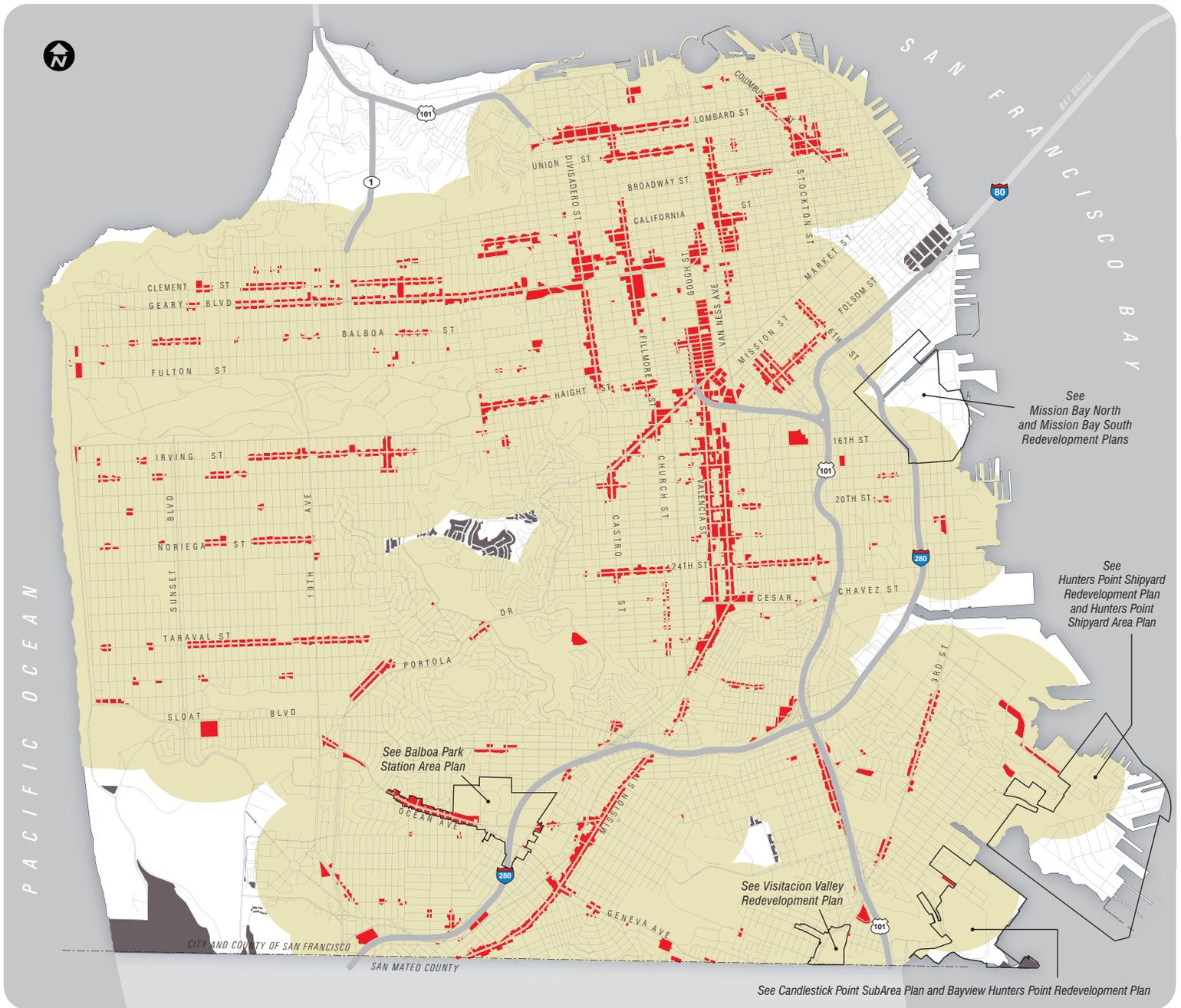
4.0:1 FAR

5.0:1 FAR

6.0:1 FAR

7.5:1 FAR

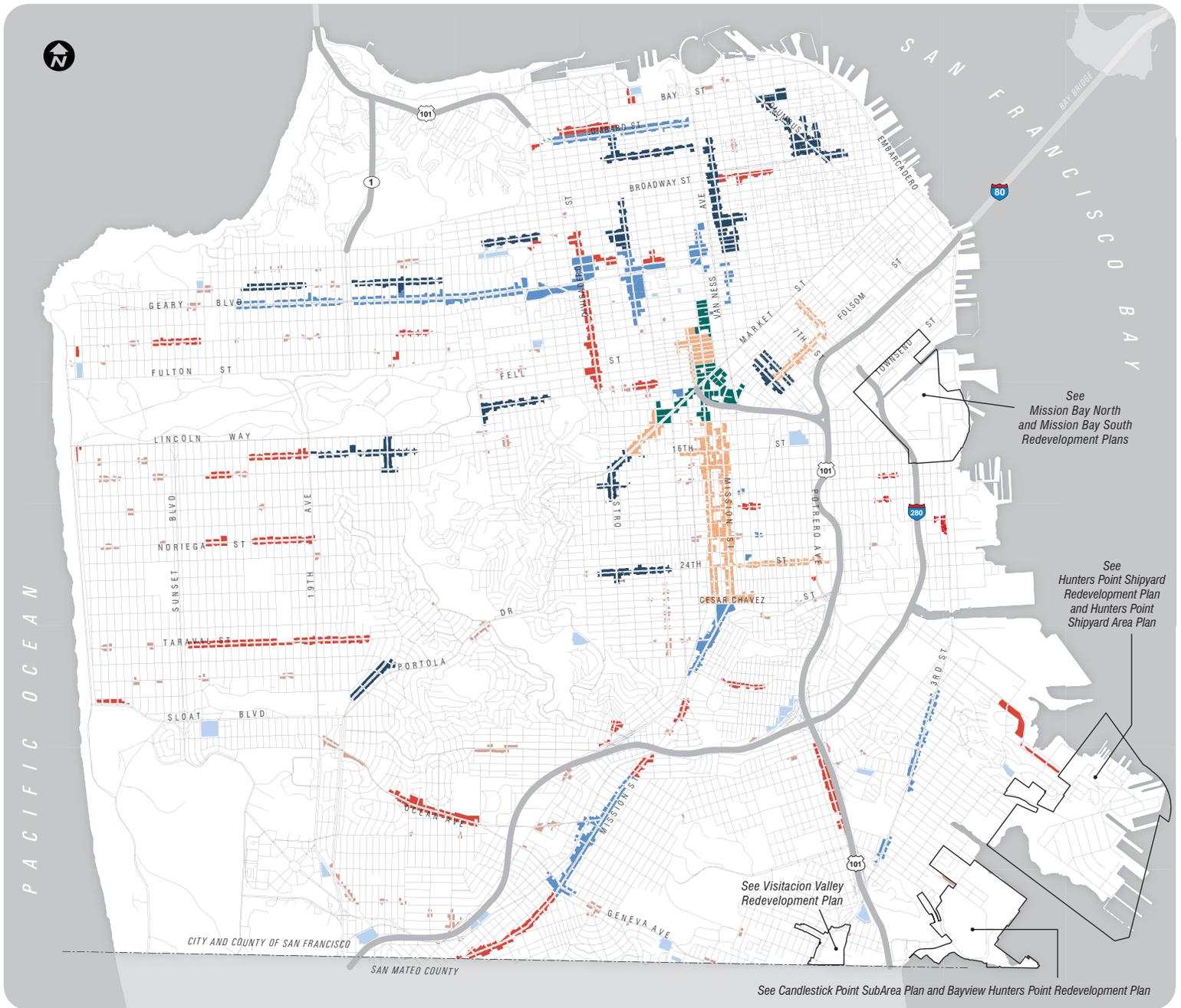
Note:  
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential Commercial districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. An additional 25% FAR may be added on corner lots in non C-3 districts. 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



## Generalized Neighborhood Commercial Land Use and Density Plan

0 Miles 1

**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